

AGENDA

Transit Committee Meeting

August 11, 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

**August 11, 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.

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.

- 3. Bi-Annual Fiscal Year 2021/2022 Railroad Right-of-Way Grants of Right of Use Report** Pg. 17

Receive and file the second half of Fiscal Year 2021/2022 (January through June 2022) Right-of-Way Grants of Right of Use Report.

Presenter: Ryan Aschenbrenner

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

DISCUSSION ITEMS

Discussion - Transit

- 4. Preview of the Hearing to Consider Resolutions of Necessity for Property Interests for the West Valley Connector Project** Pg. 19

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. 22-118 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 Larry James Sarinana & Leticia Sarinana. (Assessor’s Parcel Number (APN 1010-522-17). 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. 22-077 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 Birch Forestone, LLC, a California limited liability company (APN 8336-022-015). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

(Item No. 4 Cont.)

D. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-046 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 Gregory L. Johnson & Thea M. Johnson, Co-Trustees of The Johnson Family Trust established June 9, 2011 (APN 1011-111-21). 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. 22-130 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 Rancho Mall, LLC, a Delaware limited liability company (APN 1090-531-03 and 1090-551-04). 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. 22-062 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 Elia M. Tawil, Trustee of the Elia M. Tawil Revocable Trust dated December 20, 2006 (APN 1048-524-17). 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. 23-004 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 Deborah Y. Cagle (APN 1049-094-04 & 14). 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. 23-007 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 Muhammad A. Malik (APN 1049-093-01). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

I. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-133 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 Holt LPIV 3, LLC, a Delaware limited liability company (APN 0110-111-13 & 14). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

J. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-145 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 Holt LPIV 8, LLC, a Delaware limited liability company (APN 1049-131-13 & 14). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

(Item No. 4 Cont.)

K. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-067 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 415 Vineyard, LLC, a California limited liability company (APN 0110-072-08 & 09). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

L. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 23-013 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 the Arustemi Family Revocable Living Trust (APN 1049-101-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

M. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 23-016 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 1044 E. Holt, LLC, a California limited liability company (APN 1049-131-15). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

N. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 23-017 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 TIP Ontario, LLC, a California limited liability company (APN 1049-131-16). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

O. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-033 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 USPF Holt, LP, a Delaware limited partnership (APN 0110-121-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

P. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-137 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 Marcel Enrique Rauda (APN 1049-101-08). 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.

5. Unmet Transit Needs Public Hearings and Findings

Pg. 47

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

A. Review the testimony from the September 2021 Unmet Transit Needs Public Hearings; and

B. Adopt Resolution No. 22-151 for Unmet Transit Needs Findings.

Presenter: Nancy Strickert

The Upper Desert (Victor Valley/Barstow) unmet needs were reviewed and approved by the Public and Specialized Transportation Advisory and Coordination Council on April 12, 2022. Additionally the unmet needs were reviewed by Victor Valley Transit Authority on June 20, 2022. SBCTA General Counsel has reviewed this item and the draft Resolution.

6. San Bernardino County Multimodal Transportation Quarterly Update

Pg. 54

Receive and file the San Bernardino County Multimodal Transportation Quarterly Update.

Presenter: Nancy Strickert

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

7. Amendment No. 3 to Contract No. 15-1001146 with RailPros, Inc., for Program Management Services for the Redlands Passenger Rail Project

Pg. 83

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

A. Approve Amendment No. 3 to Contract No. 15-1001146 with RailPros, Inc., for Program Management Services on the Redlands Passenger Rail Project, increasing the contract amount by \$1,746,134.85, for a revised total contract amount of \$20,083,144.85.

B. Approve contingency in an amount not-to-exceed \$174,613.48 for Contract No. 15-1001146 and authorize the Executive Director, or his designee, to release contingency as necessary for the completion of the project.

C. Approve an increase to the overall Redlands Passenger Rail Project budget of \$1,020,748.33 after \$900,000 of previously authorized contingency funding is applied to the contract increase, to be funded with unallocated interest accrued on the balance of the Public Transportation Modernization, Improvement and Service Enhancement Account grant funds awarded to the project, and Measure I Rail funds, for a new project total of \$376,133,730.63.

Presenter: Victor Lopez

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

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Acronym List

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Mission Statement

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The next Transit Committee meeting is scheduled for September 15, 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: August 11, 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

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2 Cont'd			CL Coatings, Inc. Crown Fence Co. Air & Lube Systems, Inc. Wine Gardner Masonry, Inc. Meadows Sheet Metal & Air Conditioning, Inc. Dba Meadows Mechanical
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Item No. 4 – Preview of the Hearing to Consider Resolutions of Necessity for Property Interests for the West Valley Connector Project

APN#	Principals & Agents
1010-522-17	Larry James Sarinana & Leticia Sarinana.
8336-022-015	Birch Forestone, LLC, a California limited liability company
1011-111-21	Gregory L. Johnson & Thea M. Johnson, Co-Trustees of The Johnson Family Trust established June 9, 2011
1090-531-03 and 1090-551-04	Rancho Mall, LLC, a Delaware limited liability company
1048-524-17	Elia M. Tawil, Trustee of the Elia M. Tawil Revocable Trust dated December 20, 2006
1049-094-04 & 14	Deborah Y. Cagle
1049-093-01	Muhammad A. Malik
0110-111-13 & 14	Holt LPIV 3, LLC, a Delaware limited liability company
1049-131-13 & 14	Holt LPIV 8, LLC, a Delaware limited liability company
0110-072-08 & 09	415 Vineyard, LLC, a California limited liability company
1049-101-10	Arustemi Family Revocable Living Trust
1049-131-15	1044 E. Holt, LLC, a California limited liability company
1049-131-16	TIP Ontario, LLC, a California limited liability company
0110-121-10	USPF Holt, LP, a Delaware limited partnership
1049-101-08	Marcel Enrique Rauda

7	15-1001146-03	RailPros, Inc. <i>Douglas Sawyer</i>	None
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Financial Impact:

This item has no direct impact on the annual budget.

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: August 11, 2022

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: August 11, 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 012: DMU Interior Station Name Decals revision (\$9,496.00)

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

- 1) CCO 184: Mountain View Retaining Wall (\$120,121.87)
- 2) CCO 192: 6th Street Additional Paving (\$4,231.05)
- 3) CCO 193: 6th Street Median Revisions (-\$32,236.32)
- 4) CCO 198: Sierra Way Additional Paving (\$6,222.96)
- 5) CCO 199: Tippecanoe Additional Paving (\$7,306.35)
- 6) CCO 201: Central Avenue Air Vac (\$20,725.69)
- 7) CCO 202: Colton Avenue Temporary K-Rail (\$9,358.22)
- 8) CCO 206: Alabama Street Additional Paving (\$13,185.60)
- 9) CCO 209: Maintenance of Way Services Extension (\$96,000.00)
- 10) CCO 210: University Station Landscape Revision (\$14,373.16)
- 11) CCO 211: Quantity Reconciliation 4 (\$186,658.99)

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

- 1) CCO 22.2: Extension of Site Security 3 (Through April 1, 2022) (\$34,000.00)
- 2) CCO 39: Retaining Wall Handrail (Fall Protection) (\$28,557.20)
- 3) CCO 44: Door 101A Canopy Removal & Lighting (\$5,209.88)
- 4) CCO 46: Gangway Retrofit & Replacement (\$7,775.00)
- 5) CCO 47: Wash Pad Grate to Meet CPUC GO-26D & OSHA (\$10,000.00)
- 6) CCO 53: Mechanical Limit Sign (\$402.50)

Entity: San Bernardino County Transportation Authority

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Financial Impact:

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

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: August 11, 2022

Witnessed By:

San Bernardino County Transportation Authority

Rail and Transit Construction Contracts

RPRP- Mainline Construction Flatiron West, Inc (17-1001705)		
Executed Change Orders		
Number	Description	Amount
184	Mountain View Retaining Wall	\$120,121.87
192	6th Street Additional Paving	\$4,231.05
193	6th Street Median Revisions	(\$32,236.32)
198	Sierra Way Additional Paving	\$6,222.96
199	Tippecanoe Additional Paving	\$7,306.35
201	Central Avenue Air Vac	\$20,725.69
202	Colton Avenue Temporary K-Rail	\$9,358.22
206	Alabama Street Additional Paving	\$13,185.60
209	Maintenance of Way Services Extension	\$96,000.00
210	University Station Landscape Revisions	\$14,373.16
211	Quantity Reconciliation 4	\$186,658.99
CCO TOTAL		\$18,240,586.44
APPROVED CONTINGENCY		\$23,134,814.59
REMAINING CONTINGENCY		\$4,894,228.15
RPRP- Arrow Maintenance Facility (AMF) Granite Construction Company (19-1002070)		
Executed Change Orders		
Number	Description	Amount
22.2	Extension of Site Security 3 (Through April 1, 2022)	\$34,000.00
39	Retaining Wall Handrail (Fall Protection)	\$28,557.20
44	Door 101A Canopy Removal & Lighting	\$5,209.88
46	Gangway Retrofit & Replacement	\$7,775.00
47	Wash Pad Grate to Meet CPUC GO-26D & OSHA	\$10,000.00
53	Mechanical Limit Sign	\$402.50
CCO TOTAL		\$5,525,585.27
APPROVED CONTINGENCY		\$8,363,400.00
REMAINING CONTINGENCY		\$2,837,814.73
RPRP- Vehicle Procurement From Stadler US (16-1001531)		
Executed Change Orders		
Number	Description	Amount
12	DMU interior station name decals revision	\$9,496.00
CCO TOTAL		\$783,961.83
APPROVED CONTINGENCY		\$3,390,508.00
REMAINING CONTINGENCY		\$2,606,546.17

Minute Action

AGENDA ITEM: 3

Date: August 11, 2022

Subject:

Bi-Annual Fiscal Year 2021/2022 Railroad Right-of-Way Grants of Right of Use Report

Recommendation:

Receive and file the second half of Fiscal Year 2021/2022 (January through June 2022) Right-of-Way Grants of Right of Use Report.

Background:

The San Bernardino County Transportation Authority Board of Directors (Board) adopted Rail Property Policy No. 31602 on July 2, 2014 and approved revisions to Policy No. 31602 on March 6, 2019 and on October 6, 2021. In accordance with Policy No. 31602, Part VI, Policy Principles and Authority to Execute Grants of Right of Use, Section B, Approved Templates, the Board authorized the Executive Director, or designee, to approve all Grants of Right of Use documents as approved to form by General Counsel.

Attachment A reports the Grants of Right of Use issued, amended, denied, and/or terminated in the second half of Fiscal Year 2021/2022 in accordance with the reporting requirements of Policy 31602, Part IX, Section H.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget. Presentation of the Bi-Annual Right-of-Way report demonstrates compliance with the Rail Property Policy No. 31602.

Reviewed By:

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

Responsible Staff:

Ryan Aschenbrenner, Right of Way Manager

Approved
Transit Committee
Date: August 11, 2022

Witnessed By:

Entity: San Bernardino County Transportation Authority

Attachment A

Bi-annual Fiscal Year 2021-2022 (Janurary to June 2022) Right-of-Way Grants of Use Report

Action	Vendor Name	Contract No.	Agreement Type	Minute Traq Item	Linked Agreements	Executed Date	Term	Application Fees	Annual Admin Fees	Use Fees	Amendment or Extension Fees	Waived Fees	Type Fees Waived	Waived Fee Comments
Issued	Frontier California Inc.	21-1002611	Master License Agreement	7657	n/a	1/26/2022	Month to Month	\$ 2,230	\$ 1,200	\$ -	\$ -	\$ 2,371	Use Fee	Use Fee Waived for Telecom Uses within public streets.
Issued	City of Fontana	22-1002714	License Agreement	8059	n/a	4/28/2022	Month to Month	\$ 2,230	\$ 1,200	\$ -	\$ -	\$ -	n/a	n/a
Issued	Optimum, Inc.	22-1002773	Master Right of Entry Permit	8307	n/a	1/25/2022	1/25/2023	\$ -	\$ -	\$ -	\$ -	\$ -	n/a	Master Right of Entry Permit has no fees.
Amended	Spectrum Pacific West LLC	19-1002116	License Agreement	7840	n/a	2/28/2022	Month to Month	\$ -	\$ -	\$ -	\$ 560	\$ 2,768	Use Fee	Use Fee Waived for Telecom Uses within public streets.
Grand Total								\$ 4,460	\$ 2,400	\$ -	\$ 560	\$ 5,139		

Minute Action

AGENDA ITEM: 4

Date: August 11, 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. 22-118 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 Larry James Sarinana & Leticia Sarinana. (Assessor’s Parcel Number (APN 1010-522-17). 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. 22-077 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 Birch Forestone, LLC, a California limited liability company (APN 8336-022-015). 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. 22-046 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 Gregory L. Johnson & Thea M. Johnson, Co-Trustees of The Johnson Family Trust established June 9, 2011 (APN 1011-111-21). 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. 22-130 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 Rancho Mall, LLC, a Delaware limited liability company (APN 1090-531-03 and 1090-551-04). 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. 22-062 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 Elia M. Tawil, Trustee of the Elia M. Tawil

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Revocable Trust dated December 20, 2006 (APN 1048-524-17). 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. 23-004 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 Deborah Y. Cagle (APN 1049-094-04 & 14). 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. 23-007 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 Muhammad A. Malik (APN 1049-093-01). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

I. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-133 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 Holt LPIV 3, LLC, a Delaware limited liability company (APN 0110-111-13 & 14). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

J. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-145 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 Holt LPIV 8, LLC, a Delaware limited liability company (APN 1049-131-13 & 14). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

K. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-067 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 415 Vineyard, LLC, a California limited liability company (APN 0110-072-08 & 09). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

L. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 23-013 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 the Arustemi Family Revocable Living Trust (APN 1049-101-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

M. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 23-016 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 1044 E. Holt, LLC, a California limited

liability company (APN 1049-131-15). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

N. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 23-017 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 TIP Ontario, LLC, a California limited liability company (APN 1049-131-16). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

O. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-033 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 USPF Holt, LP, a Delaware limited partnership (APN 0110-121-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

P. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-137 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 Marcel Enrique Rauda (APN 1049-101-08). 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.

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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 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 San Bernardino County Transportation Authority

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.

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:

- Larry James Sarinana & Leticia Sarinana

- Birch Forestone, LLC, a California limited liability company
- Gregory L. Johnson & Thea M. Johnson, Co-Trustees of The Johnson Family Trust established June 9, 2011
- Rancho Mall, LLC, a Delaware limited liability company
- Elia M. Tawil, Trustee of the Elia M. Tawil Revocable Trust dated December 20, 2006
- Deborah Y. Cagle
- Muhammad A. Malik
- Holt LPIV 3, LLC, a Delaware limited liability company
- Holt LPIV 8, LLC, a Delaware limited liability company
- 415 Vineyard, LLC, a California limited liability company
- Arustemi Family Revocable Living Trust
- 1044 E. Holt, LLC, a California limited liability company
- TIP Ontario, LLC, a California limited liability company
- USPF Holt, LP, a Delaware limited partnership
- Marcel Enrique Rauda

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 San Bernardino County Transportation Authority

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 San Bernardino County Transportation Authority

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:

- Larry James Sarinana & Leticia Sarinana: A temporary construction easement is needed for construction of the WVC Project improvements.
- Birch Forestone, LLC, a California limited liability company: A temporary construction easement is needed for construction of the WVC Project improvements.
- Gregory L. Johnson & Thea M. Johnson, Co-Trustees of The Johnson Family Trust established June 9, 2011: A temporary construction easement is needed for construction of the WVC Project improvements.

- Rancho Mall, LLC, a Delaware limited liability company: A permanent roadway easement, and a temporary construction easement are needed for construction of the WVC Project improvements.
- Elia M. Tawil, Trustee of the Elia M. Tawil Revocable Trust dated December 20, 2006: A permanent roadway easement, and a temporary construction easement are needed for construction of the WVC Project improvements.
- Deborah Y. Cagle: Two permanent roadway easements, and two temporary construction easements are needed for construction of the WVC Project improvements.
- Muhammad A. Malik: A permanent roadway easement, and a temporary construction easement are needed for construction of the WVC Project improvements.
- Holt LPIV 3, LLC, a Delaware limited liability company: Two temporary construction easements are needed for construction of the WVC Project improvements.
- Holt LPIV 8, LLC, a Delaware limited liability company: Two permanent roadway easements, and two temporary construction easements are needed for construction of the WVC Project improvements.
- 415 Vineyard, LLC, a California limited liability company: Two permanent roadway easements, and two temporary construction easements are needed for construction of the WVC Project improvements.
- Arustemi Family Revocable Living Trust: A permanent roadway easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- 1044 E. Holt, LLC, a California limited liability company: A permanent roadway easement, and a temporary construction easement are needed for construction of the WVC Project improvements.
- TIP Ontario, LLC, a California limited liability company: A permanent roadway easement, and a temporary construction easement are needed for construction of the WVC Project improvements.
- USPF Holt, LP, a Delaware limited partnership: A permanent roadway easement, and a temporary construction easement are needed for construction of the WVC Project improvements.
- Marcel Enrique Rauda: 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, 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 Larry James Sarinana & Leticia Sarinana, to purchase an approximate 1,972 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 1156, 1160 & 1170 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1010-522-17.

- SBCTA extended a written offer to Birch Forestone, LLC, a California limited liability company, to purchase an approximate 342 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 499 N. Garey Avenue, Pomona, and identified as Los Angeles County Tax Assessor's Parcel Number 8336-022-15.
- SBCTA extended a written offer to Gregory L. Johnson & Thea M. Johnson, Co-Trustees of The Johnson Family Trust established June 9, 2011, to purchase an approximate 638 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 1511 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1011-111-21.
- SBCTA extended a written offer to Rancho Mall, LLC, a Delaware limited liability company, to purchase an approximate 735 square foot permanent easement and impacted site improvements from APN 1090-531-03, as well as an approximate 3,541 square foot temporary construction easement from 1090-531-03 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 12505 N. Main Street, Rancho Cucamonga, and identified as San Bernardino County Tax Assessor's Parcel Numbers 1090-531-03 & 1090-551-04.
- SBCTA extended a written offer to Elia M. Tawil, Trustee of the Elia M. Tawil Revocable Trust dated December 20, 2006, to purchase an approximate 71 square foot permanent easement and impacted site improvements, as well as an approximate 1,278 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 601 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1048-524-17.
- SBCTA extended a written offer to Deborah Y. Cagle to purchase an approximate 1,800 square foot permanent easement and impacted site improvements from

APN 1049-094-04, an approximate 1,162 square foot permanent easement and impacted site improvements from APN 1049-094-14, as well as an approximate 4,066 square foot temporary construction easement with a term of twenty-four months from APN 1049-094-04, and an approximate 2,904 square foot temporary construction easement with a term of twenty-four months from APN 1049-094-14, 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 660 & 668 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 1049-094-04 & 14.

- SBCTA extended a written offer to Muhammad A. Malik, to purchase an approximate 1,105 square foot permanent easement and impacted site improvements, as well as an approximate 4,037 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 616 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-093-01.
- SBCTA extended a written offer to Holt LPIV 3, LLC, a Delaware limited liability company, to purchase an approximate 866 square foot temporary construction easement with a term of twenty-four months from APN 0110-111-13, and an approximate 659 square foot temporary construction easement with a term of twenty-four months from APN 0110-111-14, comprised of a 258 square foot temporary construction easement, a 74 square foot temporary construction easement, and a 327 square foot temporary construction easement, 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 1650 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 0110-111-13 & 14.
- SBCTA extended a written offer to Holt LPIV 8, LLC, a Delaware limited liability company, to purchase an approximate 1,714 square foot permanent easement and impacted site improvements from APN 1049-131-13, an approximate 1,760 square foot permanent easement and impacted site improvements from APN 1049-131-14, as well as an approximate 2,491 square foot temporary construction easement with a term of twenty-four months from APN 1049-131-13, and an approximate 981 square foot temporary construction easement with a term of twenty-four months from APN 1049-131-14, 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 1030 - 1042 ½ E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 1049-131-13 & 14.

- SBCTA extended a written offer to 415 Vineyard, LLC, a California limited liability company, to purchase an approximate 127 square foot permanent easement and impacted site improvements from APN 0110-072-08, an approximate 129 square foot permanent easement and impacted site improvements from APN 0110-072-09, as well as an approximate 1,928 square foot temporary construction easement with a term of twenty-four months from APN 0110-072-08, and an approximate 2,000 square foot temporary construction easement with a term of twenty-four months from APN 0110-072-09, 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 1511 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 0110-072-08 & 09.
- SBCTA extended a written offer to Arustemi Family Revocable Living Trust, to purchase an approximate 1,272 square foot permanent easement and impacted site improvements, as well as an approximate 488 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 756 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-101-10.
- SBCTA extended a written offer to 1044 E. Holt, LLC, a California limited liability company, to purchase an approximate 1,760 square foot permanent easement and impacted site improvements, as well as an approximate 1,019 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 1044 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-131-15.
- SBCTA extended a written offer to TIP Ontario, LLC, a California limited liability company, to purchase an approximate 1,873 square foot permanent easement and impacted site improvements, as well as an approximate 1,045 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 1050 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-131-16.
- SBCTA extended a written offer to USPF Holt, LP, a Delaware limited partnership, to purchase an approximate 852 square foot permanent easement and impacted site improvements, as well as an approximate 6,018 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 1400 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 0110-121-10.

- SBCTA extended a written offer to Marcel Enrique Rauda, to purchase an approximate 1,260 square foot permanent easement and impacted site improvements, as well as an approximate 446 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 748 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-101-08.

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 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.

