

**AGENDA**  
**Board of Directors Meeting**  
**March 6, 2024**

**\*\*\*\*\*Start Time: 10:00 a.m. (CLOSED SESSION)\*\*\*\*\***  
**1170 W. 3rd Street, San Bernardino, CA 92410, 2<sup>nd</sup> Fl. (The Super Chief)**

**\*\*Convene Regular Meeting immediately following Closed Session\*\***

**LOCATION**  
**San Bernardino County Transportation Authority**  
**First Floor Lobby Board Room**  
**1170 W. 3rd Street, San Bernardino, CA 92410**

**Board of Directors**

**President**

Dawn Rowe, Supervisor  
*County of San Bernardino*

**Vice-President**

Ray Marquez, Council Member  
*City of Chino Hills*

Daniel Ramos, Mayor Pro Tem  
*City of Adelanto*

Art Bishop, Council Member  
*Town of Apple Valley*

Carmen Hernandez, Council Member  
*City of Barstow*

Rick Herrick, Council Member  
*City of Big Bear Lake*

Eunice Ulloa, Mayor  
*City of Chino*

Frank Navarro, Mayor  
*City of Colton*

Acquanetta Warren, Mayor  
*City of Fontana*

Sylvia Rodriguez-Robles, Council Member  
*City of Grand Terrace*

Rebekah Swanson, Mayor Pro Tem  
*City of Hesperia*

Larry McCallon, Mayor Pro Tem  
*City of Highland*

Bhavin Jindal, Council Member  
*City of Loma Linda*

John Dutrey, Mayor  
*City of Montclair*

Janet Jernigan, Mayor  
*City of Needles*

Alan Wapner, Council Member  
*City of Ontario*

L. Dennis Michael, Mayor  
*City of Rancho Cucamonga*

Paul Barich, Mayor Pro Tem  
*City of Redlands*

Deborah Robertson, Mayor  
*City of Rialto*

Helen Tran, Mayor  
*City of San Bernardino*

Joel Klink, Mayor Pro Tem  
*City of Twentynine Palms*

Rudy Zuniga, Council Member  
*City of Upland*

Debra Jones, Council Member  
*City of Victorville*

Bobby Duncan, Council Member  
*City of Yucaipa*

Rick Denison, Council Member  
*Town of Yucca Valley*

Paul Cook, Supervisor  
*County of San Bernardino*

Jesse Armendarez, Supervisor  
*County of San Bernardino*

Curt Hagman, Supervisor  
*County of San Bernardino*

Joe Baca, Jr., Supervisor  
*County of San Bernardino*

Catalino Pining, Caltrans  
*Ex-Officio Member*

Ray Wolfe, *Executive Director*

Julianna Tillquist, *General Counsel*

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

**AGENDA**

**Board of Directors  
March 6, 2024**

**\*\*\*10:00 a.m. (CLOSED SESSION)\*\*\*  
1170 W. 3rd St., 2<sup>nd</sup> Fl. (The Super Chief)  
San Bernardino, CA**

**CLOSED SESSION**

**1. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION**

Pursuant to Government Code Section 54956.9(d)(1) -- 11 cases

- a. SBCTA--*In re: Lumbermen's Mutual Casualty Company, In Liquidation*  
Office of Special Deputy Receiver, Docket No. 12 CH 24227  
Circuit Court of Cook County, Illinois
- b. SBCTA--*Pulice Construction, Inc. v. SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVDS 2020473
- c. SBCTA-- *v. The Lane-Security Paving Joint Venture*  
San Bernardino Superior Court Case No. CIVSB 2305070
- d. SBCTA--*John