Responsible Staff:

Ramie Dawit, Transit and Rail Consultant - WSP

Approved
Transit Committee
Date: August 11, 2022

Witnessed By:

WEST VALLEY CONNECTOR PROJECT

RESOLUTIONS OF NECESSITY FOR PROJECT RIGHT-OF-WAY

Presenter: Ramie Dawit
SBCTA Right-of-Way Manager

Transit Committee
August 11, 2022



cta

San Bernardino County
Transportation Authority

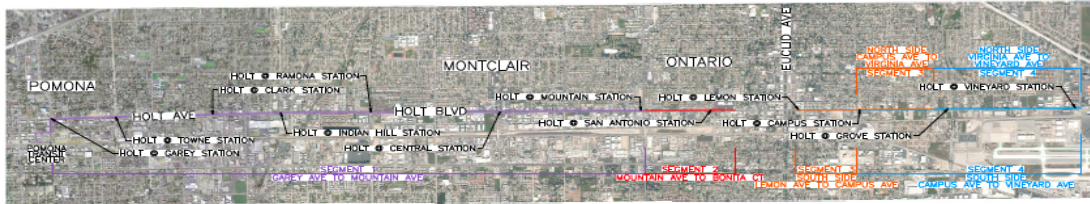
SBCTA IS REQUESTED TO MAKE THE FOLLOWING FINDINGS:

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



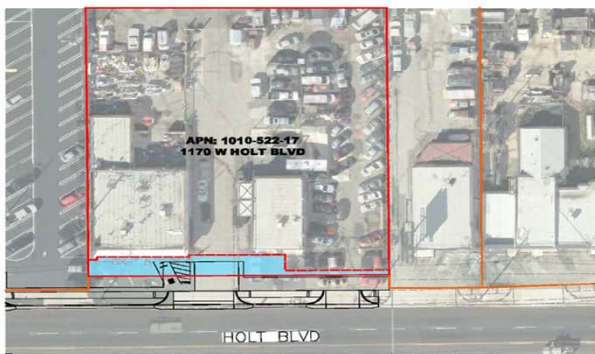
**WEST VALLEY CONNECTOR
PROJECT**
INFORMATION ONLY DO NOT RECORD



West Valley Connector Project

OWNER: SARINANA

PROJECT AREA



LEGEND

- SELECTED PARCEL(S)
- EXISTING RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- PROPOSED RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT AREA

**WEST VALLEY CONNECTOR
PROJECT**
INFORMATION ONLY DO NOT RECORD



Recommendation: B



Parcel Location



Recommendation: C



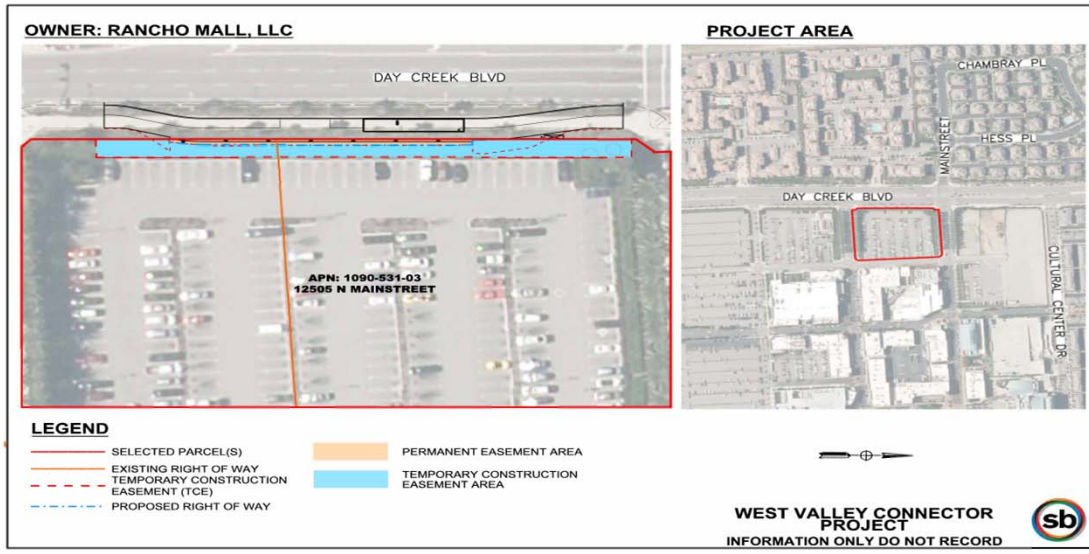
Parcel Location



Recommendation: D



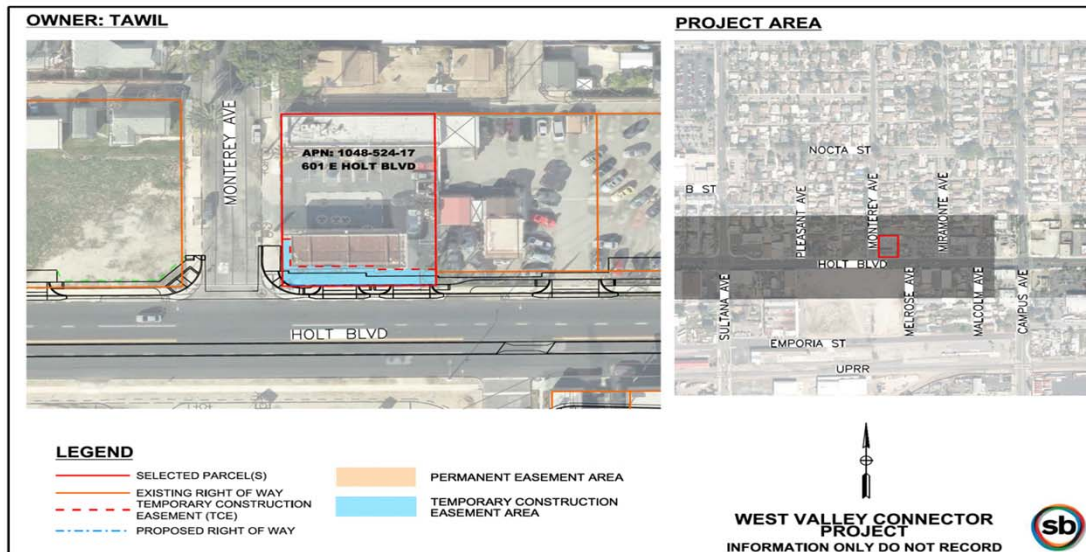
Parcel Location



Recommendation: E



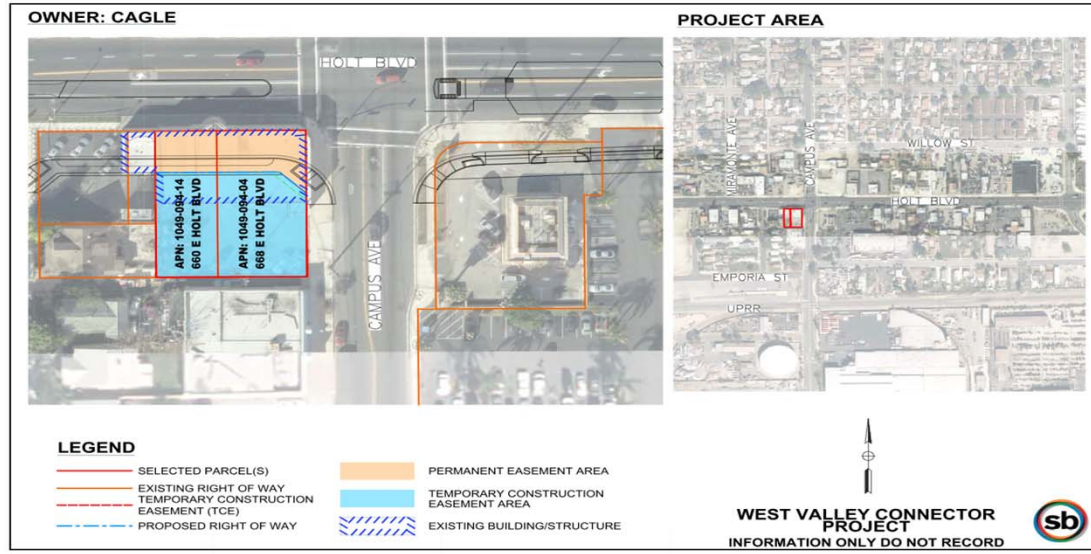
Parcel Location



Recommendation: F



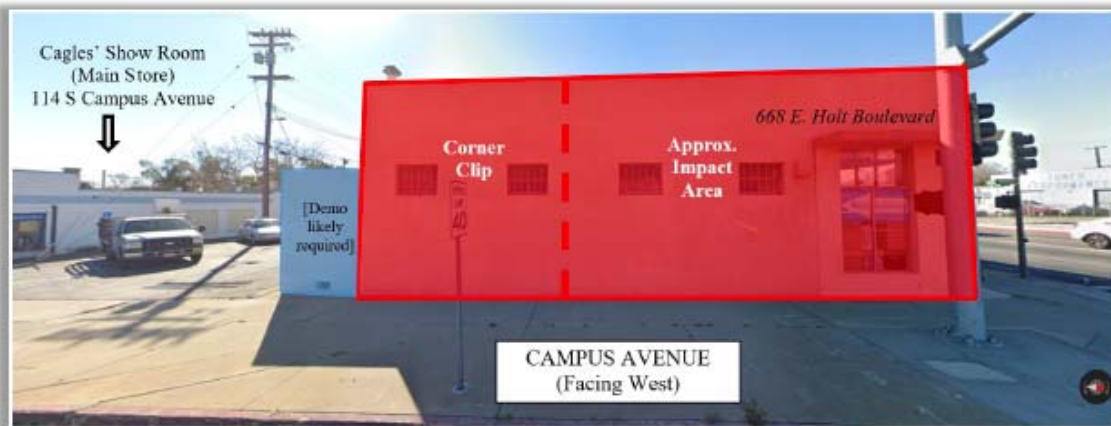
Parcel Location



Recommendation: G



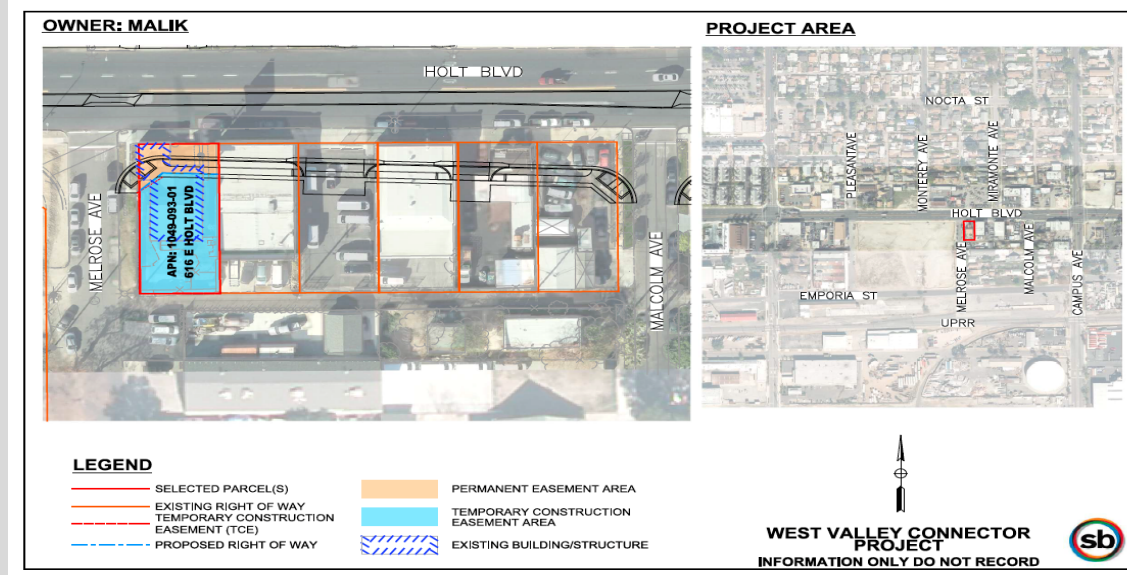
Parcel Location

OWNER: CAGLE

Recommendation: G



Parcel Location



Recommendation: H



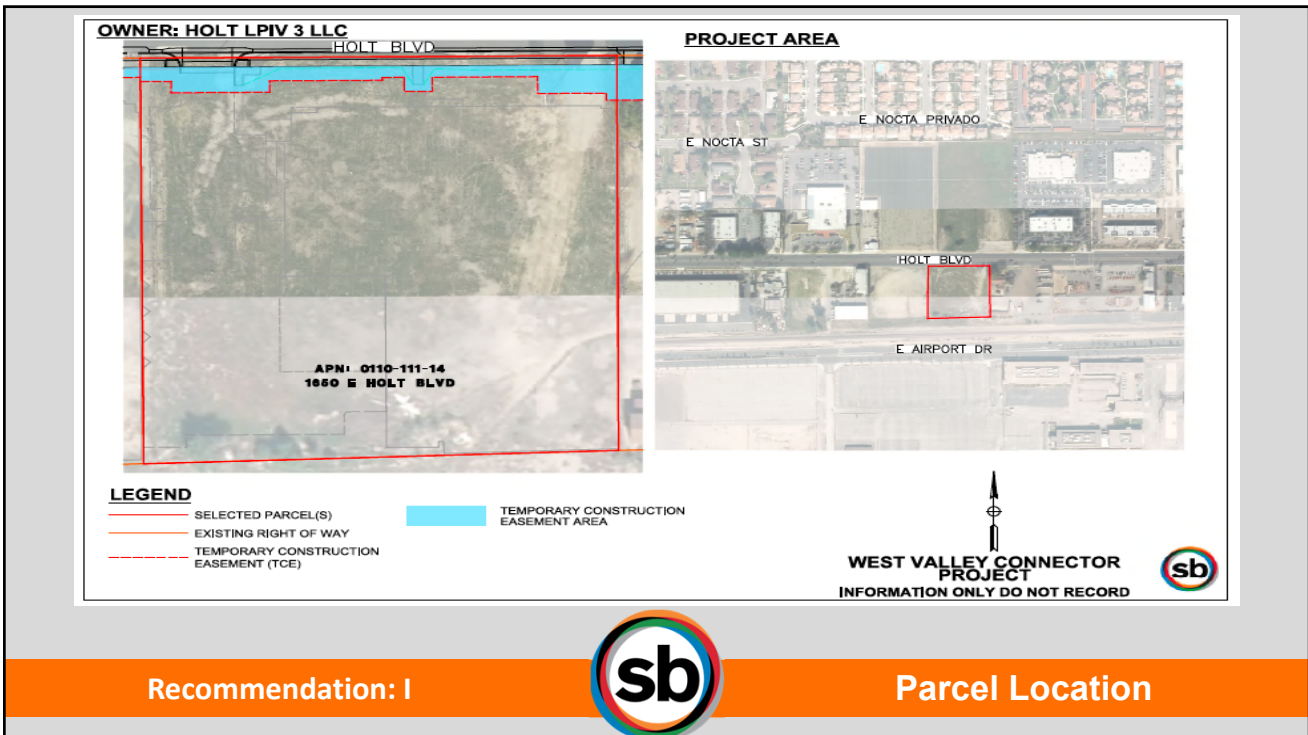
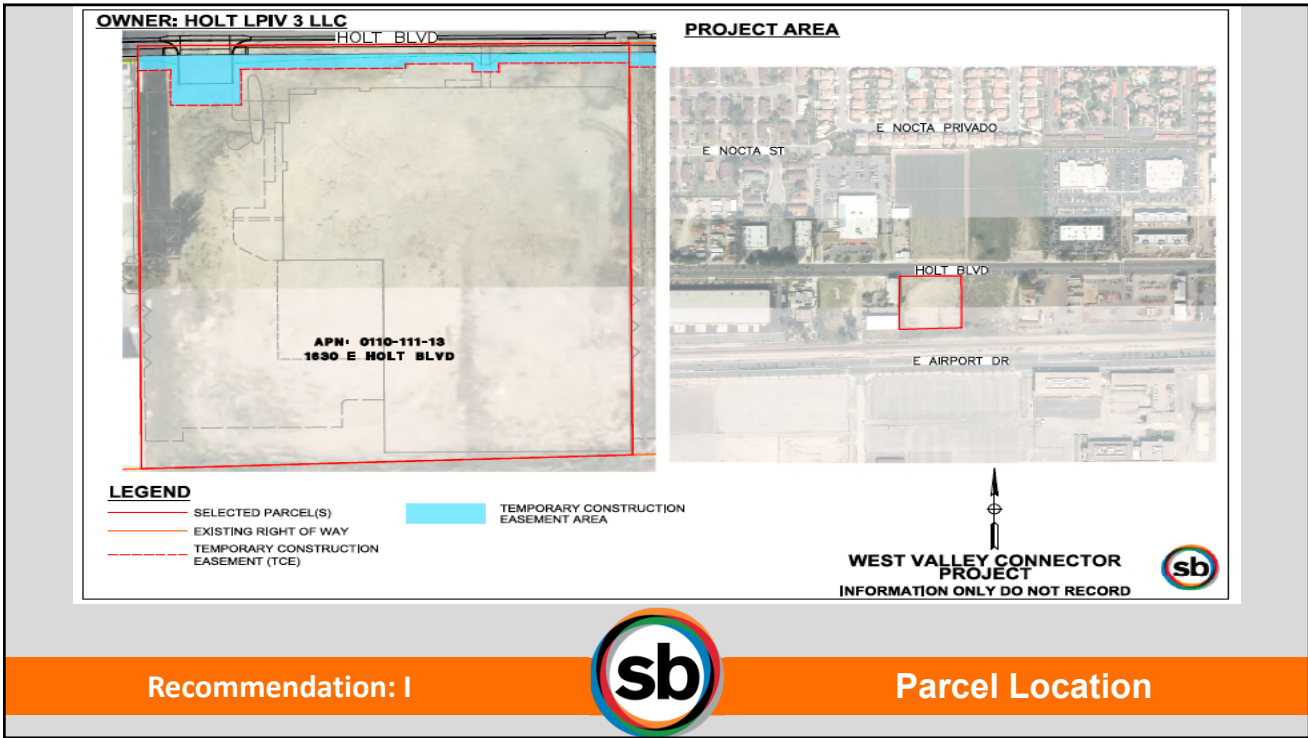
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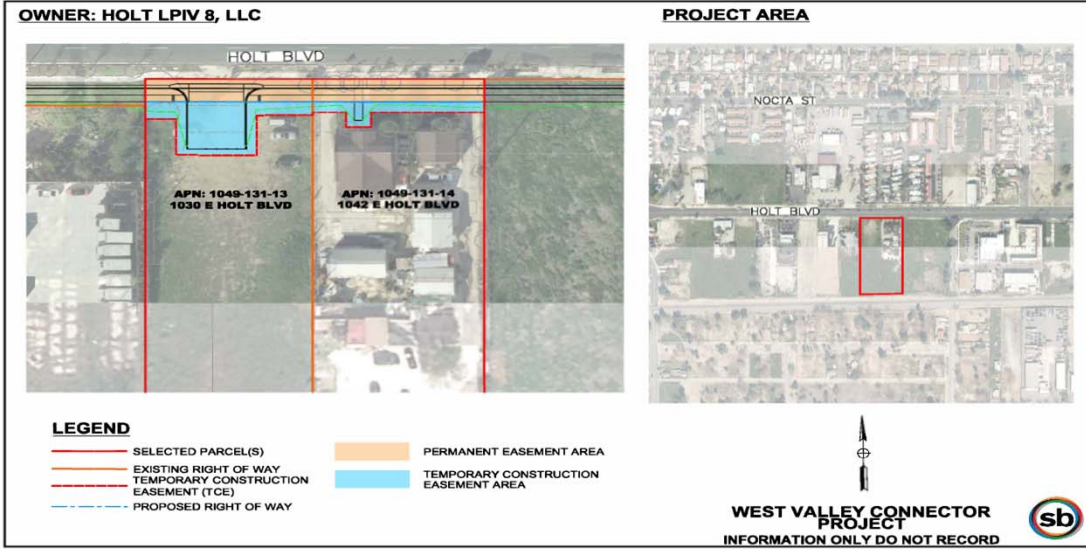
OWNER: MALIK

Recommendation: H



Parcel Location

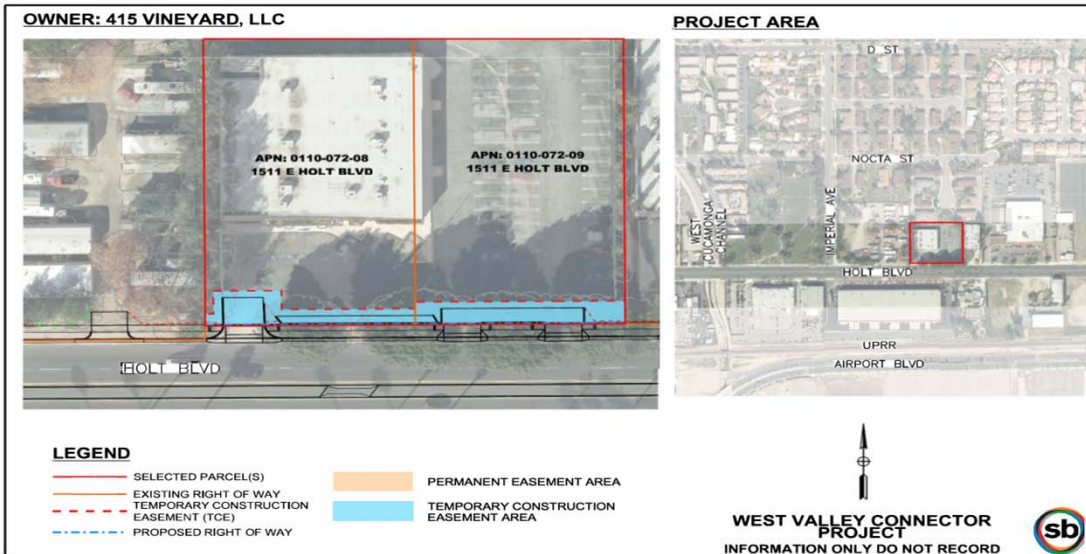




Recommendation: J



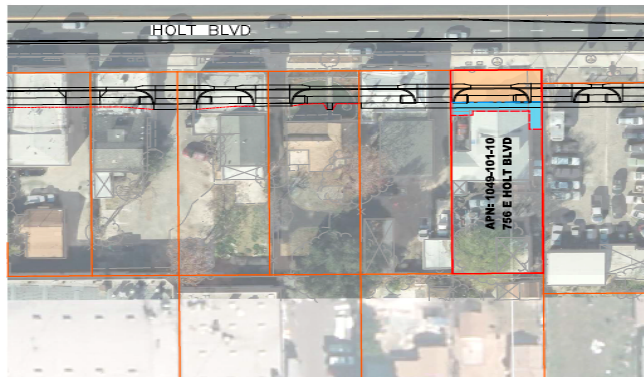
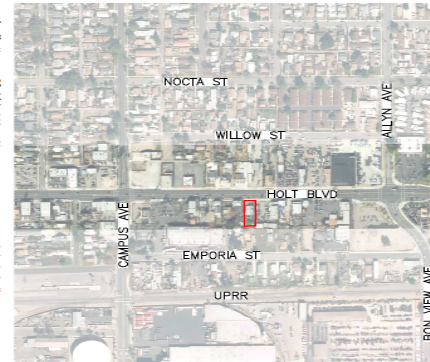
Parcel Location



Recommendation: K



Parcel Location

OWNER: ARUSTEMI**PROJECT AREA****LEGEND**

- | | |
|---|--|
| — SELECTED PARCEL(S) | — PERMANENT EASEMENT AREA |
| — EXISTING RIGHT OF WAY | — TEMPORARY CONSTRUCTION EASEMENT AREA |
| --- TEMPORARY CONSTRUCTION EASEMENT (TCE) | |
| --- PROPOSED RIGHT OF WAY | |

WEST VALLEY CONNECTOR
PROJECT
INFORMATION ONLY DO NOT RECORD



Recommendation: L



Parcel Location

OWNER: 1044 E HOLT, LLC**PROJECT AREA****LEGEND**

- | | |
|---|--|
| — SELECTED PARCEL(S) | — PERMANENT EASEMENT AREA |
| — EXISTING RIGHT OF WAY | — TEMPORARY CONSTRUCTION EASEMENT AREA |
| --- TEMPORARY CONSTRUCTION EASEMENT (TCE) | |
| --- PROPOSED RIGHT OF WAY | |

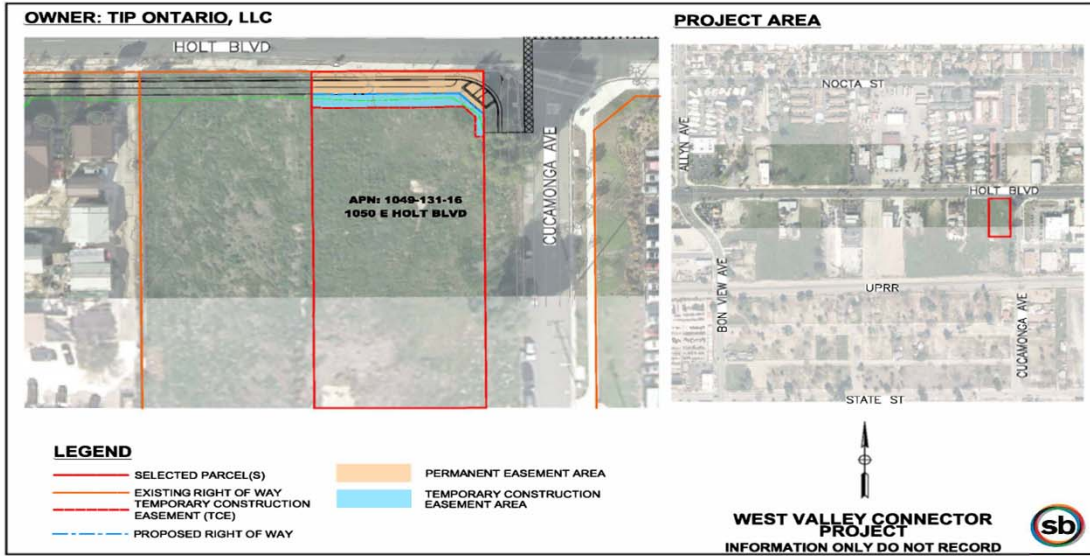
WEST VALLEY CONNECTOR
PROJECT
INFORMATION ONLY DO NOT RECORD



Recommendation: M



Parcel Location



Recommendation: N



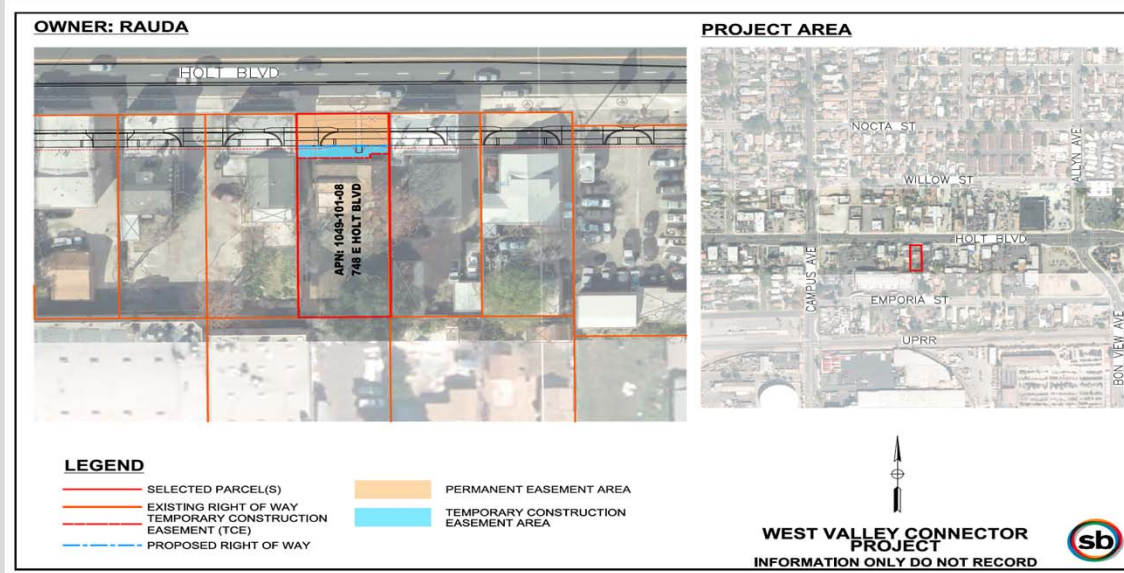
Parcel Location



Recommendation: O



Parcel Location



Recommendation: P




Parcel Location

No.	Ownership	Date of First Contact	Mailing	In Person Meetings	Phone Contacts	E-Mails	Attorney Contacts	Unsuccessful Contacts*	Total
B.	Sarinana	10/21/2021	1	3	15	0	3	8	30
C.	Birch Forestone, LLC	6/17/2021	3	0	5	20	0	4	32
D.	Johnson	1/6/2022	2	0	4	0	6	12	24
E.	Rancho Mall LLC	9/9/2021	1	0	9	10	0	5	25
F.	Tawil	5/4/2021	0	0	6	14	0	0	20
G.	Cagle	3/3/2022	0	1	0	0	36	0	37
H.	Malik	3/21/2021	0	1	0	7	14	7	29
I.	Holt LPIV 3, LLC	10/6/2021	4	0	11	41	0	0	56
J.	Holt LPIV 8, LLC	10/6/2021	3	0	11	41	0	0	55
K.	415 Vineyard, LLC	11/2/2021	4	0	6	32	32	2	76
L.	Arustemi	5/19/2022	1	2	0	5	0	5	13
M.	1044 E. Holt, LLC	5/3/2021	2	0	1	22	0	5	30
N.	TIP Ontario, LLC	5/3/2021	2	0	1	22	0	5	30
O.	USPS Holt LP	11/11/2021	1	0	11	20	23	9	64
P.	Rauda	6/4/2021	2	0	4	14	0	9	29
*Property visit, phone call and/or email with no response									




Communication Summary

Item	Ownership	Offer Date
B.	Sarinana	12/3/2021
C.	Birch Forestone, LLC	11/1/2021
D.	Johnson	10/27/2021
E.	Rancho Mall LLC	9/24/2021
F.	Tawil	10/25/2021
G.	Cagle	3/3/2022
H.	Malik	3/21/2021
I.	Holt LPIV 3, LLC	9/23/2021
J.	Holt LPIV 8, LLC	11/2/2021
K.	415 Vineyard, LLC	11/2/2021
L.	Arustemi	3/15/2022
M.	1044 E. Holt	3/3/2022
N.	TIP Ontario, LLC	3/3/22
O.	USPF Holt LP	9/21/2021
P.	Rauda	10/7/2021


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: 5

Date: August 11, 2022

Subject:

Unmet Transit Needs Public Hearings and Findings

Recommendation:

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

- A. Review the testimony from the September 2021 Unmet Transit Needs Public Hearings; and
- B. Adopt Resolution No. 22-151 for Unmet Transit Needs Findings.

Background:

Under the Transportation Development Act (TDA), before Local Transportation Funds (LTF) can be returned for streets and roads purposes, an unmet needs hearing must be conducted to determine if any unmet needs can be reasonably met. On September 20, 2021, San Bernardino County Transportation Authority (SBCTA) held one public hearing for the Upper Desert Region in San Bernardino County, in compliance with the TDA requirement, to obtain testimony regarding unmet transit needs that can be reasonably met (Public Utilities Code Sections 99238.5 and 99401.5). The governing body of the Victor Valley Transit Authority (VVTA) served as the hearing board and the public hearing was held in Hesperia, California

Attachment A provides a summary of the testimony received for the upper desert region and the recommendations by staff. Resolution No. 22-151, which contains the formal findings based upon the public hearing process, is also attached.

Upper Desert Region

In the VVTA service area, the following were items of concern for VVTA riders:

- Route Frequency – The overarching themes were for earlier and later service, especially at the college. Additionally, they would like an increase in bus service to Barstow, increased frequency to 20-minute headways, and implementation of more express bus service. There are many factors to take into consideration, specifically the lack of drivers to run the service. VVTA will be reviewing all these service requests as part of their Comprehensive Operational Analysis (COA) process.
- Service Affordability – The rider requested the cost of the Barstow to Victor Valley (BV) Link decrease from \$6.50 to \$3.50. At this time, there is no plan for fare change; however, it is recommended that it be reviewed in VVTA's COA.
- Vehicle Amenities – There were three (3) complaints regarding vehicle amenities: no stop announcements, older vehicles should be replaced, and stop pull cords should be replaced. VVTA will be completing ride checks to ensure announcements are being done properly. VVTA has 13 vehicles ordered and will begin replacing vehicles. Lastly, VVTA will consider replacing bus stop cords with bus stop strips in future vehicles

Transit Committee Agenda Item

August 11, 2022

Page 2

- Bus Stop Amenities – There was one (1) request to add a bus bench at a stop in Victorville. This stop does not have the ridership to warrant a bus bench; however, VVTA will be installing a Simme-seat (a partial seat installed on bus stop poles) for its riders and will monitor this location for future needs. Additionally, there was a request for the installation of a portable restroom and vending machines at the Victor Valley Transit Center. There is currently a restroom available to riders. However, vending machines are not a Federal Transit Administration (FTA) eligible expense. When other funding sources become available, VVTA will determine at that time if vending machines are warranted. Additionally, a restaurant is being built in this location, which is set to open at the end of 2022. .
- Route Connectivity – The overarching requests were to synchronize/align the routes at the Victor Valley Transit Center, Victor Valley Mall and Victor Valley College. The Victor Valley Transit Center is already aligned. During the COA process, VVTA will review potential changes for these locations.
- Rider Information – There was a request for a bus book rather than individual route maps. VVTA will be creating a bus book; however, due to the cost of printing, it will only be available in electronic format.
- General Comments – When BV Link missed a stop, VVTA assisted the rider to ensure they made it safely to the Medical Center in Barstow. They also recommended that VVTA assist a local church with a vehicle and include them in their brokerage.

At this time, staff does not recommend any findings of unmet needs that can be reasonably met. Many of the unmet needs have either been completed or will be addressed as part of the next COA. Additionally, on June 20, 2022, VVTA approved their Fiscal Year (FY) 2022/2023 Budget and has determined that no LTF will be returned to the Cities for streets and roads purposes. No unmet needs hearings will be conducted in FY 2022/2023.

Financial Impact:

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

Reviewed By:

The Upper Desert (Victor Valley/Barstow) unmet needs were reviewed and approved by the Public and Specialized Transportation Advisory and Coordination Council on April 12, 2022. Additionally the unmet needs were reviewed by Victor Valley Transit Authority on June 20, 2022. SBCTA General Counsel has reviewed this item and the draft Resolution.

Responsible Staff:

Nancy Strickert, Transit Manager

Approved
Transit Committee
Date: August 11, 2022

Witnessed By:

Victor Valley Desert Region Unmet Transit Needs Public Hearing and Annual Recorded Comments September 20, 2021	
Testimony	Response
Route Frequency <ul style="list-style-type: none"> The new bus route frequency of 45 minutes causes extra wait times at D Street and forces me to take two buses to return. Would like to see Route 31 return to 30-minute frequency. Long waits require use of Access to travel for shorter ride times. <ul style="list-style-type: none"> Terry Martini, public testimony Expand service hours for buses to run two hours earlier and three hours later More frequent service to Barstow on Route 15 and addition of Sunday service Remove 30-minute service from Route 52 and create 30-minute service on Routes 50, 55 and 56. Begin Saturday service at 7:30 am and end at 6:30 pm. Request to ungroup the combined routes of 33, 40, 47, 50, 54, 55 and 56 and return them to individual routes. Split Route 25 from Route 64 <ul style="list-style-type: none"> Dominic Sarabia, public testimony 	<p>Due to the national COVID driver shortage, VVTA had to reduce bus service. VVTA is planning and budgeting to return to full service in July 2022.</p> <p>VVTA will review their service start and end times during their upcoming Comprehensive Operational Analysis (COA), planned for FY 2022-2023 with recommendations implemented at appropriate phases following the study conclusion.</p> <p>Currently, analysis demonstrates that ridership does not warrant more frequent service between Barstow and Victorville. SBCTA staff requests that VVTA staff continue to monitor the ridership to see if this changes. Beginning in July 2022, VVTA will be adding two round trips on Sunday between Barstow, Victorville, and San Bernardino for Route 15.</p> <p>Route 52 ridership currently warrants a 30-minute service, per VVTA service standards. In the upcoming COA, feasibility of creating 30-minute service for Routes 50, 55, and 56 will be studied.</p> <p>SBCTA staff is requesting VVTA to review the service start and end times in the upcoming COA.</p> <p>Routes 33/54, 40/47, and 50/55/56 are interlined for schedule optimization. The COA will re-evaluate these groupings to determine if changes are warranted.</p> <p>Route 25 was split from Route 64 as of January 30, 2022.</p>

Victor Valley Desert Region Unmet Transit Needs	
Testimony	Response
Route Frequency cont'd <ul style="list-style-type: none"> Expand the non-stop express bus series with service between 6:00 a.m. and 8:00 p.m. <p>Adjust all local routes to become 20-minute headways</p> <ul style="list-style-type: none"> Dominic Sarabia, public testimony <ul style="list-style-type: none"> Later bus service is needed to serve students and faculty at Victor Valley College. There are multiple classes that end at 9:00 pm or later, with another twenty-six classes ending between 8:40 pm and 8:55 pm. Robert Sewell, public testimony 	<p>The 50X, VVTA's sole non-stop express route, is designed to alleviate overcrowding on Routes 50 and 55 during peak service hours. Currently the service does not meet the criteria for expanding service hours.</p> <p>SBCTA staff request during VVTA COA process to evaluate adjusting the headways for all local routes.</p> <p>VVTA is currently considering this request, and VVTA staff are working on a solution to accommodate the need for evening service. It will also be evaluated in the upcoming COA.</p>
Service Affordability <ul style="list-style-type: none"> Would like to see fare price on the BV Link reduced from \$6.50 to \$3.50 Dominic Sarabia, public testimony 	<p>The fare for Route 15 (formerly referred to as the BV Link) is \$6.50 due to being a non-local route that travels primarily via freeway, a distance of over 30-miles. The current fare prices are not recommended for adjustment at this time. System-wide fare policies will be reviewed in the context of the planned COA.</p>
Route Connectivity <ul style="list-style-type: none"> Would like to see routes synchronized at D Street like they are at 7th & Lorene Terry Martini, public testimony Align routes at Mall of Victor Valley, Victor Valley Transit Center and Victor Valley College transfer points that currently leave and arrive at different times. <p>Introduce a clockwise direction to Route 56</p> <ul style="list-style-type: none"> Dominic Sarabia, public testimony 	<p>Due to the national COVID driver shortage, VVTA had to reschedule buses. VVTA staff will investigate synchronizing routes in their upcoming service change in July. It is recommended that VVTA further evaluate in their upcoming COA.</p> <p>The sole timed transfer point is the new Victor Valley Transportation Center. The Mall and Victor Valley College are currently not timed transfer points. This will be evaluated during VVTA COA process.</p> <p>VVTA will investigate rerouting Route 56 in the upcoming COA.</p>

Victor Valley Desert Region Unmet Transit Needs	
Testimony	Response
Route Connectivity, cont'd. Extend Route 50X to reach Hesperia and expand the non-stop express series <ul style="list-style-type: none"> ○ Dominic Sarabia, public testimony 	The 50X is designed to alleviate overcrowding on Routes 50 and 55 during peak service hours, specifically due to crowding around their respective locations and Victor Valley College. There are no plans to extend Route 50X at this time. However, this will matter will studied in the upcoming COA.
Bus Stop Amenities <ul style="list-style-type: none"> • Repeat request for a bus bench and a shelter for the stop at Shiloh Medical <ul style="list-style-type: none"> ○ Terry Martini • There is currently no where to eat or use the restroom at the Victor Valley Transit Center on D Street between 5th & 6th street due to remodeling. Please install temporary portable toilets and vending machines during construction. <ul style="list-style-type: none"> ○ Edie Schaffer, public testimony 	The ridership at the stop at Shiloh Medical (Palmdale Rd WB & Mesa Linda Ave) does not meet the minimum boardings required to warrant a bench or shelter placed at that location. However, VVTA staff installed a Simme-seat at this location. VVTA passengers currently have access to restrooms at the Victor Valley Transportation Center. A restaurant is currently under construction inside the Victor Valley Transportation Center.
Vehicle Amenities <ul style="list-style-type: none"> • The new bus stops are not being announced prior to the stop like existing stops. <ul style="list-style-type: none"> ○ Edie Schaffer, public testimony • Retire the 2nd generation NABI LFW vehicles and replace them with New Flyer XN40's or low-floor Gillig BRT's <p>Replace pull cords for bus stop alerts with push buttons.</p> <ul style="list-style-type: none"> ○ Dominic Sarabia, public testimony 	VVTA staff is currently performing ride checks to determine which stops are not being announced properly and will correct any discrepancies observed. VVTA currently has 13 new buses on order. However, VVTA will continue to use older vehicles due to nation-wide supplier delays due to COVID. VVTA staff will consider replacing pull cords with push buttons for future bus orders.

Victor Valley Desert Region Unmet Transit Needs	
Testimony	Response
<p>Rider Information</p> <ul style="list-style-type: none"> Create a Victor Valley Transit bus book to better acclimate new riders to the transit system <p>Requesting instant route detour alerts to assist customers with construction issues and traffic delays.</p> <ul style="list-style-type: none"> Dominic Sarabia, public testimony 	<p>VVTA staff will consider creating a bus book for passengers; however, due to excessive printing costs, it would be digital and not printed.</p> <p>VVTA staff currently alert passengers of all construction and traffic delays via the VVTA app, social media and the VVTA website as soon as the information is available.</p>
<p>General Comments</p> <ul style="list-style-type: none"> Would like to thank VVTA for sending a vehicle to take me straight to Barstow when the BV Link did not stop to pick me up at the St. Mary Medical Center. <p>VVTA should consider including Church of God in Christ and New Hope Village in their specialized transit brokerage. COGIC has drivers and NHV needs a vehicle.</p> <ul style="list-style-type: none"> Edie Schaffer, public testimony 	<p>VVTA is happy to hear staff was able to resolve and apologize that riders experienced this pass-up. The service contractor has coached the operator that failed to stop to pick you up.</p> <p>SBCTA and VVTA staff appreciates your input.</p>

RESOLUTION NO. 22-151**RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY ADOPTING UNMET TRANSIT NEEDS FINDINGS BASED ON HEARINGS HELD IN SEPTEMBER 2021**

WHEREAS, the San Bernardino County Transportation Authority (SBCTA) is the designated transportation planning agency for San Bernardino County, and is, therefore, responsible for the administration of funds under the Transportation Development Act (TDA), as amended; and

WHEREAS, SBCTA adopted definitions of “unmet transit needs” and “reasonable to meet” during its regular meeting of July 7, 2021; and

WHEREAS, SBCTA conducted one public hearing in September 2021, to obtain testimony regarding unmet transit needs in the Upper Desert Region of San Bernardino County; and

WHEREAS, SBCTA has given consideration to: the testimony received during the public hearing process pursuant to California Public Utilities Code (PUC) Sections 99238 and 99401.5; input from the Public and Specialized Transportation Advisory and Coordination Council (PASTACC), the advisory council established pursuant to PUC Section 99238; the adequacy of public and specialized transportation contained in the most recently adopted Regional Transportation Plan; and the analysis of potential alternative public and specialized transportation services that would meet all or part of the transit demand.

NOW, THEREFORE, BE IT RESOLVED, that the San Bernardino County Transportation Authority hereby finds:

1. There are no unmet transit needs that can be reasonably met within the Victor Valley, Upper Desert Region of San Bernardino County.

APPROVED AND ADOPTED by the San Bernardino County Transportation Authority at its meeting on September 7, 2022.

Art Bishop, President
San Bernardino County Transportation Authority

ATTEST:

Marleana Roman, Clerk of the Board
San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 6

Date: August 11, 2022

Subject:

San Bernardino County Multimodal Transportation Quarterly Update

Recommendation:

Receive and file the San Bernardino County Multimodal Transportation Quarterly Update.

Background:

Multimodal services are an important part of how people travel throughout San Bernardino County. This is reflected in projects and programs the San Bernardino County Transportation Authority (SBCTA) is currently constructing and managing, as well as its involvement with the transit operators and the Southern California Regional Rail Authority (SCRRA). Although SBCTA's primary responsibility to the operators is to allocate funding, SBCTA is still required to be tuned in to the trends and statistics of its operators. To help facilitate this, as well as keeping the SBCTA Transit Committee and Board of Directors apprised of this information, SBCTA staff, in consultation with the transit operators, SCRRA and AMMA Transit Planning, created the San Bernardino County Multimodal Transportation Quarterly Report (Report).

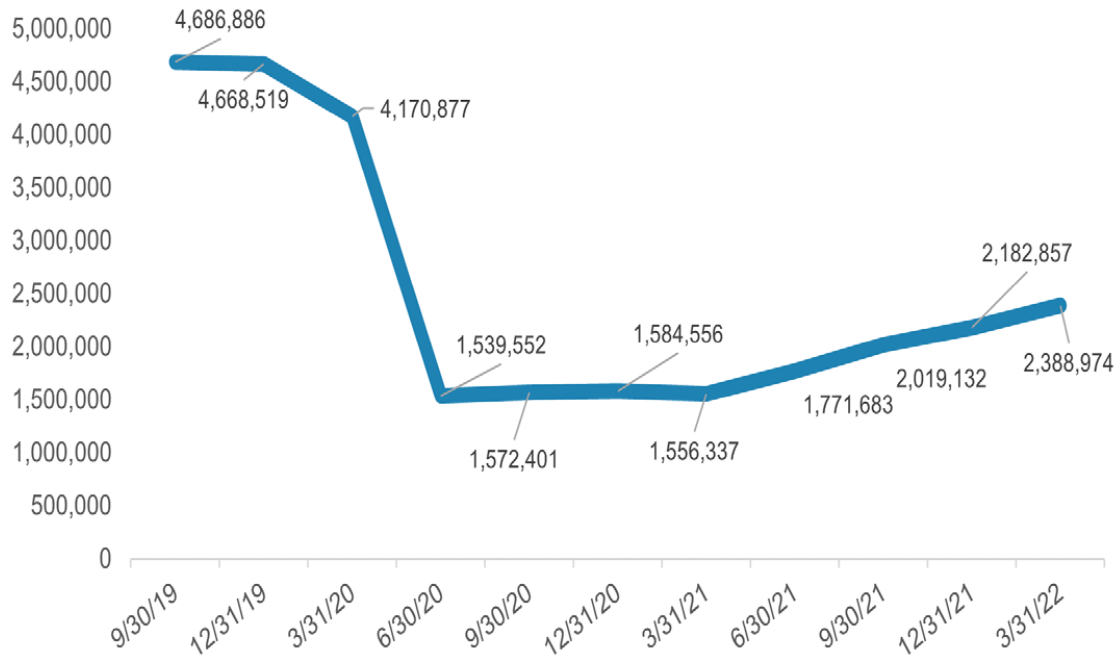
The primary source of data used in the Report is from TransTrack. TransTrack is a county-wide transit performance software that the San Bernardino County (County) transit operators, except SCRRA, use to provide operations and financial data on a monthly basis. This allows SBCTA to pull data reports independently from the transit operators. The other sources of data for this report came from SBCTA's rideshare program database and transit operators' staff as well as their respective Board of Directors agenda reports. This allows for collaboration between SBCTA staff and the operators' staff to ensure that an accurate picture is being presented. SCRRA data is collected directly from SCRRA staff and reviewed as part of the SCRRA Member Agency Advisory Committee (MAAC) activities. SBCTA is working with SCRRA on adding access to Arrow Service data through TransTrack for consistency. Development of this component in TransTrack is underway and will be ready when revenue service begins in Fall 2022.

The purpose of the Report is to identify the range of public transportation options available, provide high level information about services, and report on current initiatives being worked on by the operators and SBCTA. It also tracks key performance indicator trends. Attached is the third quarter report for Fiscal Year (FY) 2021/2022 which encompasses data beginning January 2022 through March 2022. The previous quarters have been included to reflect the continuing growth in the county.

Overall, the County's public transit operators provided 2.4 million trips in the third quarter of FY 2021/2022, or 206,000 more trips than the previous quarter (Exhibit 2). This represents a 9% increase from the second quarter of FY 2021/2022.

Entity: San Bernardino County Transportation Authority

Exhibit 2 (From Report), Quarterly System-wide Ridership

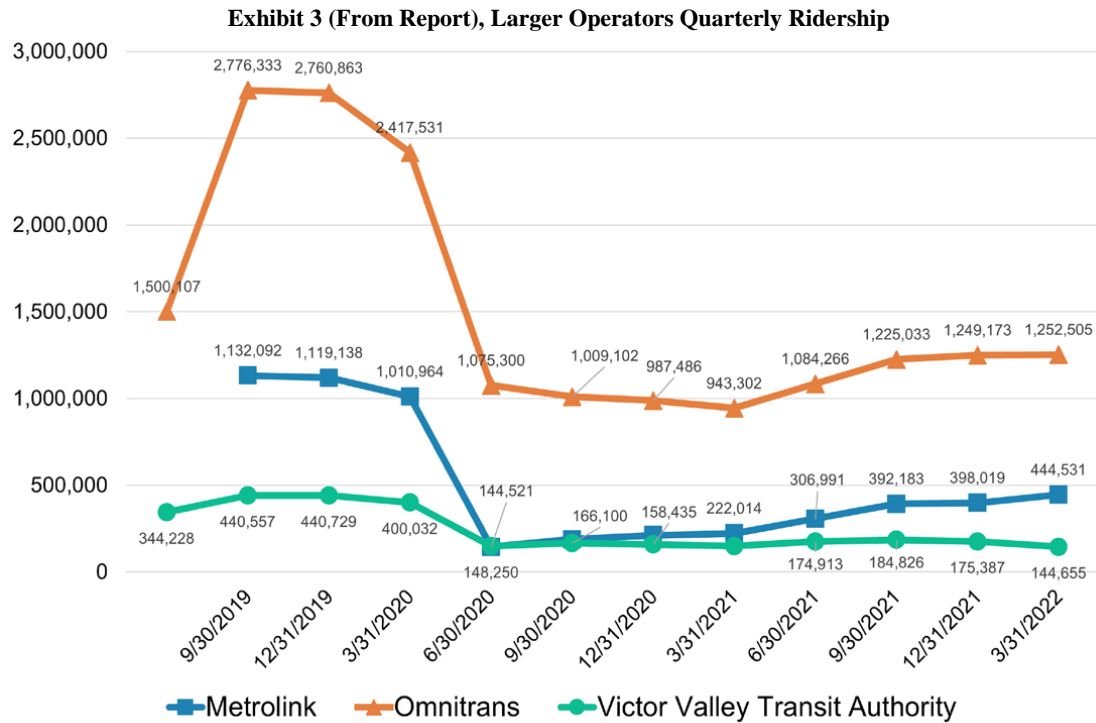


Among the large transit operators, the trends of the second quarter continued. Metrolink saw steady growth: In January through March, Metrolink provided 444,500 trips on the San Bernardino and Inland Empire Orange County Lines, a 12% increase over the 398,000 trips provided in the second quarter. Omnitrans provided 1.25 million trips, over 3,000 more trips than the previous quarter, continuing the trend of slight growth. Victor Valley Transit Authority (VVTa) continued to see a ridership loss as it continues to seek new drivers and restore services that had been reduced early in the pandemic. Ridership for VVTa dropped by 18% in the third quarter, from 175,387 to 144,655.

Transit Committee Agenda Item

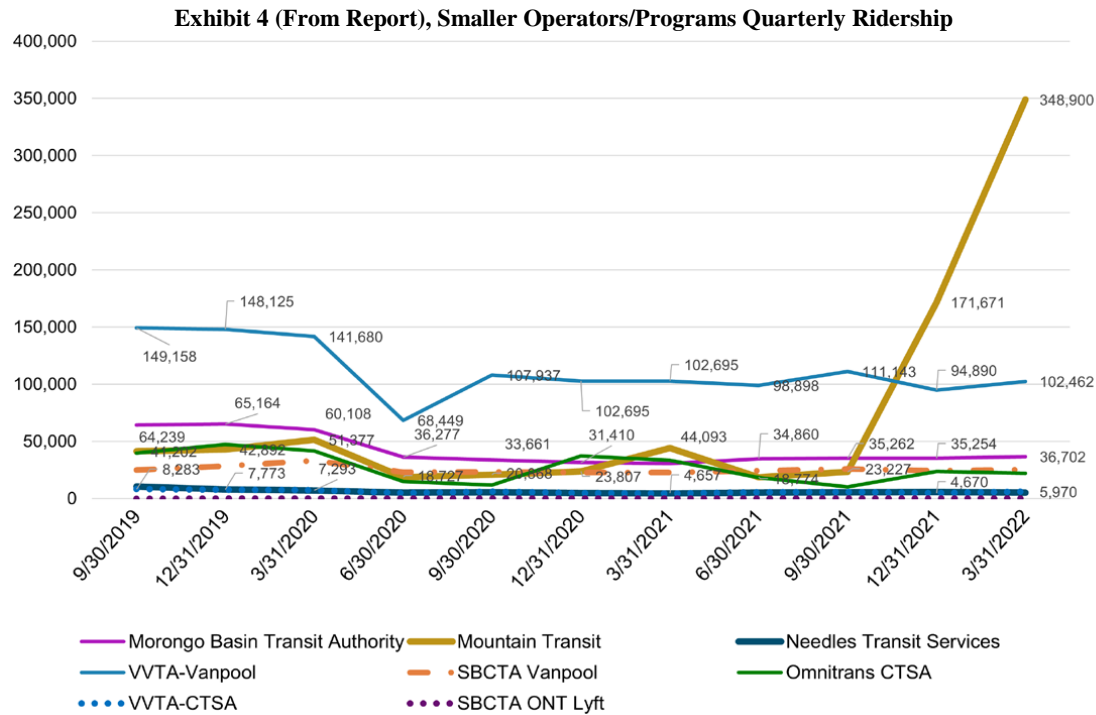
August 11, 2022

Page 3



For San Bernardino County's smaller operators, Mountain Transit secured the largest gains from its free expanded trolley service on all fixed routes and Dial-A-Ride in Big Bear, as well as by providing transportation for Big Bear Mountain Resorts. During the third quarter, Mountain Transit provided almost 350,000 trips, a 103% increase from the second quarter. Overall, the Consolidated Transportation Services Agency (CTSA) programs (Omnitrans and VVTA) provided 22,200 trips that could not be served by traditional public transit programs during this reporting period.

Among the vanpool programs, SBCTA's San Bernardino (SB) Loop vanpool program added three vanpools for 6% growth and a total of 55 vanpools. VVTA's program lost three vanpools, for a total of 171. Passenger miles grew by 6%; however, with VVTA's vanpools traveling 1.2 million miles in the third quarter.



Current Initiatives

Inland Empire (IE) Commuter Launches \$5/Day Rideshare Incentive

SBCTA, in partnership with Riverside County Transportation Commission (RCTC), announced IE Commuter's new \$5/Day rideshare incentive program, which started in April 2022. The program gives both new and returning commuters in both counties a chance to earn up to \$125 in gift cards for logging their rideshare trips. IE Commuter is reinvigorating work commutes and providing an opportunity to reach new audiences, as well as reengage those previously enrolled in IE Commuter programs. Participants can earn \$5/day for commuting to work via ridesharing in a 90-day period. A participating commuter must carpool, vanpool, use public bus or commuter rail, walk or bicycle to a participating employer's worksite for a minimum of five (5) workdays a month to qualify.

Metrolink Rebrands to Highlight Regional Connectivity

In 2019, the Metrolink Board of Directors authorized funding for a Rebrand Exploration Project to assess the strength of the Metrolink brand and recommend strategies to make the brand more appealing to a broader base of consumers. Through a series of workshops, outreach and focus groups involving the public, staff recommended the logo below to kick start the rebranding of Metrolink. This logo is unique in that it emphasizes the word "LINK" and demonstrates its commitment to connectivity by using a uniquely styled "O" in the middle of the word. Metrolink's evolution includes positioning the agency from "commuter rail" to "regional passenger rail." The refreshed Metrolink brand now invites riders to use the service for more than just the traditional commute. The new logo was adopted at the June 24, 2022, SCRR Board of Directors meeting.

METROLINK

Morongo Basin Transit Authority (MBTA) Rebrands as Basin Transit

In preparation for the delivery of several new buses, the MBTA Board of Directors updated the systems brand to be more current, vibrant and distinct. General Manager Cheri Holsclaw and Transit Marketing LLC worked closely with the MBTA Board members to craft a brand that simplified and updated the system's name, logo, and vehicle graphics, while maintaining a strong connection to the desert environment of the Morongo Basin.

Starting this fall, MBTA will become Basin Transit. The new system logo, a distinctive stylized lizard, will communicate motion, quickness, and a tie to the desert landscape.



Lastly, the SBCTA vanpool program, SB Loop, has begun to generate Federal Transit Administration (FTA) Section 5307 funding. The SB Loop vanpool program started in 2018 for the purpose of providing San Bernardino County commuters (outside the Victor Valley and Barstow area) a local vanpool program. One of the benefits of the SB Loop program is to return new FTA Section 5307 revenues to this County. The San Bernardino "passenger miles traveled" reported by vanpoolers now exceed 1 million per quarter. These miles are used in calculating the region's share of FTA Section 5307 revenues, and pay both for the vanpool program and help offset other public transit expenses. The passenger miles traveled from SB Loop in FY 2019/2020 and FY 2020/2021 generated \$313,000 in FY 2020/2021 and \$801,000 in FY 2021/2022. SB Loop is expected to see continuing new revenue through FY 2022/2023 as the project expands and passenger miles traveled grow.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

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

Responsible Staff:

Nancy Strickert, Transit Manager

Approved
Transit Committee
Date: August 11, 2022

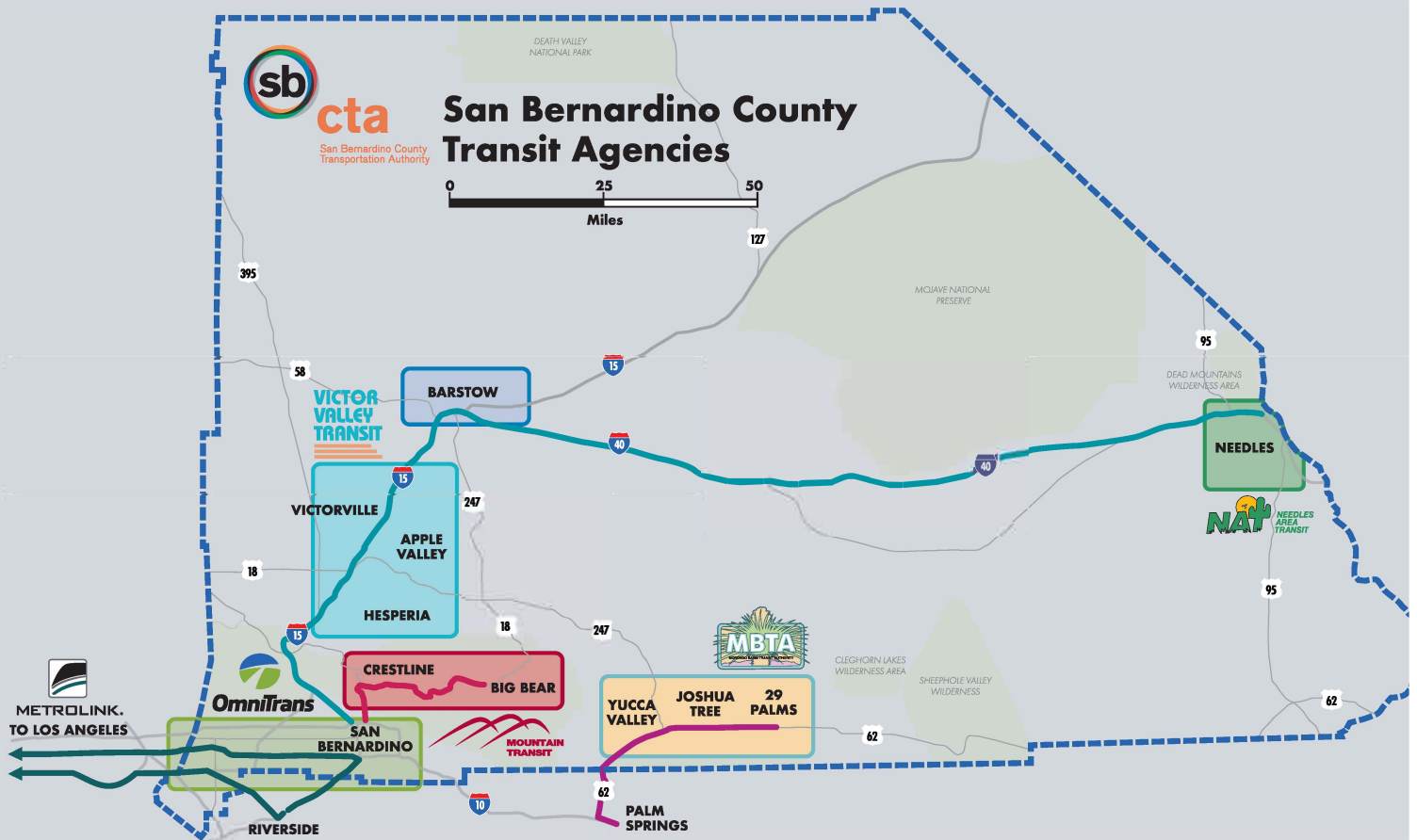
Witnessed By:



cta

San Bernardino County
Transportation Authority

San Bernardino County Multimodal Transportation Quarterly Update



Third Quarter Fiscal Year 2021/2022

Volume 3, Number 3



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SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

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Introduction

Quarterly Comparisons

San Bernardino County Transportation Authority (SBCTA) presents two quarters in the current fiscal year of transportation provision in this iteration of the SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT (Volume 3, Number 3). This picture during Fiscal Year 2021/2022 (FY 21/22) documents very recent trends of the third quarter (January, February and March) and contrasts experience with the second quarter (October, November and December) of FY 20/21 and the prior year. Current initiatives by the operators to grow ridership are also reported.

This report has two primary purposes in informing San Bernardino County policy makers, members of the general public and interested stakeholders:

1. To provide high-level information about specific transportation services and programs available.
2. To report on current initiatives and to track trends in key performance indicators.

Exhibit 1, San Bernardino County Public Transit Bus Operators



The County's Public Transportation Modes and Programs

San Bernardino County is served by six public transit operators, providing rail, fixed-route bus services, microtransit and Americans with Disabilities Act (ADA) complementary paratransit services. The five bus operators are depicted in Exhibit 1.

- **Metrolink** – Providing passenger rail service across a 538-mile network throughout the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura.
- **Omnitrans** – Providing services in the San Bernardino Valley, connecting to Riverside and Los Angeles counties.
- **Victor Valley Transit Authority (VVTa)** – Providing services in the Greater Victor Valley and the Barstow area, connecting to the San Bernardino Valley.
- **Morongo Basin Transit Authority (MBTA)** – Providing services in Twentynine Palms, Yucca Valley, Joshua Tree and the Morongo Valley communities, connecting to the Coachella Valley.
- **Mountain Transit** – Providing services in the Lake Arrowhead and Big Bear communities, connecting to the San Bernardino Valley.
- **Needles Area Transit Services** – Providing service within the City of Needles and limited connections into Arizona.

Four additional modes of transportation support San Bernardino County residents:

- **Consolidated Transportation Service Agencies (CTSAs) programs** – Specialized transportation operated and administered by Omnitrans and VVTa.
- **Vanpool programs** operated by SBCTA and VVTa.
- **IE Commuter** – A Rideshare program of SBCTA and RCTC.
- **SBCTA's ONT Lyft** – This Lyft subsidy program connects Metrolink stations with Ontario International Airport. This program was terminated after January 31, 2022.

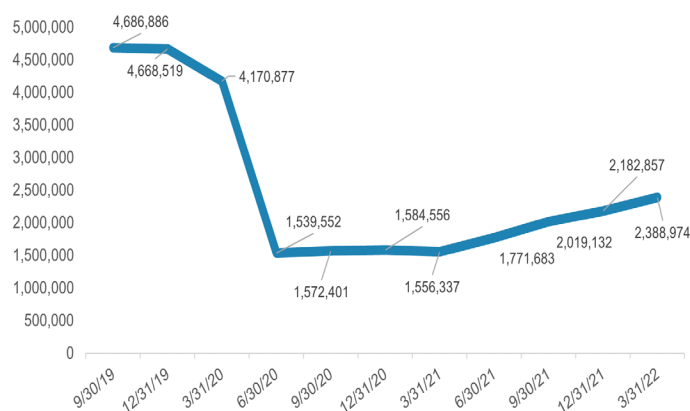
SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

Commentary

Ridership Continues to Rebound

The third quarter of FY 21/22 saw consistent ridership growth among San Bernardino County's operators and their various programs. Together, operators provided nearly 2.4 million trips, a 9% increase, or 206,000 more trips, from the almost 2.2 million trips provided in the previous quarter (Exhibit 2).

Exhibit 2, Countywide Quarterly Ridership Total, All Transit Modes

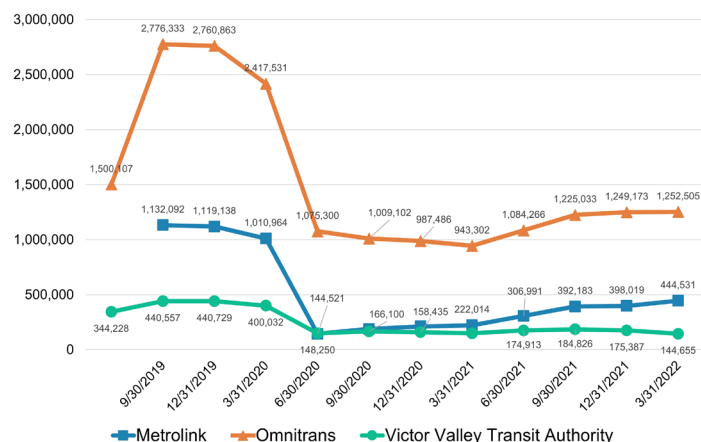


Among the large transit operators, the trends of the second quarter continued (Exhibit 3). Metrolink saw steady growth: In January through March, Metrolink provided 444,500 trips on the San Bernardino and Inland Empire Orange County Lines, a 12% increase over the 398,000 trips provided in the second quarter. Omnitrans provided 1.25 million trips, over 3,000 more trips than the previous quarter, continuing the trend of slight growth.

Victor Valley Transit Authority saw ridership losses as it continued working to hire new drivers and restore schedules that has been reduced early in the pandemic. Ridership dropped by 18% in the third quarter, with 30,700 fewer trips provided than the second quarter.

For San Bernardino County's smaller operators ridership also continued to trend upward (Exhibit 4). Mountain Transit secured the largest gains from the success of its free expanded trolley service on all fixed routes and Dial-A-Ride in Big Bear, as well as by providing transportation for

Exhibit 3, Larger Operators' Quarterly Ridership



Big Bear Mountain Resorts. During the third quarter, Mountain Transit provided almost 350,000 trips, a 103% increase from the second quarter.

While most of Omnitrans' CTSA programs have returned to their regular service, not all are operating at prepandemic levels and some provided fewer trips this quarter than in the second quarter. Ridership did increase or remain consistent for six programs. Overall, the CTSA programs provided 22,200 trips that could not be served by traditional public transit programs during this reporting period.

VVTA's CTSA programs also saw small losses, providing 1% fewer trips during the third quarter.

Exhibit 4, Smaller Operators'/Programs' Quarterly Ridership

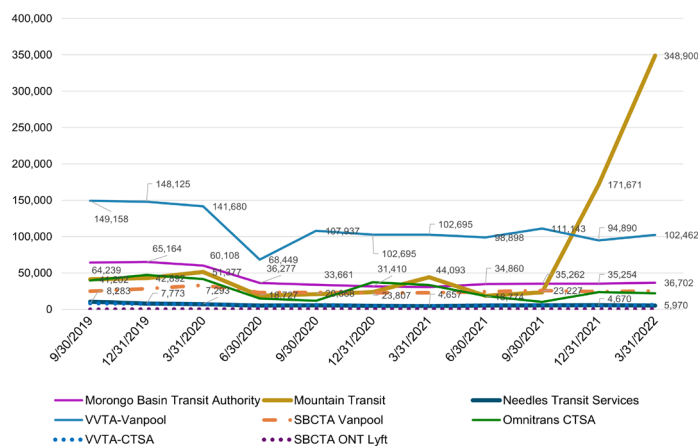
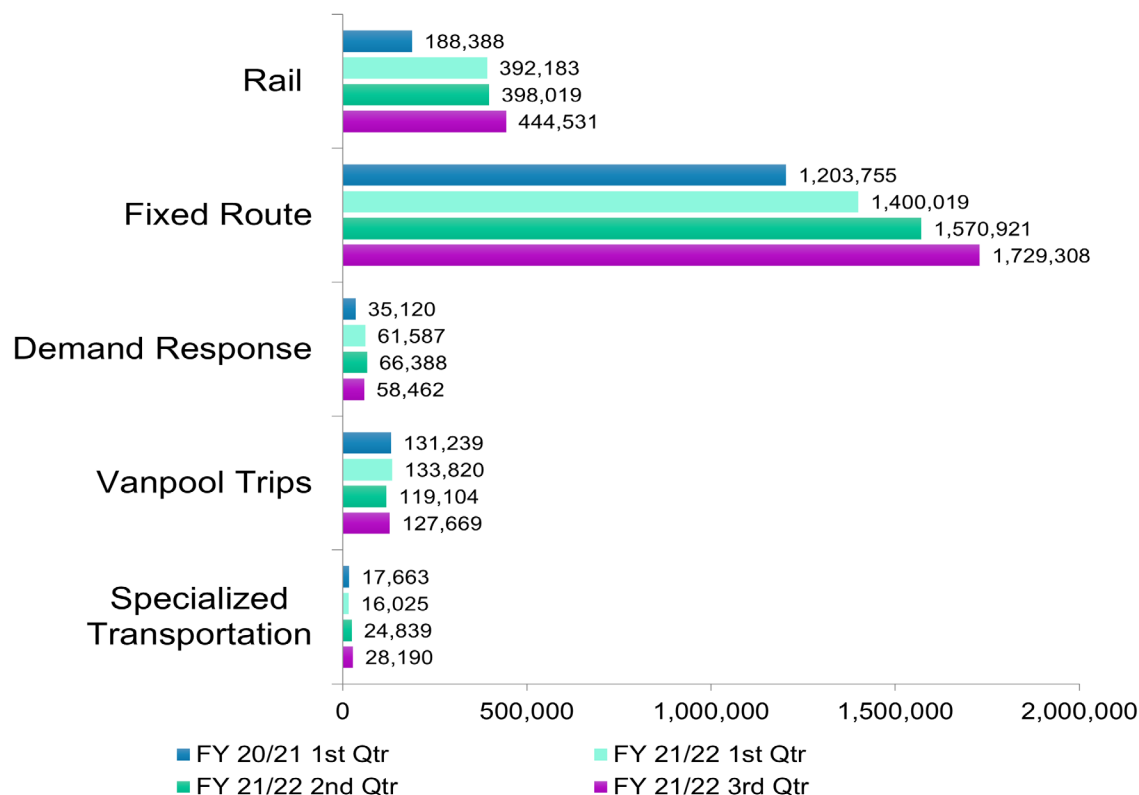


Exhibit 5, Quarterly Ridership by Mode



Change remained slow, but promising, among the vanpool programs. SBCTA's SB Loop vanpool program added three vanpools for 6% growth and a total of 55 vanpools. VVTA's program lost three vanpools, for a total of 171. Passenger miles grew by 6%, however, with VVTA's vanpools traveling 1.2 million miles in the third quarter.

These patterns of change are reflected in overall trips by mode (Exhibit 5). Total fixed-route trips increased to 1.72 million trips, a 10% increase between the second and third quarters

in this fiscal year. Metrolink's ridership grew by 12% in this two-quarter comparison. Demand response programs overall lost ridership in the third quarter, providing almost 12% fewer trips, or 58,400 trips overall. Despite some losses in vanpools, trip-making increased overall by 7%. Specialized transit saw an overall increase, with 13.5% more trips provided in the third quarter than during the second quarter.

Current Initiatives

Good News for Transit Programs

As public transit operators work toward recovery, many are introducing new incentives, new programs or rebranding as an approach to reach new riders. This section reports on the good news of funding victories and exciting initiatives recently introduced by several County operators.

SBCTA VANPOOL PROGRAM GENERATES NEW REVENUE

The SB Loop vanpool program started in 2018 for the purposes of providing San Bernardino Valley commuters with a local vanpool initiative similar to the one available to Victor Valley residents. Previously, San Bernardino Valley travelers had to use vanpool programs originating in Orange County or Los Angeles County. The second benefit of the SB Loop program is to return new Federal Transit Administration (FTA) Section 5307 revenues to this County. The San Bernardino "passenger miles traveled" reported by vanpoolers now exceed 1 million per quarter. These miles are used in calculating the region's share of FTA Section 5307 revenues and pay both for the vanpool program and help to offset other public transit expenses.

The passenger miles traveled from SB Loop in FY 19/20 and 20/21 generated \$313,000 in FY20/21 and \$801,000 in FY21/22. The SB Loop is expected to see continued new revenue through 22/23 as the project expands and passenger miles traveled grow.

IE COMMUTER LAUNCHES \$5/DAY RIDESHARE INCENTIVE

The Riverside County Transportation Commission (RCTC), in partnership with SBCTA, announced IE Commuter's new \$5/Day rideshare incentive program (Exhibit 6). Starting in early April 2022, the program gives both new and returning commuters in both counties a chance to earn up to \$125 in gift cards for logging their rideshare trips.

Through this and other incentive programs, IE Commuter is reinvigorating work commutes and providing an opportunity to reach new audiences, as well as reengage those previously enrolled in IE Commuter programs.

In 2022, participants can earn \$5/day for commuting to work via ridesharing in a 90-day period. A participating commuter must carpool, vanpool, use public bus or commuter rail, walk or bicycle to a participating employer's worksite for a minimum of five workdays a month to qualify.

To help reduce traffic congestion, \$5/Day expands eligibility to residents of Eastern Riverside County, as well as Los Angeles, Orange, San Diego and other neighboring counties who work in Riverside County or San Bernardino County through October 18, 2022, or while funding is available.

More information is available at IECommuter.org or 1-866-RIDESHARE (866-743-3742).

Exhibit 6, IE Commuter Informational Handout



RIDESHARE & EARN \$5/Day

Rideshare Incentive Program Overview

The Riverside County Transportation Commission and San Bernardino County Transportation Authority, through IE Commuter, are rewarding commuters with a new \$5/Day Rideshare Incentive to help employees discover their best commute and establish a new "normal" that includes driving less and smiling (and saving) more.

Commuters who ride the bus and train, vanpool, carpool, bike, or walk to a participating employer's worksite for a minimum of five workdays a month may be eligible for \$5 per day in gift card rewards, up to \$125 in a 90-day period.

Traditional Eligibility
The \$5/Day incentive is always available for commuters who live in western Riverside County or San Bernardino County.

Expanded Eligibility - Limited Time Only
The \$5/Day incentive users in expanded eligibility to help jump-start the increased use of alternative commute modes throughout the region, including eastern Riverside and surrounding counties.

Commuters	Traditional Eligibility	Expanded Eligibility
San Bernardino County residents	X	
Western Riverside County residents	X	
Eastern Riverside County residents (Coachella Valley, Blythe)		X
Residents of Los Angeles, Orange, San Diego, Ventura and other surrounding counties that commute to worksites in San Bernardino or Riverside counties		X

Visit IECommuter.org/5Day or Call 1-866-RIDESHARE (866-743-3742)
Explore all your transportation options and incentive FAQs, and start earning \$5/Day rideshare rewards today! Click, call or chat with an IE Commuter representative today to help discover your best commute.

For Employers
Employers interested in becoming an IE Commuter employer partner to extend this and other free incentive programs to their employees can reach us at 1-866-RIDESHARE (866-743-3742), info@IECommuter.org or using the Live Chat feature at IECommuter.org.

IE Commuter
Drive Less. Smile More.

IE Commuter is a program of the Riverside County Transportation Commission and San Bernardino County Transportation Authority.

METROLINK REBRANDS TO HIGHLIGHT REGIONAL CONNECTIVITY

In 2019, the Metrolink Board of Directors authorized funding for a Rebrand Exploration Project to assess the strength of the Metrolink brand and recommend strategies to make the brand more appealing to a broader base of consumers. While this project was vital to enabling Metrolink to increase its ridership in 2019, it has been even more important as the agency works to grow ridership in the pandemic/post-pandemic environment.

Exhibit 7, Metrolink's Newly Adopted Logo



Through a series of workshops, outreach and focus groups involving the public, staff recommended the logo in Exhibit 7, to kick start the rebranding of Metrolink. This logo is unique in that it emphasizes the word “LINK” and demonstrates its commitment to connectivity by using a uniquely styled “O” in the middle of the work. This is an important element in showing who and what Metrolink stands for, which is regional connectivity. Metrolink’s evolution includes positioning the agency from “commuter rail” to “regional passenger rail.” The refreshed Metrolink brand now invites riders to use the service for more than just the traditional commute — including leisure travel. The new logo was adopted at the June 24, 2022, Board meeting and will go into effect October 2022.

MORONGO BASIN TRANSIT AUTHORITY REBRANDS AS BASIN TRANSIT

In preparation for the delivery of several new buses, the Morongo Basin Transit Authority Board of Directors wished to update the systems brand to be more current, vibrant and distinct. General Manager Cheri Holsclaw and Transit Marketing LLC worked closely with the Board members to craft a brand that simplified and updated the system’s name, logo and vehicle graphics, while maintaining a strong connection to the desert environment of the Morongo Basin.

Exhibit 8, MBTA’s New Logo and Brand: Basin Transit



Exhibit 9, Mock Up of Basin Transit New Vehicle Wrap



Starting this fall, Morongo Basin Transit Authority (MBTA) will become Basin Transit. The new system logo — a distinctive stylized lizard — will communicate motion, quickness and a tie to the desert landscape (Exhibit 8). The new vehicle graphics will be bright and distinctive, building visibility and awareness for Basin Transit’s services (Exhibit 9).

REACH OUT MORONGO BASIN EARNS PERFECT SCORE ON FTA §5310 GRANT APPLICATION

In January 2022, Caltrans released applications for the FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities grant program. The application cycle closed in March 2022, with a total of 11 applications being submitted by San Bernardino County agencies for a total request of almost \$3.3 million for capital and operating expenses. Following evaluation and scoring in May, eight applications were selected for funding in San Bernardino County. Selected projects total \$1.6 million in funding for large-urban and rural areas. San Bernardino County’s own Reach Out Morongo Basin (ROMB) was the only applicant in the State of California to receive a perfect score of 100 points on their application.

The ROMB transportation program is a coordinated partnership between ROMB and the Morongo Basin Healthcare District (MBHD), where door-to-door and door-through-door shared ride services are provided for local and long-distance medical trips, and accessible transport for shopping, senior centers, social services appointments and other quality-of-life destinations at no-cost. The ROMB and MBHD transportation service is essential to residents in the Morongo Basin by filling gaps and providing service beyond the existing MBTA service area.

The County’s specialized transit programs currently receiving FTA §5310 funds are included in this Quarterly Report for the first time. Recipients include Reach Out Morongo Basin, presented with the MBTA data on page 12 and Victor Valley Community Services Council, presented with VVTA CTSA data on page 10.

Additionally, several specialized transit programs receive local measure dollars as well as FTA §5310 funds. These programs are identified on their respective CTSA pages.

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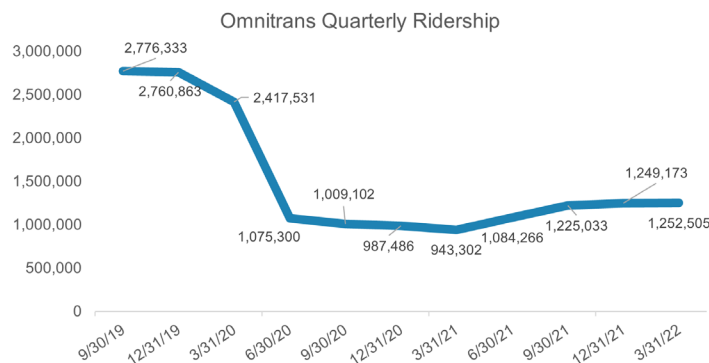
SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



Commentary and Trends

OmniTrans' ridership grew slightly during the third quarter. They provided a total of 1.25 million trips between their fixed-route and demand response services. Demand response trips grew most, with 2% more trips provided than in the prior quarter.

Revenue hours and miles dropped compared to the second quarter, 4% and 6%, respectively. There was a slight increase in operating costs, up 2% from the second quarter.



Performance¹

	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
SYSTEM Total Passenger Trips	987,486	1,249,173	27%	1,252,505	0%
Fixed-Route Trips	972,085	1,220,702	26%	1,223,425	0%
Demand Response Trips	15,401	28,471	85%	29,080	2%
SYSTEM Performance					
Revenue Hours	125,626	134,805	7%	129,800	-4%
Passengers per Rev Hour	7.9	9.3	18%	9.6	4%
Revenue Miles	1,706,327	1,874,715	10%	1,762,485	-6%
Passengers per Rev Mile	0.58	0.67	15%	0.71	7%
Passenger Miles	5,587,185	6,777,279	-18%	6,773,459	0%
Average Trip Length (miles)	5.66	5.43	-4%	5.41	0%
OPERATIONS Expense					
Total Operating Cost	\$18,055,205	\$18,456,152	2%	\$18,829,475	2%
Passenger Revenue	\$3,882,571	\$4,352,789	12%	\$3,995,666	-8%
Farebox Recovery Ratio Systemwide	21.5%	23.6%	10%	21.2%	-10%
Subsidy per Pass Trip Systemwide	\$14.35	\$11.29	-21%	\$11.84	5%
Fixed-Route Cost per Trip	\$16.23	\$13.09	-19%	\$13.05	0%
Demand Response Cost per Trip	\$147.83	\$86.95	-41%	\$92.45	6%
FLEET Characteristics					
Vehicles in Peak Service	(Includes sbX)			(Includes sbX)	
Fixed-Route	94	98		93	
Demand Response	39	40		40	
Total Vehicles in Peak Service	133	138		133	
Service Area Square Mileage	463	463		463	
Vehicles per Square Mile	0.29	0.30		0.30	
OMNITRANS FAMILY of Services					
Bus Rapid Transit Route	Green Line/sbX			Green Line/sbX	
Express Fixed-Routes	215, 290			215	
High-Frequency Routes (15 minutes)	None*			None*	
Local Fixed-Routes	24 routes			22	
Community Circulators (OmniRide)	4 routes			3 Contracted fixed-routes	
Microtransit	2 OmniRide service areas - Chino Hills, Upland			3 OmniRide service areas - Bloomington, Chino/Chino Hills, Upland	
Access ADA Service	Complementary paratransit			Complementary paratransit	

¹ Extracted from TransTrack Manager Quarterly Scorecard during June 2022.

* High frequencies reduced due to COVID-19 service reductions.

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

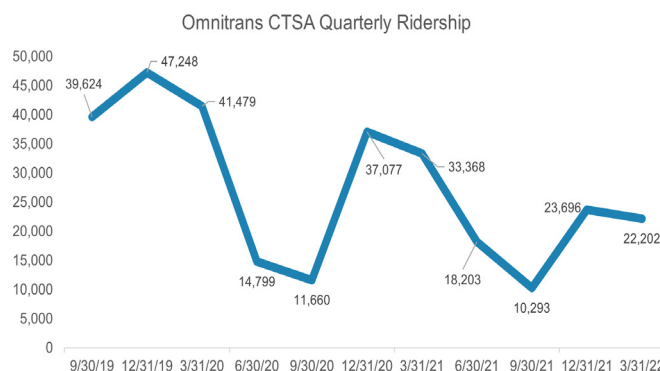


Consolidated Transportation Services Agency

Commentary and Trends

The Omnitrans CTSA continued to provide services through the Transportation Reimbursement Escort Program (TREP) and its network of specialized transportation providers. The CTSA program overall experienced a loss of 6% in the third quarter compared to the second quarter, providing just over 22,000 trips.

While half of the CTSA programs provided fewer trips, three programs showed considerable growth. The Uber/Taxi Ride Program, which introduced Uber as an available mode in February, provided 125 trips after several quarters of no service. The City of Grand Terrace's program provided 13% more trips than in the previous quarter. OPARC continued its strong performance, with 26% more trips provided in the third quarter than in the second quarter.



Performance

	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
TOTAL TRIPS	37,077	23,696	-36%	22,202	-6%
TREP Mileage Reimbursement Trips	3,455	5,276	53%	4,128	-22%
Uber/Taxi Ride Program Trips**	0	0	—	125	—
Travel Training Program*	0	0	—	0	—
Regional Mobility Partnership (RMP) Trips	33,622	18,420	-45%	17,949	-3%
Anthesis (formerly Pomona Valley Workshop)	9,463	4,376	-54%	4,376	0%
Central City Lutheran***	1,096	518	-53%	518	0%
City of Grand Terrace	817	885	8%	1,003	13%
City of Redlands	378	287	-24%	219	-24%
AgingNext (formerly Community Senior Services)	9,222	3,894	-58%	3,894	0%
OPARC***	6,235	2,712	-57%	3,414	26%
City of Chino	2,726	2,060	-24%	1,567	-24%
Highland Senior Center	990	1,041	5%	469	-55%
Loma Linda University Adult Day Health***	2,157	2,376	10%	2,350	-1%
West End YMCA	538	271	-50%	139	-49%
City of Fontana					
City of Yucaipa					
Foothill AIDS Project					
New partner. Program launch delayed due to COVID-19 pandemic.					
Food/Grocery Deliveries through Access and RMP Partners				1,703	

All programs have resumed normal transportation operations.

* This program was temporarily suspended for safety/health concerns during the COVID-19 pandemic.

** Uber Ride launched in February 2022 to select cities within Omnitrans' service area as part of a pilot program.

***This program also receives FTA §5310 operating funds or vehicles.

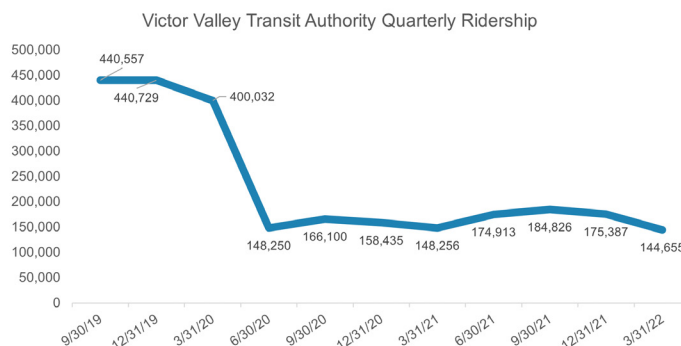


SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

Victor Valley Transit Authority's ridership continued to fall, with 18% fewer trips made in the third quarter than in the second quarter — over 144,000 trips overall. However, commuter bus service did provide more than 8,000 trips, a significant 22% more trips than in the previous quarter.

Reduced trips contributed to reductions in revenue hours (10%), revenue miles (10%) and total operating costs (11%).



Performance¹

	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
SYSTEM Total Passenger Trips	158,435	175,387	11%	144,655	-18%
Fixed-Route Trips	137,854	141,108	2%	114,269	-19%
Commuter Bus Trips	6,048	6,879	14%	8,368	22%
Demand Response Trips	14,533	27,400	89%	22,018	-20%
SYSTEM Performance [excludes vanpool revenue hours & miles]					
Revenue Hours	57,861	51,496	-11%	46,117	-10%
Passengers per Rev Hour	2.7	3.4	24%	3.1	-8%
Revenue Miles	999,738	893,209	-11%	804,266	-10%
Passengers per Rev Mile	0.16	0.20	24%	0.18	-8%
OPERATIONS Expense [excludes vanpool expense & revenue]					
Total Transit Operating Cost	\$7,235,818	\$7,831,018	8%	\$6,953,210	-11%
Passenger Revenue	\$362,482	\$421,911	16%	\$480,243	14%
Farebox Recovery Ratio Systemwide	5.0%	5.4%	8%	6.9%	28%
Subsidy/Pass Trip - Systemwide	\$43.38	\$42.24	-3%	\$44.75	6%
Fixed-Route Cost per Trip	\$42.93	\$43.50	1%	\$48.72	12%
Commuter Bus Cost per Trip	\$33.24	\$33.80	2%	\$24.97	-26%
Demand Response Cost per Trip	\$76.85	\$53.30	-31%	\$53.47	0%
FLEET Characteristics					
Vehicles in Peak Service	Includes 7 Electric Vehicles			Includes 7 Electric Vehicles	
Fixed-Route	47	38		38	
Commuter	6	6		6	
Demand Response	33	27		30	
Total Vehicles in Peak Service	86	71		74	
Service Area Square Mileage	1,082	1,082		1,082	
Vehicles per Square Mile	0.07	0.06		0.07	
VVTA FAMILY of Services					
Local Fixed/Regional Routes	21 routes	21 routes		21 routes	
County Fixed-Routes	6 routes	6 routes		6 routes	
Commuter Bus	NTC Commuter (Ft. Irwin), 7 routes	NTC Commuter (Ft. Irwin), 7 routes		NTC Commuter (Ft. Irwin), 4 routes	
Intercity Routes	1 route	2 routes		1 route	
Flexible Transit	ADA Direct	ADA Direct		ADA Direct Access	
Vanpool Program	183 vanpools	176 vanpools		171 vanpools	

¹ Extracted from TransTrack Manager Quarterly Scorecard during June 2022.



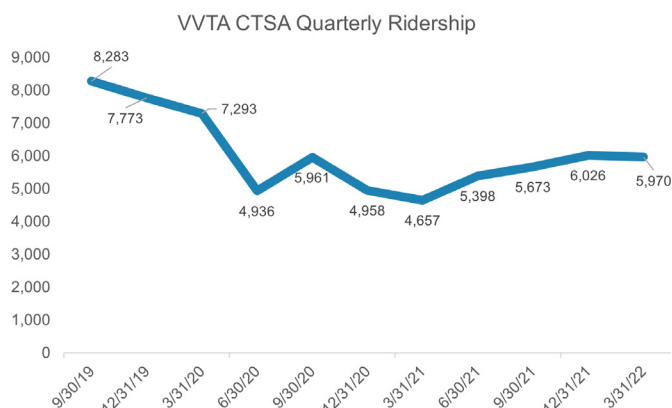
Consolidated Transportation Services Agency

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

Ridership across the CTSA's programs dropped nominally during the third quarter. Together, these specialized programs provided nearly 6,000 trips, 1% fewer trips than in the previous quarter. Three programs contributed to this decrease: TRIP, Trona Community and Senior Center, and the Fare Media Scholarship Program.

The five remaining programs increased their ridership during the third quarter, most notably, Foothill Aids Project (31%), the Travel Training Program (39%) and Bonnie Baker Senior Center (24%).



Performance

	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year	Prior Quarter	% change	Current Year	% change from 2n Quarter
	FY 20/21	FY 21/22		FY 21/22	
TOTAL TRIPS	4,920	6,026	22%	5,970	-1%
TRIP Program	3,249	3,163	-3%	3,144	-1%
Nonprofit Providers	922	746	-19%	814	9%
Foothill AIDS Project*	348	238	-32%	312	31%
Abundant Living Church	513	425	-17%	428	1%
Trona Community and Senior Center	51	62	22%	48	-23%
Church for Whosoever	0	Program suspended due to COVID-19			
Bonnie Baker Senior Center	10	21	110%	26	24%
Travel Training Program	157	225	43%	313	39%
Fare Media Scholarship Program	592	1,892	220%	1,699	-10%
TOTA CAR TRIPS	176	0	-100%		
Needles CarShare Program		Program suspended due to COVID-19.			
TOTAL MILES	82,000	78,649	-4%	76,187	-3%
TRIP Program	82,000	78,649	-4%	76,187	-3%
TOTAL HOURS	37	77	108%	0	-100%
Transit Ambassador Program	37	77	108%	0	-100%
FTA §5310 Grant Program Recipients					
Victor Valley Community Services Council					
TOTAL TRIPS				352	
TOTAL MILES				4,007	

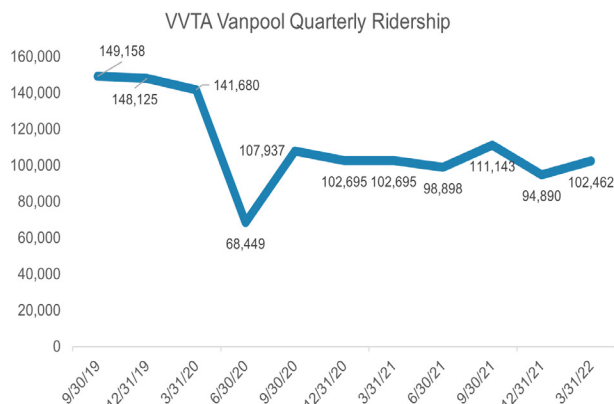
*This program also receives FTA §5310 operating funds or vehicles.



SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

VVTA lost three vanpools, down to 171, in this two-quarter comparison of third quarter FY 21/22 to the second quarter. Despite the loss, revenue miles and hours increased 6% and 9%, respectively, and passenger trips increased 8%, with more than 102,000 trips provided on vanpools.



Performance

	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
Performance					
Number of Vanpools	186	174	-6%	171	-2%
Revenue Miles	1,111,777	1,090,553	-2%	1,156,764	6%
Revenue Hours	22,584	25,426	13%	27,636	9%
Unlinked Passenger Trips	102,695	94,890	-8%	102,462	8%
Passenger Miles	5,118,855	3,653,391	-29%	3,478,090	-5%
Subsidies Disbursed	\$270,120	\$261,583	-3%	\$259,388	-1%
Passenger Fares	\$203,221	\$176,502	-13%	\$181,628	3%

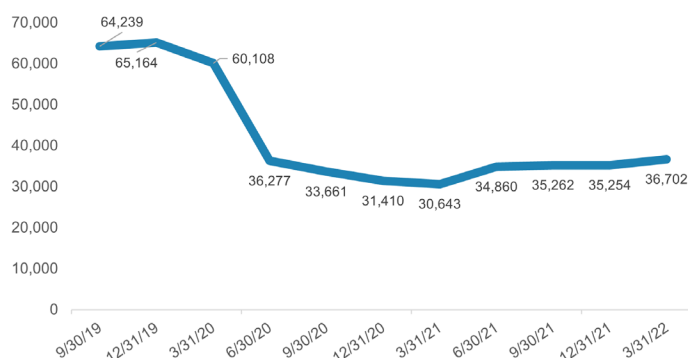
SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



Commentary and Trends

MBTA's ridership continues to steadily climb from the lows seen during the last two years. Ridership this third quarter is up to 36,700 trips, a 4% increase from the second quarter of FY 21/22. Increases were seen on all services but demand response. The largest increase was on commuter trips, where 17% more trips provided than the previous quarter. Systemwide operating costs decreased by 4%, reflected in reduced costs per trip systemwide. Costs-per-trips were down for fixed-route by 7%, commuter services by 21%, and demand response by 3%. Passenger revenue increased slightly in this two-quarter comparison, up 1% from the second quarter.

Morongo Basin Transit Authority Quarterly Ridership



Performance¹

	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
SYSTEM Total Passenger Trips	31,410	35,254	12%	36,702	4%
Fixed-Route Trips	27,526	30,411	10%	31,844	5%
Commuter Bus Trips	986	1,602	62%	1,882	17%
Demand Response Trips	2,898	3,241	12%	2,976	-8%
SYSTEM Performance					
Revenue Hours	7,747	7,963	3%	7,756	-3%
Passengers per Rev Hour	4.1	4.4	9%	4.7	7%
Revenue Miles	154,704	153,960	0%	154,877	1%
Passengers per Rev Mile	0.20	0.23	13%	0.24	3%
OPERATIONS Expense					
Total Operating Cost	\$916,500	\$1,024,752	12%	\$979,455	-4%
Passenger Revenue	\$61,031	\$82,260	35%	\$83,078	1%
Farebox Recovery Ratio Systemwide	6.7%	8.0%	21%	8.5%	6%
Subsidy per Pass Trip - Systemwide	\$27.24	\$26.73	-2%	\$24.42	-9%
Fixed-Route Cost per Trip	\$24.51	\$24.08	-2%	\$22.45	-7%
Commuter Bus Cost per Trip	\$85.16	\$61.92	-27%	\$48.94	-21%
Demand Response Cost per Trip	\$53.44	\$59.64	12%	\$57.98	-3%
TREP Mileage Reimbursement Program					
TREP Clients	142	157	11%	166	6%
TREP Trips	1,515	1,596	5%	1,596	0%
TREP Miles Reimbursed	23,234	28,725	24%	27,200	-5%
Mileage Reimbursement Cost	\$7,570	\$8,618	14%	\$8,160	-5%
FLEET Characteristics					
Vehicles in Peak Service					
Fixed-Route/Commuter	9			9	
Demand Response	4			4	
Total Vehicles in Peak Service	13			13	
Service Area Square Mileage	1,300			1,300	
Vehicles per Square Mile	0.01			0.01	
MBTA FAMILY of Services					
Highway Bus				#1 Yucca Valley-Twenty-nine Palms	
Intercity Routes to Palm Springs				#12 Yucca Valley-PS, #15 MCAGCC-PS	
Other Community Routes				#3 Marine Base, #7 Yucca Valley, #21 Landers	
Ready Ride Service				In 6 communities	
FTA §5310 Grant Program Recipients					
Reach Out Morongo Basin					
TOTAL TRIPS				334	
TOTAL MILES				11,877	

¹ Extracted from TransTrack Manager Quarterly Scorecard during June 2022.

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



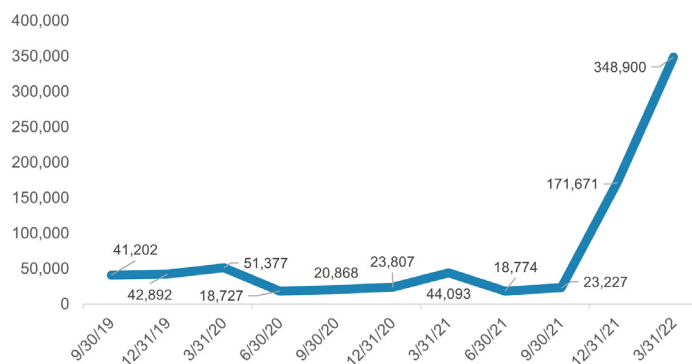
Commentary and Trends

Mountain Transit's ridership continued to rise exponentially following the introduction of two initiatives: Mountain Transit began a pilot program to provide free fares on the Big Bear Trolley and began providing transportation for Big Bear Mountain Resorts (BMRs).

Ridership increased 103% between the second and third quarters. This increase is attributed primarily to fixed-route ridership as commuter service ridership dropped 47%. While total operating costs increased 6% in this two-quarter comparison, costs-per-trip for fixed-route service and commuter bus service dropped between the second and third quarters, 92% and 31%, respectively.

Farebox recovery reported here is high due to seasonal invoicing. Year to date, the farebox recovery ratio is actually 27%.

Mountain Transit Quarterly Ridership



Performance¹

	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
SYSTEM Total Passenger Trips	23,807	171,671	621%	348,900	103%
Fixed-Route Trips	19,273	164,243	752%	343,907	109%
Commuter Bus Trips	1,377	1,603	16%	1,933	21%
Demand Response Trips	3,157	5,825	85%	3,060	-47%
SYSTEM Performance					
Revenue Hours	7,515	11,231	49%	14,432	29%
Passengers per Rev Hour	3.2	15.3	383%	24.2	58%
Revenue Miles	119,476	162,977	36%	195,933	20%
Passengers per Rev Mile	0.20	1.05	0%	1.78	69%
OPERATIONS Expense					
Total Operating Cost	\$856,552	\$962,969	12%	\$1,022,870	6%
Passenger Revenue	\$75,652	\$232,274	207%	\$618,347	166%
Farebox Recovery Ratio Systemwide	8.8%	24.1%	173%	60.5%	151%
Subsidy per Pass Trip - Systemwide	\$32.80	\$4.26	-87%	\$1.16	-73%
Fixed-Route Cost per Trip	\$25.60	\$29.24	14%	\$2.34	-92%
Commuter Bus Cost per Trip	\$92.96	\$60.21	135%	\$41.42	-31%
Demand Response Cost per Trip	74	\$33.33	-64%	\$44.83	35%
FLEET Characteristics					
Vehicles in Peak Service					
Fixed-Route	9	5		6	
Demand Response	4	4		4	
Off the Mountain	4	4		4	
Seasonal Service		10		15	
Airport Shuttle		1		1	
Trolley Vehicle	4-6	4		4	
Total Vehicles in Peak Service	21-23	28		34	
Service Area Square Mileage	269	269		269	
Vehicles per Square Mile	0.05	0.03		0.05	

¹ Extracted from TransTrack Manager Quarterly Scorecard during June 2022.

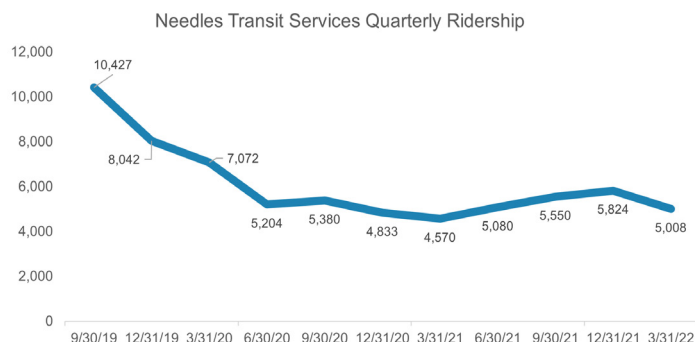


Needles Transit Services

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

Needles Transit Services experienced ridership loss in the third quarter of FY 21/22, providing just over 5,000 trips, 14% fewer trips than in the second quarter. Losses were seen for both fixed-route (16%) and demand response services (8%). Reduced ridership contributed to a reduction in revenue miles (3%). There was a significant loss in passenger revenue between the third and second quarters (62%), however, the second quarter passenger revenue was unusually high as it included a \$5,850 bus pass purchase by San Bernardino County.



Performance¹

	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
SYSTEM Total Passenger Trips	4,896	5,824	19%	5,008	-14%
Fixed-Route Trips	3,967	4,373	10%	3,680	-16%
Demand Response Trips	929	1,451	56%	1,328	-8%
SYSTEM Performance					
Revenue Hours	1,234	1,186	-4%	1,182	0%
Passengers per Rev Hour	4.0	4.9	24%	4.2	-14%
Revenue Miles	15,391	15,794	3%	15,367	-3%
Passengers per Rev Mile	0.32	0.37	16%	0.33	-12%
OPERATIONS Expense					
Total Operating Cost	\$124,216	\$129,819	5%	\$134,722	4%
Passenger Revenue	\$5,654	\$11,395	102%	\$4,367	-62%
Farebox Recovery Ratio Systemwide	4.6%	8.8%	93%	3.2%	-63%
Subsidy per Pass Trip - Systemwide	\$24.22	\$20.33	-16%	\$26.03	28%
Fixed-Route Cost per Trip	\$24.11	\$22.09	-8%	\$28.68	30%
Demand Response Cost per Trip	\$24.68	\$15.05	-39%	\$18.69	24%
FLEET Characteristics					
Vehicles in Peak Service					
Fixed-Route	1			1	
Demand Response	1			1	
Total Vehicles in Peak Service	2			2	
Service Area Square Mileage	31			31	
Vehicles per Square Mile	0.06			0.06	

¹ Extracted from TransTrack Manager Quarterly Scorecard during June 2022.

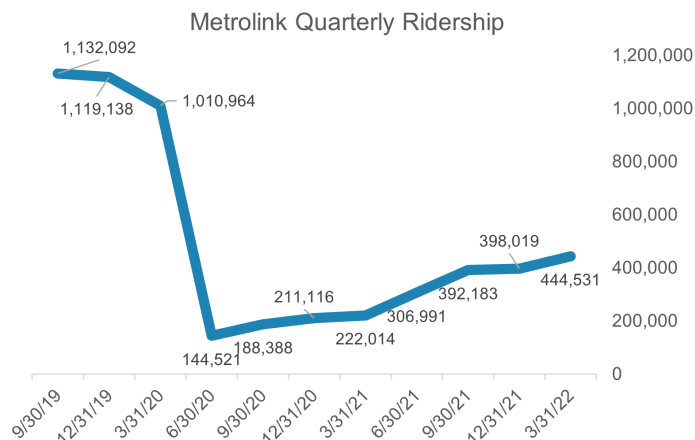


Commentary and Trends

In this two-quarter comparison, Metrolink's ridership on the San Bernardino Line dropped by 2%, to 277,000 boardings. The Inland Empire Orange County Line (IEOC) experienced a significant increase of boardings — up 46%, for a total of 167,000 trips provided. Combined, Metrolink provided 444,500 trips on the San Bernardino and Inland Empire Orange County Lines, a 12% increase from the second quarter.

While ridership increased overall, boardings dropped at all San Bernardino County stations. This drop was likely caused by delays experienced across Burlington Northern Santa Fe (BNSF) railways on a regular basis, which diminished ridership.

Operating costs are not yet available for FY 21/22.



Performance¹

	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
SYSTEM Passenger Boardings by Line					
TOTAL San Bernardino Line	149,973	283,009	89%	276,934	-2%
TOTAL Inland Empire Orange County (IEOC) Line	61,143	115,010	88%	167,597	46%
Boardings at San Bernardino County Stations:					
San Bernardino Line	83,718	128,819	54%	120,939	-6%
IEOC Line	2,072	4,057	96%	3,808	-6%
Riverside Line	4,676	7,974	71%	6,778	-15%
FINANCIAL - Total San Bernardino Line w/ MOW¹					
Operating Cost SB Line					
Farebox Revenue SB Line	N/A	N/A		N/A	
Farebox Recovery Ratio SB Line					
FINANCIAL - Total IEOC Line w/ MOW¹					
Operating Cost IEOC Line					
Farebox Revenue IEOC Line	N/A	N/A		N/A	
Farebox Recovery Ratio IEOC Line					
PERFORMANCE MEASURES - San Bernardino Line					
Passenger Miles	5,582,149	10,533,932	89%	10,145,945	-4%
Average Passenger Trip Length	37.3	37.2	0%	36.6	-2%
PERFORMANCE MEASURES - IEOC Line					
Passenger Miles	2,081,710	3,860,107	85%	3,902,152	1%
Average Passenger Trip Length	34	33.6	-1%	33.7	0%
SERVICE LEVELS					
San Bernardino Line					
# of trains per weekday WB		15		15	
# of trains per weekday EB		15		15	
# of trains per Saturday WB/EB		9		9	
# of trains per Sunday WB/EB		7		7	
IEOC Line - with stops in San Bernardino County					
# of trains per weekday WB		4		4	
# of trains per weekday EB		4		4	
# of trains per weekend WB		2		2	
# of trains per weekend EB		2		2	

¹ Metrolink conducts reconciliation on an annual, not quarterly, basis. Figures presented here are subject to change following the reconciliation process.



cta

San Bernardino County
Transportation Authority

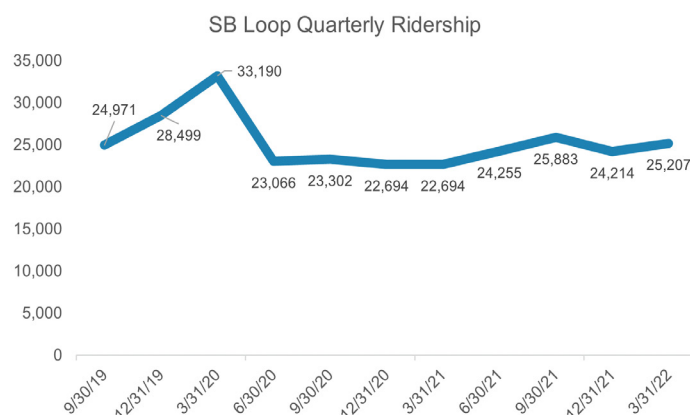


Commentary and Trends SB Loop

During the third quarter of FY 21/22, SBCTA's SB Loop program gained three vanpools. The program now has 55 vanpools, a 6% increase from the previous quarter. Passenger trips also increased, up 4% to more than 25,000 trips provided. Passenger miles stayed consistent in this two-quarter comparison.

Performance

SB Loop	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (Jan-Feb-Mar)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
SYSTEM Totals					
Number of Vanpools	51	52	2%	55	6%
Vanpool Passenger Trips	22,750	24,214	6%	25,207	4%
SYSTEM Performance					
Passenger Miles	912,377	1,046,803	15%	1,047,909	0%
Passengers/Rev Miles	40.1	42.9	7%	41.6	-3%
OPERATIONS Expense					
Subsidies Disbursed	\$60,111	\$62,520	4%	\$65,200	4%
Passenger Revenue	\$169,523	\$197,652	17%	\$211,483	7%
Subsidy per Passenger Trip	\$2.64	\$2.58	-2%	\$2.59	0%
Average Cost per Passenger Trip	\$10.09	\$10.74	6%	\$10.98	2%



Rideshare

IE Commuter is a rideshare program of Riverside County Transportation Commission (RCTC) and SBCTA. Its' mission is to reduce traffic and improve air quality in the region by helping businesses develop employee rideshare (bus, train, carpool, vanpool, telework, bike, walk) programs. The program and its services are provided at no-cost to eligible Riverside County and San Bernardino County employers and commuters.

More details about the program are provided on the following page. Performance measures for IE Commuter are presented below.

It's important to note that rideshare metrics do not compare quarter-to-quarter the same way other transit data does. The values presented below for third quarter include what happened in the third quarter added to the prior year totals.

Performance

IE Commuter	Prior Year Total FY 20/21	Current Year to Date FY 21/22	3rd Quarter (Jan-Feb-Mar) FY 21/22
PROGRAM Totals			
Total Number of Employers	150	83	83
Total Number of Employer Worksites	791	741	741
Total Number of IE Commuter Accounts	85,096	89,021	89,021
Number of Accounts Active for Ridematching	7,210	8,636	8,636
EMPLOYER Totals			
Total Employers Surveyed	29	28	7
Total Commuters Surveyed	31,588	21,656	1,311
Vehicle Trip Reductions (VTR)	3,006,640	1,871,298	1,963
Vehicle Miles Traveled (VMT) Reduced	34,160,828	19,680,492	115,421
Greenhouse Gas Emissions (GHG) Reduced (lbs)	39,116,116	22,535,292	132,164
INCENTIVE Totals			
Total Participants	1,352	5,320	889
Vehicle Trip Reductions (VTR)	159,679	1,417,159	36,905
Vehicle Miles Traveled (VMT) Reduced	5,391,638	5,198,207	1,335,929
Greenhouse Gas Emissions (GHG) Reduced (lbs)	6,173,731	5,823,308	1,529,715

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Other Modes



Commentary and Trends Rideshare (continued).

IE Commuter helps employers set up a rideshare program that can benefit employers and employees with various tools, free support and incentives for employees — all at no-cost. Incentives include:

- New \$5/Day rideshare incentive program. Starting in early April 2022, new and returning commuters can earn up to \$125 in gift cards for logging their rideshare trips.
- Guaranteed Ride Home: Access to an emergency ride home on a day participants rideshared to work.
- Telework Spotlight: Participants can win a monthly prize valued up to \$100 and may have their story included in the Spotlight.
- Rideshare Spotlight: Participants can win a monthly prize valued up to \$100 and may be featured in the Spotlight.

IE Commuters also get access to:

- Carpool/vanpool matching: Find a future carpool or vanpool match to share the ride and cost savings with.
- Personalized bus/train routing assistance: Custom transit itinerary based on route and schedule.

In 2021, IE Commuter participants reduced emissions by 12.27 million pounds, reduced vehicle miles by 10.72 million and saved \$2.58 million on commute costs.

To date in 2022, IE Commuter is serving 83 employers at 741 worksites. The 889 participants saw almost 37,000 vehicle trip reductions and 1.34 million reduced vehicle miles traveled. This reduced emissions by 1.53 million pounds.

Program trends will be presented in subsequent Quarterly Reports as they become available.

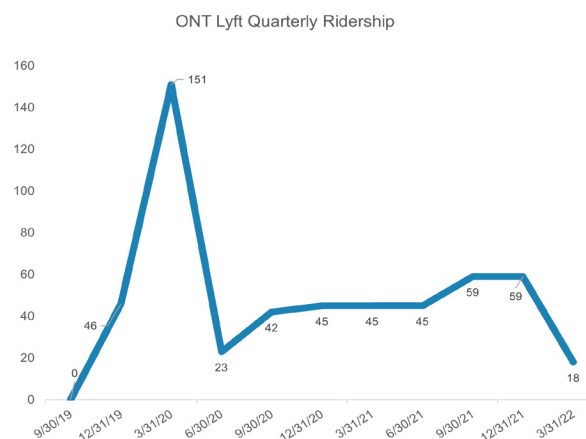
ONT Lyft

SBCTA's partnership with Lyft to provide trips between Metrolink stations and the Ontario International Airport experienced a significant drop in its final month of service. Only 18 rides were provided during January of 2022, a 78% loss. Notably, there were four repeat riders.

This program was discontinued after January 2022 and will not be reported on in subsequent Quarterly Reports.

Performance

ONT Lyft	2nd Quarter (Oct-Nov-Dec)			3rd Quarter (January)	
	Prior Year FY 20/21	Prior Quarter FY 21/22	% change	Current Year FY 21/22	% change from 2nd Quarter
Trips					
TOTAL Rides	45	82	82%	18	-78%
Total Rides Redeemed by Mobile App	35	80	129%	18	-78%
Total Rides Redeemed by Call Center	8	2	-75%	0	-100%
Repeat Rides	18	58	222%	0	-100%
Repeat Riders	8	9	13%	4	-56%
Rides by Origin					
Ontario Airport	24	30	25%	16	-47%
Montclair	6	36	500%	0	-100%
Rancho Cucamonga	5	7	40%	1	-86%
Upland	7	5	-29%	0	-100%
Ontario East	3	4	33%	1	-75%
Cancelled Rides (by Rider)	2	0	-100%	0	—



FY 2021/2022 Third Quarter Multimodal Transportation Quarterly Update

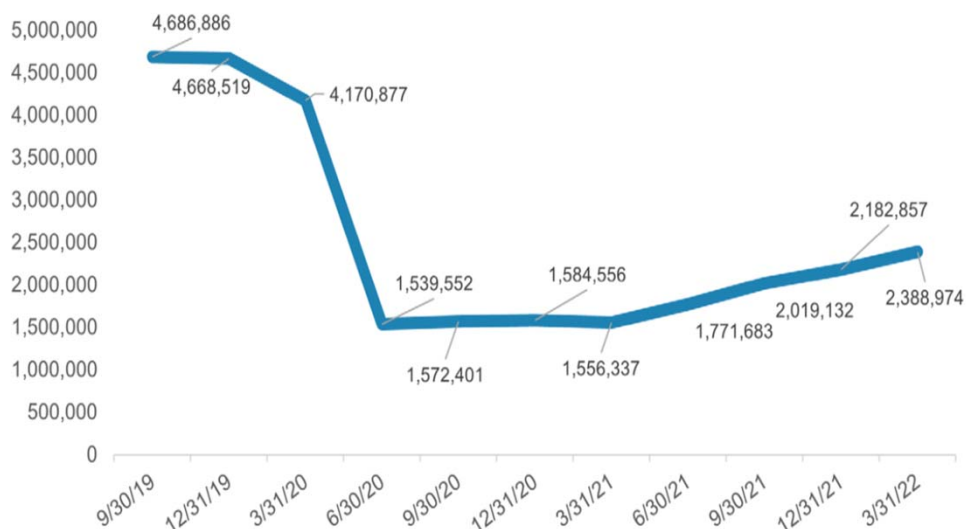
Nancy Strickert
Transit Manager



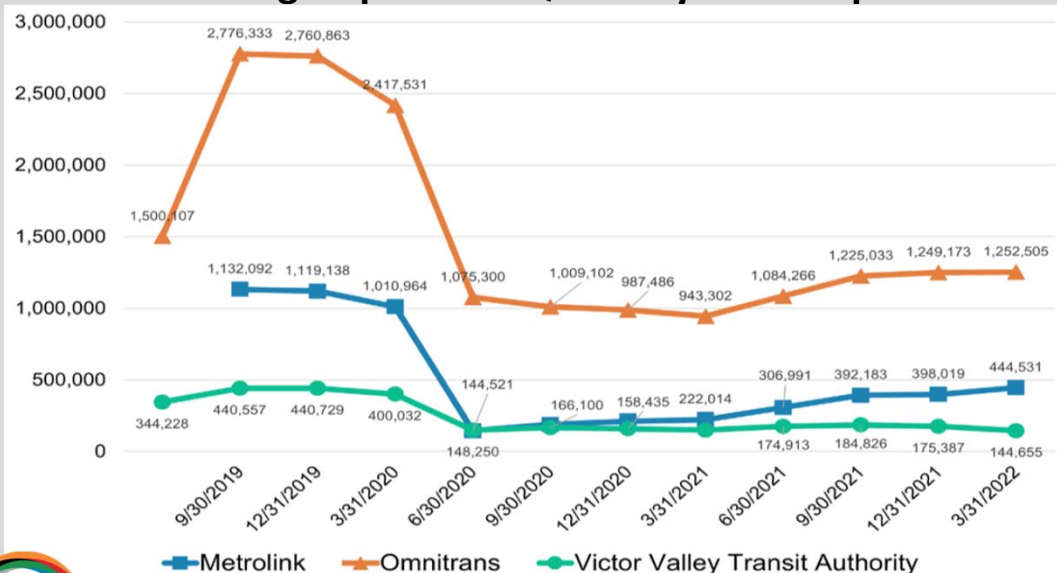
cta

San Bernardino County
Transportation Authority

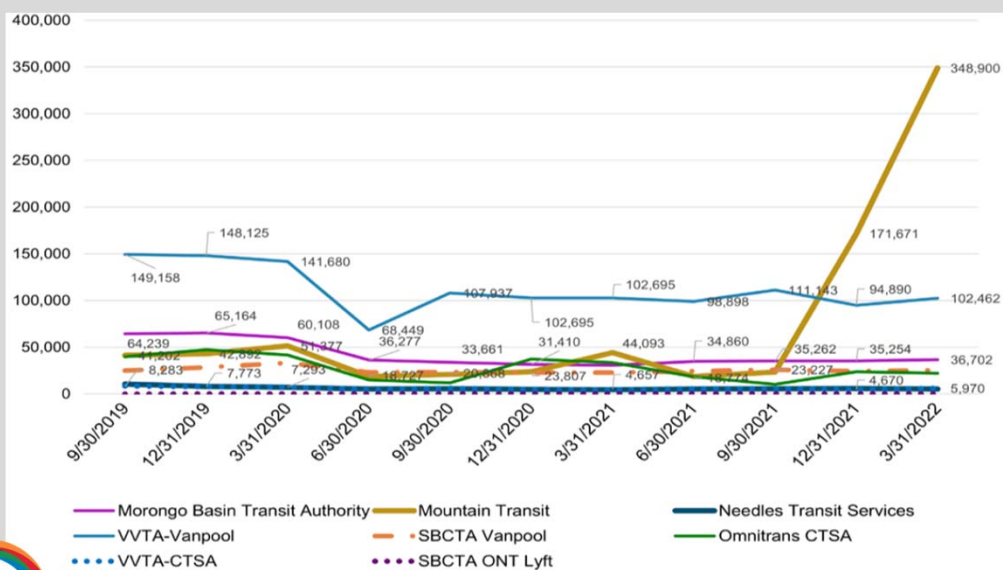
Countywide Quarterly Ridership Total (All Modes)



Large Operators Quarterly Ridership



Small Operators Quarterly Ridership



Recent Initiatives

RIDESHARE & EARN
\$5/Day **Rideshare Incentive Program Overview**

The Riverside County Transportation Commission and San Bernardino County Transportation Authority, through IE Commuter, are rewarding commuters with a new \$5/Day Rideshare Incentive to help employees discover their best commute and establish a new "normal" that includes driving less and smiling (and saving) more.

Commuters who ride the bus and train, vanpool, carpool, bike, or walk to a participating employer's workplace for a minimum of five workdays a month may be eligible for \$5 per day in gift card rewards, up to \$125 in a 90-day period.

Traditional Eligibility
 The \$5/Day incentive is always available for commuters who live in western Riverside County or San Bernardino County.

Expanded Eligibility - Limited Time Only
 The \$5/Day incentive offers in expanded eligibility to help jump-start the increased use of alternative commute modes throughout the region, including eastern Riverside and surrounding counties.

Commuters	Traditional Eligibility	Expanded Eligibility
San Bernardino County residents	X	
Western Riverside County residents	X	
Eastern Riverside County residents (Coachella Valley, Blythe)		X
Residents of Los Angeles, Orange, San Diego, Ventura and other surrounding counties that commute to workplaces in San Bernardino or Riverside counties		X

Visit IECommuter.org/5day or Call 1-866-RIDESHARE (866-743-3742)
 Explore all your transportation options and incentive FAQs, and start earning \$5/Day rideshare rewards today! Click, call or chat with an IE Commuter representative today to help discover your best commute.

For Employers
 Employers interested in becoming an IE Commuter employer partner to extend this and other free incentive programs to their employees can reach us at 1-866-RIDESHARE (866-743-3742), info@IECommuter.org or using the Live Chat feature at IECommuter.org.

IE Commuter
 Drive Less. Smile More.

IE Commuter is a program of the Riverside County Transportation Commission and the San Bernardino County Transportation Authority.

METROLINK



BASIN TRANSIT



Minute Action

AGENDA ITEM: 7

Date: August 11, 2022

Subject:

Amendment No. 3 to Contract No. 15-1001146 with RailPros, Inc., for Program 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. 15-1001146 with RailPros, Inc., for Program Management Services on the Redlands Passenger Rail Project, increasing the contract amount by \$1,746,134.85, for a revised total contract amount of \$20,083,144.85.

B. Approve contingency in an amount not-to-exceed \$174,613.48 for Contract No. 15-1001146 and authorize the Executive Director, or his designee, to release contingency as necessary for the completion of the project.

C. Approve an increase to the overall Redlands Passenger Rail Project budget of \$1,020,748.33 after \$900,000 of previously authorized contingency funding is applied to the contract increase, to be funded with unallocated interest accrued on the balance of the Public Transportation Modernization, Improvement and Service Enhancement Account grant funds awarded to the project, and Measure I Rail funds, for a new project total of \$376,133,730.63.

Background:

In September 2015, the San Bernardino County Transportation Authority (SBCTA) Board of Directors awarded Contract No. 15-1001146 to RailPros, Inc., (RailPros) for Program Management Consultant (PMC) services for the Redlands Passenger Rail Project (RPRP). The implementation of a new passenger rail service is very complex, including not only design and construction, but regulatory compliance, acquisition of new rail vehicles, grant management and development of the operating and maintenance structure. The project includes reconstruction or rehabilitation of five (5) existing bridge structures, one of which is 328 feet long; modifications to 26 at-grade crossings, including pedestrian treatments which require extensive coordination with the California Public Utilities Commission (CPUC); positive train control; and quiet zone ready infrastructure. The project requires coordination with more than fifteen (15) agencies, as well as monitoring compliance with nearly seventy (70) contracts.

SBCTA contracted with RailPros, Inc. to provide the various services necessary to deliver the project, including management of the overall RPRP and the various consultant contracts associated with the delivery of the vehicles, mainline construction, and maintenance facility. The scope of work for the RailPros, Inc. contract includes performing project management and oversight tasks related to: project management, plan preparation, schedule updates, meeting tasks, document control, quality assurance, risk management support, environmental coordination, procurement assistance, performance evaluation, design review, regulatory support (CPUC, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), quiet zone implementation, vehicle inspection, right-of-way acquisition, residential noise mitigations, system safety, third-party agreements and coordination, modification of bus service to new rail stations, fare collection systems, level boarding, public outreach, fund reporting, operations,

Entity: San Bernardino County Transportation Authority

testing and startup, turnover to Southern California Regional Rail Authority (SCRRA), and project closeout for the RPRP.

When the contract was awarded in 2015, the overall program schedule developed during the environmental phase showed that the construction and closeout activities would be done by June 2020. The construction of the maintenance facility and mainline construction is now scheduled to be substantially complete by the summer of 2022. The Diesel Multiple Units (DMU) arrived at the maintenance facility in late 2021 and early 2022, roughly a year after initially planned, during which a full-time resident inspector was provided. In early 2022, the FRA requested the development and submittal of a new plan, a pre-revenue service safety validation plan, before commencement of revenue service. Furthermore, the testing and commissioning phase is scheduled to be completed by fall of 2022 and additional resources for daily oversight, meetings, and inspection staff are required. Transferring the mainline, maintenance, and vehicle to SCRRA also requires more effort than initially anticipated.

In addition to extending the project schedule, the level of effort required to complete the scope increased. During the DMU vehicle manufacturing and commissioning, a full-time inspector/observer was provided, which was originally planned as part-time work. With the operator change from Omnitrans to SCRRA, additional effort has been required to turn over the final facilities and the DMUs.

In order to provide the PMC resources needed to deliver the RPRP and successfully close-out the overall project, staff is requesting approval of Amendment No. 3 to Contract No. 15-1001146. The continued program management efforts include:

- Project Management and Oversight
- Project Management Plan
- Schedule
- Meetings
- Document Control
- Quality Assurance
- Risk Management Support
- Performance Evaluation
- CPUC Coordination and Support
- FRA Coordination and Support
- FTA Coordination and Support
- Quiet Zone Implementation
- Vehicle Inspection, Testing, and Commissioning
- System Safety Oversight
- Third-Party Agreements Development and Coordination
- Construction Management
- Reporting
- Coordinate and Manage Project Turnover to SCRRA
- Project Closeout

Staff recommends a contract increase of an amount not-to-exceed \$1,746,134.85, with an increase in contingency of \$174,613.48, for unforeseen program management. The contingency amount is estimated based on 10% of the total contract amount increase. The contract amendment and additional contingency amount is to be funded with \$900,000 State Transit San Bernardino County Transportation Authority

Transit Committee Agenda Item

August 11, 2022

Page 3

Assistance (STA Rail) funds within the previously authorized RPRP budget, \$369,847.92 of unallocated interest accrued from the Public Transportation Modernization, Improvement and Service Enhancement Account grant funds, and \$650,900.41 Measure I Rail funds, for a new project total of \$376,133,730.63. Staff recommends approval of the contract amendment in order for RailPros, Inc. to continue to provide services required to manage the RPRP.

Financial Impact:

This item is not consistent with the Fiscal Year 2022/2023 Budget. This item contains a request for a budget amendment.

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: August 11, 2022

Witnessed By:

San Bernardino County Transportation Authority

Contract Summary Sheet

7.a

General Contract Information

Contract No: 15-1001146 Amendment No.: 3

Contract Class: Payable Department: Transit

Vendor No.: 01362 Vendor Name: RailPros, Inc.

Description: Redlands Passenger Rail Program Management Consultant Services

List Any Related Contract Nos.: _____

Dollar Amount							
Original Contract		\$	10,285,673.00	Original Contingency		\$	1,542,851.00
Prior Amendments		\$	5,917,005.00	Prior Amendments		\$	591,701.00
Prior Contingency Released		\$	2,134,332.00	Prior Contingency Released (-)		\$	(2,134,332.00)
Current Amendment		\$	1,746,134.85	Current Amendment		\$	174,613.48
Total/Revised Contract Value		\$	20,083,144.85	Total Contingency Value		\$	174,833.48
	Total Dollar Authority (Contract Value and Contingency)					\$	20,257,978.33

Contract Authorization

Board of Directors Date: 9/7/2022 Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No No Budget Adjustment _____

Local _____ Construction Management _____ N/A _____

Accounts Payable

Estimated Start Date: 10/4/2016 Expiration Date: 9/30/2022 Revised Expiration Date: _____

NHS: N/A QMP/QAP: N/A Prevailing Wage: Yes

							Total Contract Funding:		Total Contingency:	
							\$	20,083,144.85	\$	174,833.48
GL:	4150	30	0315	0324	52001	41100000		4,853,000.60		-
GL:	4150	30	0315	0324	52010	41100000		1,778,228.00		-
GL:	4150	30	0315	0324	52011	41100000		11,705,781.40		220.00
GL:	1050	30	0315	0324	52011	42218001		900,000.00		-
GL:	4150	30	0315	0324	52011	41100000		476,286.93		174,613.48
GL:	2610	30	0315	0324	52011	47005002		101,495.16		-
GL:	2610	30	0315	0324	52011	47005003		206,758.46		-
GL:	2610	30	0315	0324	52011	47005008		61,594.30		-
GL:								-		-
GL:								-		-

Victor Lopez

Project Manager (Print Name)

Victor Lopez

Task Manager (Print Name)

Additional Notes:

Attachment: CSS 1146 pdf (8687 : RPRP - PMC - Amendment No.3 to Contract No. 15-1001146)

AMENDMENT NO. 3 TO CONTRACT NO. 15-1001146**FOR****PROGRAM MANAGEMENT SERVICES FOR REDLANDS PASSENGER RAIL PROJECT****(RAILPROS, INC.)**

This AMENDMENT No. 3 to Contract No. 15-1001146 is made by and between RailPros, Inc. ("CONSULTANT") and the San Bernardino County Transportation Authority ("SBCTA"). CONSULTANT and SBCTA are each a "Party" and are collectively "Parties".

RECITALS:

- A. SBCTA, under Contract No. 15-1001146, engaged the services of CONSULTANT to provide program management services for Redlands Passenger Rail Project ("Contract"); and
- B. On June 23, 2020, SBCTA and the CONSULTANT entered into Amendment No. 1 to Contract to extend the Contract term; and
- C. On July 20, 2020, SBCTA and the CONSULTANT entered into Amendment No. 2 to Contract to provide additional program management services, extend the Contract term, and to increase the Contract price by \$5,917,005.00, for a new Contract amount of \$16,202,678.00; and
- D. The Parties desire to further amend the Contract to allow CONSULTANT to continue to provide program management services included in the scope of work attached as Exhibit "A.3".

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

1. Article 3 "Compensation," sub-paragraph 3.2, is deleted and replaced in its entirety to read as follows:

3.2 The total Contract Not-To-Exceed Amount is Twenty Million, Eighty-Three Thousand, One Hundred Forty-Four Dollars and Eighty-Five Cents (\$20,083,144.85). 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 California Department of Human Resources 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 a specific rate of Three Percent (3%) per year. Escalation shall commence as of September 2016, and shall be applied each September 1st for the term of the Contract.

2. The Scope of Services for Contract No. 15-1001146 (Exhibit "A") shall be amended to include the additional services described in Exhibit "A.3," which is attached to this Amendment No. 3 and incorporated herein, all to be performed to SBCTA's satisfaction. Except as specifically amended by Exhibit "A.3", the current provisions of the Scope of Services shall remain in force and effect.

3. Except as amended by this Amendment No. 3, all other provisions of the Contract as previously amended shall remain in full force and effect.
4. This Amendment No. 3 is effective upon execution by SBCTA.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No.1 below.

RAILPROS, INC.

By: _____
Douglas Sawyer
Senior Vice President

Date: _____

By: _____
Daniel Carter
Chief Legal and People Officer

Date: _____

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Art Bishop
Board President

Date: _____

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

CONCURRENCE:

By: _____
Shaneka Morris
Procurement Manager

EXHIBIT A.2

Scope of Services

Task 1 - Project Management

Task 1.1 - Project Management and Oversight

CONSULTANT will continue to provide service through the scheduled project completion and will be responsible for the management and implementation of the RPRP by monitoring the budget, schedule, and scope and identifying and tracking major decision milestones for Board actions. CONSULTANT will continue to act on behalf of the agency to provide over-all management and oversight of the RPRP including, but not limited to: safety, design, engineering, construction, third-party agreements, risk management, quality assurance, vehicle procurement and acceptance, configuration management, service start-up and implementation, emergency response planning, and project close-out.

CONSULTANT will continue coordinate its Project Management Team (PMT) with other consultants and contractors to maintain the project schedule and provide monthly, quarterly, and annual reports which will include status of each work element, percentage of project completed, percentage of budget expended, resolution or status of any disputes or challenges encountered during the reporting period, any unforeseen issues that may arise during the reporting period and any upcoming issues that could impact project budget or schedule. CONSULTANT shall provide monthly progress reports in a SBCTA approved format as part of the monthly invoice. The Progress Report shall address activities and progress within the recent billing cycle, provide upcoming deliverables and actions, and shall include SBCTA Form 315, reporting of DBE participation.

CONSULTANT will continue to provide all the section deliverables in electronic format with hard copies as requested by SBCTA.

Deliverable:

- Monthly Progress Reports

Task 1.2 - Project Management Plan

CONSULTANT will continue to provide service through the scheduled project completion and will develop and maintain a Project Management Plan (PMP) for PMC specific tasks and for the entire

RPRP program, identifying the primary RPRP work elements from final design, through construction, vehicle procurement, service implementation, and project closeout.

CONSULTANT will continue to provide the leadership necessary to coordinate and guide the various other consultants and contractors to facilitate completion of these work elements in the proper sequence, within schedule and budget, and verify that the quality of workmanship and materials meets the project specifications and requirements as well as the standard of care.

The RPRP Program PMP shall include a Configuration Management Plan (CMP), which will be implemented and managed by the CONSULTANT. The CMP will detail process and procedures to ensure that the project is consistent with environmental clearances and SBCTA Board directions. The CMP will also layout processes to evaluate proposed project changes and gain environmental and SBCTA Board of Directors approvals if different from the originally approved project. The CONSULTANT will continue to be responsible for identifying project changes and the potential of changes to other project systems and associated improvements, ensuring that no new unsafe situations result from the change and that the change, if approved; is propagated throughout the project and addressed by all disciplines and affected parties in a timely manner.

Deliverable:

- RPRP Project Management Plan

Task 1.3 - Schedule

CONSULTANT will continue to provide service through the scheduled project completion and will review SBCTA's previous work to create a baseline schedule and budget. CONSULTANT will continue to maintain the Master RPRP Schedule using Oracle Primavera P6 and will integrate schedule elements prepared by the other major project stakeholders including, but not limited to esri, Caltrans, University of Redlands, City of San Bernardino, City of Redlands, Southern California Regional Rail Authority (SCRRA), BNSF Railway (BNSF), Redlands Subdivision freight customers, and the County of San Bernardino. The Master RPRP schedule will further include inputs from the Mainline Design Consultant (MDC), Maintenance Facility Design Consultant (MFDC), the rail operations and maintenance contractors along with the Construction Management (CM) consultant to provide consistent summary-level information for their respective project elements. The schedule shall take into consideration influences from internal and external sources that may create delays to project length and budget.

The schedule tracking will continue through the first month of revenue service. Schedule updates will also be included in the monthly and quarterly progress reports.

Deliverable:

- Master RPRP Schedule provided at least on a monthly basis and more frequently if critical issues occur.

Task 1.4 – Meetings

CONSULTANT will continue to provide service through the scheduled project completion.

1.4.1 - Third-Parties

1.4.1.1 - CONSULTANT may need to attend miscellaneous meetings with third-parties including but not limited to cities, utilities, operating railroads, regulators, the University of Redlands, esri, and the County of San Bernardino.

1.4.2 - Committees

CONSULTANT will continue to coordinate the activities of a large number of entities, both inside and outside of SBCTA and the RPRP implementation team. To facilitate this cooperation and to provide a methodology for safety certification, system integration testing, and service implementation, CONSULTANT will recommend and assist in creating a number of committees. CONSULTANT will maintain the committee rosters, set the agendas, prepare technical information to be reviewed, prepare the meeting minutes, and action item lists.

1.4.3 - SBCTA Committee and Board Meetings

CONSULTANT shall attend any SBCTA Committee or Board meetings required to support the implementation of the Project. CONSULTANT shall prepare technical materials, presentations, or other information as requested and shall provide technical assistance, including presenting material, during presentations to the SBCTA Board members.

1.4.4 - Meetings

CONSULTANT will continue to hold and lead the following meetings and workshops, as needed, at SBCTA's request:

- Third party coordination meetings
- SCRRA meetings

Deliverables:

- Meeting attendance rosters
- Meeting agendas
- Meeting synopses
- Meeting action items

Task 1.5 - Document Control

CONSULTANT will continue to provide service through the scheduled project completion. CONSULTANT will continue to maintain the existing document control plan specifically for the RPRP. The document control plan will be incorporated into and updated with the PMP. To make implementation of the document control plan more efficient, CONSULTANT will continue to use web-based tools such as RailPros SharePoint site, or similar, as acceptable to SBCTA. CONSULTANT will continue to be responsible for managing the document control system, entering and tracking documents throughout the entire project.

CONSULTANT is responsible for compiling previously completed project documents and correspondence and adding them to the document control system.

Deliverables:

- Management of Document Control System

Task 1.6 - Quality Assurance

CONSULTANT will continue to provide service through the scheduled project completion and will update as needed a Quality Management Plan as part of the PMP in accordance with FTA's current Quality Management System Guidelines (QMSG) to support program quality activities. CONSULTANT will continue to review the provided Quality Assurance plans of the major RPRP consultants and vendors.

CONSULTANT will continue to perform oversight surveillance and conduct formal audits to assess the degree of consultant or vendor compliance with their respective Quality plans and with the overall contract requirements. CONSULTANT will continue to issue notices of non-conformance if deficiencies are discovered and will work with parties involved to develop and implement documented corrective action plans as necessary to correct deficiencies. QA activities will be summarized in the monthly report.

Deliverable:

- Continued Maintenance of the Quality Management Plan

- Formal Audit Report per Consultant/ Contractor

Task 1.7 - Risk Management Support

CONSULTANT will continue to provide service through the scheduled project completion. During the preliminary engineering/environmental clearance phase SBCTA developed a risk management plan and accompanying cost risk analysis and risk register for the project. CONSULTANT will continue to support the on-going effort to assist SBCTA in managing the risk associated with cost and schedule in the delivery of this system through and to revenue operations and contract closeout. It is anticipated that the existing cost risk analysis model will reside with the MDC, to be updated by the MDC periodically based on support efforts provided by the CONSULTANT. The support effort will consist of the following.

1.7.1 - Update and Maintain Risk Register

CONSULTANT will continue update the risk register based as necessary to cover all project elements including maintenance facility design, vehicle procurement, operating agency selection, O&M contractor selection, construction management, and third party coordination. CONSULTANT will continue to interface with SBCTA's risk management lead, key staff from each project element, and conduct quarterly updates of the risk register in accordance with the established risk management framework.

Through the period of the contract, CONSULTANT will continue to identify new or modified risk elements and risk mitigation recommendations for adoption by SBCTA; both primary and secondary mitigation recommendations will be included. Primary Mitigation occurs throughout the various project phases and is the result of the planned actions of SBCTA and its contractors as described in the Risk Management Plan as supplemented with the recommendations resulting from this review. Secondary Mitigation consists of pre-planned, potential scope or process changes that may be triggered when risk events occur that cause overruns of certain phase-based targets.

Task 1.8 - Procurement Assistance

The RPRP will require significant and varied solicitations for project delivery and operational resources needed to initiate the new passenger rail service. CONSULTANT will continue to provide service through the scheduled project completion and will support SBCTA, as needed, in

the programmatic scheduling, advertising, and award of these contracts including; preparing independent costs estimates, assist with pre-advertisement activities, supporting pre-proposal and pre-bid meetings, acting as the clearing house and providing technical backup for the preparation of responses to bidder inquiries, and performing bid analysis efforts to confirm bids are responsive. Procurements that the CONSULTANT will continue to provide support on include, but are not limited to:

- Existing Contract Modifications

Additionally, RPRP funding requirements may mandate specific procurement steps be taken and contractual requirements be included in the bid documents. With the FTA funding already identified for RPRP, CONSULTANT team will support SBCTA in compliance with FTA Circular C 4220. IF Third Party Contracting Guidance and FTA's Best Practices Procurement Manual to ensure the project remains eligible for federal funding reimbursements.

Deliverables:

- Evaluate scopes of work, perform independent cost estimates, specifications, standard conditions, and special conditions.
- Responses including questions and requests for clarification, addenda.

Task 1.9 - Performance Evaluation

CONSULTANT will continue to provide service through the scheduled project completion and will support SBCTA in evaluating and reviewing performance of design consultants, contractors and third-parties. Task includes maintaining current understanding of the project status through our PMT efforts, including participating in Project Development Team (PDT) and coordination meetings and performing review of invoices, schedules, budgets, progress reports, contract requirements and amendments, payment request, change orders, funding requirements, etc.

Deliverables:

- Document review and comments/approvals
- Program status updates (included in regular reporting)

Task 1.10 - Design Review

The design scopes of work will include administrative and technical tasks on a variety of subjects. The objective of this task is to verify that the consistent, contract- compliant designs are developed that are constructed in accordance with SBCTA's expectations.

CONSULTANT will continue to provide service through the scheduled project completion and will perform:

- Review of submitted documents and provide written and verbal comments to SBCTA and its consultants and contractors.
- Validation of design criteria, design integration with other stakeholders, design changes, value engineering, costs estimates, and consistency.
- Limited constructability review.
- Verify that designs comply with all regulatory requirements such as MAP-21, Americans with Disabilities Act, Buy America, the Code of Federal Regulations, the California Public Utilities Commission (CPUC) General Orders, and any other federal, state, or local laws and regulations that are applicable to the project. .. ."
- Identify any deviations from the Final EIS/EIR that may require environmental re-evaluation.
- Arrange follow-up meetings or conference calls for resolution of the comments.
- Review monthly invoices and provide input to the project master schedule.

1.10.1 - Submittal Review Process

CONSULTANT will continue to coordinate comments and post a combined response to the design consultant on SharePoint within the review time limit.

1.10.2 - Review Invoices & Update Schedule

It is anticipated that design consultants will be issued lump sum contracts, which are to be paid based on the completeness of the construction documents. CONSULTANT will continue to review reported construction document completeness on the submitted invoices and payment to design consultants for the rejected milestone submittal may be withheld at the discretion of SBCTA's project

manager until the submittal is complete. If a milestone submittal is rejected, CONSULTANT will continue to coordinate this with SBCTA and CONSULTANT's project controls staff, which may require update to the project's master schedule.

Deliverables:

- Meeting Minutes and Action Items
- Design Review Checklists

- Monthly Invoice Review Comments and/or Approvals
- Monthly Schedule updates based on Invoice Review

Task 1.11- CPUC & Quiet Zone Applications

CONSULTANT will continue to provide service through the scheduled project completion and will support SBCTA in working closely with stakeholders, such as the California Public Utilities Commission (CPUC), Federal Railroad Administration (FRA), City of San Bernardino, City of Redlands, Caltrans, and private property owners to get buy-in for the proposed improvements to the existing 28 at-grade crossings and two grade separated crossings. Other various proposed crossings may be included with RPRP including but not limited to the Santa Ana River Trail and Zanja crossing near Sylvan Park.

1.11.1 - Quiet Zones

CONSULTANT will continue to prepare all calculations and documents necessary for establishment of Quiet Zones throughout the corridor. This task also includes meetings with the cities of San Bernardino and Redlands and preparation of all notification documents needed for each city to establish a Quiet Zone.

1.11.2 - Crossing Completion

CONSULTANT will continue to prepare and obtain approval of all Form G applications for all crossings throughout the corridor.

Assumptions

One joint Quiet Zone will be established across all crossings in both cities throughout the RPRP. One draft and one revised final draft of all documents listed in the deliverables will be prepared. The FRA may request an additional diagnostic to discuss quiet zone.

Deliverables:

1.11.2.1	Comments, edits and/or revisions to CPUC Form G documentation (as needed)
1.11.2.2	Draft and Final CPUC Crossing Applications
1.11.2.3	Draft and Final Response NOI Comments
1.11.2.4	Draft and Final FRA Quiet Zone Application
1.11.2.5	Draft and Final Quiet Zone Notice of Establishment

Task 1.12 - Third-Party Agreements & Coordination

CONSULTANT will continue to provide service through the scheduled project completion and will manage the process of developing and finalizing third-party agreements coordinating with SBCTA staff, in-house and outside legal counsel, stakeholders, and other third- parties. CONSULTANT will continue compile and identify old agreements to be replaced with new agreements and templates recently adopted by SBCTA. CONSULTANT will continue to develop a schedule for required completion dates for each agreement and incorporate them into the master project schedule. SBCTA has identified a number of technical areas where new agreements, agreement changes and coordination are likely required. Additional details for each of these technical areas are discussed below.

1.12.1- Grade Crossing and Station Coordination and Closure, Replacement, and Construction and Maintenance Agreements

CONSULTANT will continue coordinate and complete new, revised/ replacement, closure and construction and maintenance agreements with the cities and/or roadway authorities for all public at-grade crossings, with Caltrans for modifications to both of the existing 1-10 crossings, with esri and the University of Redlands for their respective proposed stations, With the County of San Bernardino regarding modifications to channels and canals and the Santa Ana River Trail, as well as additional stakeholders for modifications or impacts to private crossings. Traffic signal preemption timing parameters will be incorporated into legacy agreements as needed.

1.12.2 - Freight Agreements and Amendment(s) for Maintenance, Construction, and Operations
CONSULTANT will continue to work on behalf of SBCTA to create and modify current agreements as necessary to facilitate construction and future operations of RPRP passenger service. CONSULTANT will continue to coordinate construction activities with BNSF Railway and freight customers to ensure impacts to existing and future operations are understood and minimized.

1.12.3- New and Relocated-Utilities

CONSULTANT will continue to assist in managing the utility coordination for the project and work with the design consultants to create a utility matrix which will include all known utility data and any new utilities proposed for the RPRP. The utility matrix will identify those utilities that require relocation, abandonment, removal, or may remain in place. The matrix will also identify those utilities that do not meet current AREMA standards. Overall, the utility matrix will include the

following information: utility owner, existing agreement, location by milepost/nearest cross-street, data source, potential conflicts, disposition, and fiduciary responsibility.

CONSULTANT will continue to schedule meetings with the utility owners, SBCTA, and the design consultants to create and maintain a utility matrix. This will also help facilitate discussions on specific entitlement rights for certain utilities. As is often the case with railroads, not all entitlement information is available. CONSULTANT will continue to coordinate with SBCTA on which utilities need new agreements and the appropriate type of agreement for that utility easement, license, etc. Financial responsibility for utility rearrangements will also be explored and determined.

1.12.4-Transit Oriented Development and Other Land Use Agreements with, the Cities of San Bernardino and Redlands (Optional)

CONSULTANT will continue to work with SBCTA to take full advantage of the mutually supportive character SBCTA has developed with the cities of San Bernardino and Redlands and other stakeholders such as esri and the University of Redlands to facilitate land-use changes around RPRP stations to support transit use. The CONSULTANT will support SBCTA on an as-needed basis for:

- Selecting those station locations that have the greatest potential to benefit from a station area plan.
- Conducting an analysis of the existing regulatory framework from a zoning and land-use perspective.
- Evaluate potential development opportunities for parcels surrounding the identified station locations.
- Work with the local jurisdictions and stakeholders to implement a regulatory framework that maximizes future development opportunities surrounding the stations.
- Assist local jurisdictions and stakeholders with creation of potential transit-oriented developments (TOD).

CONSULTANT will continue to work collaboratively with the cities of San Bernardino and Redlands to establish required modifications and potentially new components to their respective regulatory framework that will enable the development surrounding the station locations to develop to their full and best use.

1.12.5- Operating, Maintenance and Funding Agreements

CONSULTANT will continue to assist SBCTA in determining the governance agency or combination of governance agencies that will be responsible for issuing and overseeing the contracts for the operation and maintenance of the RPRP passenger rail service. Potential agencies include the SCRRA, and/or SBCTA.

CONSULTANT will continue to provide a peer review of the Operation Maintenance and Vehicle Selection Study, dated April 2015 and assist SBCTA in determining the most cost-effective governance agency or combination of agencies that can also provide a reliable service. CONSULTANT will continue to develop specific scopes of work or job descriptions for the various contractor functions and assist in developing and negotiating operating and maintenance agreements with the selected agency or agencies.

CONSULTANT will continue to review existing agreements with BNSF and SCRRA and assist SBCTA in negotiating and drafting new construction, operating, or maintenance agreements if needed to accommodate existing operations.

CONSULTANT will continue to provide services required to support the tasks for grant management and administration, including fund disbursement and reporting compliance for a period up to 3 years after in-service date. Most funding sources provide reimbursements based on detailed and accurate submittal of invoices. CONSULTANT will continue to establish and monitor necessary processes to meet the requirements specified by each individual funding source.

1.12.6- Vehicle Procurement Agreements

CONSULTANT will continue to work with the FRA to develop safety plans and any waiver requests that allow for the selected DMU vehicle to operate mixed freight and commuter rail operations. CONSULTANT will continue to work with the vehicle vendor and the FRA from the earliest stages of the project to obtain the necessary alternative vehicle technology waivers. CONSULTANT will continue to work with the vehicle vendor and the FRA to develop a system safety program plan and passenger train emergency preparedness plan, and any other documentation required allowing the RPRP DMUs to be operated with a single crewperson.

1.12.7- Agreements with Funding and Regulatory Agencies

1.12.7.1- Evaluation of Funding

CONSULTANT will continue to coordinate with SBCTA's Fund Administration Department to identify and develop funding constraints into schedules for appropriate obligation and allocation of funds and will examine the numerous state and federal funding sources and

will evaluate eligibility of the project to leverage the local Measure I funds to maximize the agency's financial capabilities.

1.12.7.2- Tracking of Funding

CONSULTANT will continue track cost information at detailed levels to monitor against unauthorized use of funds for specific project elements, authorized limits set for projects, contracts, and work directives and utilize cost information to track and report the status of programming and fund allocation, grants, and revenues from all internal and external sources to work packages through the project's full life cycle.

1.12.7.3- Compliant Audit Process

CONSULTANT will continue to provide all services required to support the tasks for grant management and administration, including fund disbursement and reporting compliance. Most funding sources provide reimbursements based on detailed and accurate submittal of invoices. CONSULTANT will continue to monitor necessary processes to meet the requirements specified by each individual funding source.

Compliance services will include:

- Tracking of change order expenditures.
- Monitor project compliance.
- Review current project status to determine the financial balance between budget and cash flows.
- Identify the current funding sources/activities and milestones required for each schedule phase.
- Code funding activities and milestones within the Primavera P6 project schedule
- Track significant funding changes/comments.

Task 1.13 - Construction Management

CONSULTANT will continue to provide service through the scheduled project completion and will support SBCTA and the Construction Management Consultant (CMC) in organizing and providing constructability analysis review and coordinate constructability issues with each of the design consultant for resolution with an overall goal to provide the most cost-effective approach to delivery.

CONSULTANT will continue to support SBCTA in the procurement of a Contractor and will assemble all conformed drawings, bid, and contract documents prepared by the design consultants.

CONSULTANT will continue to perform audits of the construction manager, verifying they are appropriately fulfilling their responsibilities, including enforcing compliance by the contractors to meet the Mitigation, Monitoring, and Reporting Program and maintaining red-line drawings of changes made in the field to the contract drawings. As construction is completed, CONSULTANT will continue to gather the necessary documents from consultants, contractors, third parties, and other entities during the implementation of the project to assemble the final construction records for the project.

CONSULTANT will continue to oversee the process as the design consultants use red-line drawings to create the final as-built records for the project.

CONSULTANT will continue to perform Unmanned Aerial Systems (UAS) Services to document corridor condition and progression.

Deliverables:

- Meeting minutes, notes and records from meetings
- Assembled Final Project records, including final As-Built records
- UAS Aerial Record Video of Project Corridor – Collected and Processed Quarterly

Task 1.14 - Operations, Startup, and Testing

CONSULTANT will continue to provide service through the scheduled project completion and will support SBCTA in the development, final testing, and implementation of a new passenger service between San Bernardino Transit Center and the University of Redlands.

1.14.1- Regulatory agency interface

CONSULTANT will continue interface with federal (primarily, but not limited to FRA and FTA), CPUC, and local authorities during the development of the revenue service. CONSULTANT will continue to prepare or review the work of the operating and maintenance contractors, the necessary operating documents, training plans, and regulatory filings required to initiate passenger service as required. A sampling of the plans/filings required are 49CFR Parts:

- 213 Track Safety Standards
- 214 Roadway Worker Protection
- 217 Railroad Operating Rules
- 218 Railroad Operating Practices
- 219 Control of Alcohol and Drugs
- 222 Use of Train Horns (Quiet Zone implementation)

- 225 Accident/Incident Reporting
- 228 Hours of Service
- 229 Locomotive Safety Standards
- 234 Grade Crossing Warning Devices
- 236 Railroad Control (signal) Systems
- 238 Passenger Equipment Safety Standards
- 239 Emergency Preparedness
- 240 Certification of Locomotive Engineers
- 242 Certification of Conductors
- 272 System Safety Programs

The railroad and especially the passenger railroad regulatory environment is rapidly changing. The list above shows the Part titles only, each Part often contains multiple specific regulations.

Deliverables:

- Necessary operating documents, training plans, and regulatory filings.

1.14.2- Notice of Proposed Rule Makings and General Orders

CONSULTANT will continue to monitor the Federal Register for Notice of Proposed Rule Makings (NPRM) and review CPUC General Orders and proposed Commission actions to report on the potential impacts of new or revised regulations on the project as part of the monthly progress report.

Should alternative energy for vehicle propulsion be explored or implemented, CONSULTANT will continue to assist SBCTA in obtaining all necessary waivers, variances, or other forms of regulatory relief.

Deliverables:

- Monthly review of regulatory changes impacting the project.
- Necessary alternative energy waivers and variances.

1.14.3- Operation and Maintenance

CONSULTANT will continue to guide the development of an operations and maintenance (O&M) plan for the RPRP, including but not limited to:

- 1.14.3.1 Review of previous SBCTA work on Operations and Maintenance Plans. The review will start with environmental documents and work developed in earlier studies.

1.14.3.2 Support development draft schedules including daily and weekend/holiday operating hours and service frequencies.

1.14.3.3 Support determination of the number of vehicles required, operating and mechanical staffing needs and overall provision of service costs, including MOW, PTC and facility maintenance.

1.14.3.4 Support of development of a programmed preventative maintenance plan and the State of Good Repair (SOG) program, which include OEM recommended practices, corrective maintenance and rehabilitation as necessary and provides a timeline for the inspection and replacement or overhaul of major project components, including vehicles, track, signal, and communication apparatus.

1.14.3.5 Support preparation of an Asset Management plan that includes items such as bridge management plans per 49 CFR Part 237 and APTA-SGR-TAM-RP-002-13.

Deliverables:

- Review of previous infrastructure needs and operational planning work.
- Review of State of Good Repair (SGR) program.
- Review of Asset Management Plan,

Task 1.15 - Project Closeout

CONSULTANT will continue to provide service through the scheduled project completion and will support SBCTA in overseeing project closeout. Project Closeout is defined as when SBCTA is able to financially close the project in the agency's project accounting system after maximizing the utilization of all available capital funding to pay for project costs.

1.15.1- Master Schedule

CONSULTANT will continue to maintain a master schedule including the key activities prerequisite to project closeout.

1.15.2- Vendor Documentation

CONSULTANT will continue to support SBCTA in obtaining the documentation from each of the vendors to closeout contracts. The major vendor contracts requiring closure are, but not limited

to the construction contract, mainline design consultant, construction manager, maintenance facility design consultant, vehicle vendor, and project manager consultant. Contract closure includes documentation from each vendor that they have been fully compensated for their products and services delivered.

CONSULTANT will continue to support SBCTA in confirming vendors have completed their services.

1.15.3- Funding Reimbursable

CONSULTANT will continue to evaluate the project activities that are reimbursable from each of the funding grants, so the final report of expenditures to the grant administrator can be made as soon as all relevant expenditures have been paid by SBCTA as documented by a standard accounting report.

1.15.4- Major Consultant Closeout

CONSULTANT will continue to review those activities that are to be paid from project funding and must be completed for a financial closing of the RPRP. The following identifies our responsibilities for three of the major contracts that will be instrumental in project delivery.

1.15.4.1- Design Consultant Contract Closeout

1.15.4.1.1- CONSULTANT will continue to review the design consultant invoices to confirm the documents include a statement and release, satisfactory to SBCTA, that the firm has fully performed the Work invoiced pursuant to their contract for the period covered.

1.15.4.1.2- CONSULTANT will continue to support SBCTA in the development of a design consultant checklist to confirm all the contractual items have been submitted and accepted. Items in the checklist will include final as built designs and utility drawings and specifications as well as products as agreed to in the executed design contracts. The design consultants' final invoices must contain the final cost and all credits due SBCTA that include any equipment purchased under the contract.

1.15.4.1.3- CONSULTANT will continue to notify SBCTA once the design consultant contract items have been confirmed in order that the final payment can be released.

1.15.4.2- Construction Contract Closeout

1.15.4.2.1- CONSULTANT will continue to exercise an oversight role by working with SBCTA, the design consultants, and the construction management team to develop project closeout specifications that address all project requirements, including final inspections, project acceptance by all stakeholders, testing, resolution of all outstanding contractual issues, warranties and guarantees, lien releases, labor compliance, claims, and final payments.

1.15.4.2.2- Project closeout specifications may be developed based on the Metrolink standard specifications and tailored for the RPRP. Applicable specifications or similar include:

- Section 017700 Substantial Completion
- Section 01 77 19 Project Closeout
- Section 01 78 36 Warranties and Guarantees
- Section 017839 Project Record Documents

1.15.4.2.3 - CONSULTANT will continue advise the construction manager as needed to make sure that the project closeout specifications are adhered to. The construction contractor's filing of a Notice of Completion with no objections submitted from subcontractors will be a key to closing the construction contract with the assurance SBCTA will face no additional financial liabilities to that contract.

1.15.4.3- Construction Management (CM) Consultant Contract Closeout

1.15.4.3.1- CONSULTANT will continue to review the CM consultant invoices to confirm the documents include a statement and release, satisfactory to SBCTA, that the firm has fully performed the Work invoiced pursuant to their contract for the period covered.

1.15.4.3.2- CONSULTANT continue to will notify SBCTA once the CM consultant contract items have been confirmed in order that the final payment can be released.

1.15.4.4- Procurement Contract Closeout

1.15.4.4.1- CONSULTANT will continue to work with SBCTA to develop the closeout procedures that will include the testing, warranties, and guarantees necessary to ensure that the vehicle performance and maintenance expectations are clearly specified and confirmed.

1.15.4.4.2- CONSULTANT will continue to develop a procurement contract checklist to confirm all contractual items have been submitted and accepted.

Deliverables:

- Contract close out checklists

Task 2 - Vehicle Acquisition

CONSULTANT will continue to provide service through the scheduled project completion and will support SBCTA with acquisition of the revenue rail passenger vehicles and any non-revenue vehicles as are required. The RPRP is expected to require three or four vehicles during the first phase.

CONSULTANT will continue to review and determine status of previous SBCTA work on vehicle options and build on this initial analysis to determine the best value and most cost effective approach to vehicle acquisition while complying with Buy America requirements.

CONSULTANT will continue to provide full time manufacturing inspection, testing, and commissioning oversight.

Deliverables:

- 2.8.1 Monthly progress and inspection reports
- 2.8.2 Buy America Post Delivery Audit Report
- 2.8.3 Safety Certification

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Task 3 - System Safety

System safety is an integral and critical component for any operating railroad, especially the start-up of new commuter rail service. CONSULTANT will continue to provide service through the scheduled project completion and will work closely with SBCTA, FRA, and other regulators and railroad operators to achieve a safely operated system, developing the system safety that meets or exceeds regulatory and industry standards.

3.1- System Safety Program Plan

CONSULTANT will continue to assist SBCTA to develop and implement a System Safety Program Plan (SSPP) in accordance with the American Public Transportation Association (APTA), FRA, Ff A, CPUC and, as applicable, CAL OSHA and NFPA criteria. The SSPP will describe the methods to be used to develop and maintain a culture of safety on the project, including, but not limited to, safety coordination between the various project participants, identification, analysis and mitigation of potential hazards, right-of-way and worksite safety training for staff and contractors, on-going project safety oversight, safety certification process for vehicles and system infrastructure, and the development of a Passenger Train Emergency Preparedness Plan (PTEPP) in accordance with 49CFR Part 239 and APTA standards. The SSPP will also cover project security, plans for which CONSULTANT will continue to develop with SBCTA staff to meet the project's requirements.

3.2- Project Management Safety Committee

CONSULTANT will continue to assist SBCTA to convene and chair a high-level Project Management Safety Committee (PMSC) and a system of field safety, security and other specialized committees reporting thereto, to facilitate the implementation of, and verification of compliance with, the SSPP, and to conduct performance of hazard analyses, field safety training, emergency responder training, oversight auditing and other tasks required by the SSPP. The PMSC will update and revise the SSPP periodically as needed to ensure it remains current and applicable to the RPRP project. -

3.3- Safety & Security Management Plan and a Safety Certification Plan

In addition to the above, the CONSULTANT safety team will assist SBCTA to prepare a Safety & Security Management Plan (SSMP) and a Safety Certification Plan (SCP), as required by FRA for new start commuter rail operations. These critical safety documents, which are subordinate to the overall SSPP, further define the system safety activities to be performed during the design, construction/ start up and operational phases of the project.

The CONSULTANT will continue to manage the development and compliance with all federal requirements for a new start commuter rail operation. It is estimated that about 131 different federal regulations will need to be addressed.

3.3.1- Safety & Security Management Plan

A sub-element of the SSPP is the Safety & Security Management Plan (SSMP). The SSMP will address the management of safety and security from preliminary engineering through start-up and revenue service. The SSMP covers:

- System Safety Organization
- System Safety Analyses
- System Safety Committee Organizational Structure
- Safety Certification Activities
- Safety Certification Verification Activities
- Safety Related Start-up activities including emergency response planning and training

The SSMP will be prepared to be in compliance with FTA circular 5800.1.

3.4- Safety Certification Plan

CONSULTANT will continue to assist SBCTA to develop a Safety Certification Plan (SCP) in accordance with the applicable APTA and regulatory specifications which identifies the processes, procedures, roles and responsibilities for the safety certification of the RPRP vehicles and system. The SCP describes the process verifying that all identified safety requirements are incorporated into the RPRP system as designed and built. The goal is to verify that safety standards are met or exceeded in the design, construction and start-up of the project. This Plan applies to the design, construction, testing, start-up, and operational readiness of the Project.

3.5- System Safety and Security Workshops

In order to prepare the required safety and security analyses, CONSULTANT will continue to assist SBCTA to schedule and chair workshops to prepare the preliminary Hazard Analysis and Threat and Vulnerability Assessment.

Deliverables:

The following is a list of anticipated deliverables for this task:

- SPP
- SSMP
- SCP

- Criteria Conformance Checklists
- Specification Conformance Checklists
- Preliminary Hazard Analysis Report
- Operating Hazard Analysis Report
- Threat and Vulnerability Assessment Report
- Monthly Safety Meeting Minutes

Additional Information

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2022

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Daniel Ramos City of Adelanto		X										
Gabriel Reyes (Alternate) City of Adelanto				X								
Art Bishop Town of Apple Valley		X	X	X	X							
Paul Courtney City of Barstow		X	X	X								
Rick Herrick City of Big Bear Lake		X	X	X								
Rebekah Swanson City of Hesperia		X		X	X							
Ed Paget City of Needles			X		X							
Joel Klink City of Twentynine Palms		X	X	X	X							
Debra Jones City of Victorville		X	X	X	X							
Rick Denison Town of Yucca Valley		X	X	X	X							
Paul Cook County of San Bernardino		X	X	X	X							
Janice Rutherford County of San Bernardino		X										
Dawn Rowe County of San Bernardino		X			X							

Communication: Attendance (Additional Information)

X = Member attended meeting * = Alternate member attended meeting Empty box = Member did not attend meeting Crossed out box = Not a Board Member at the time Shaded box = No meeting

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

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

Acronym List

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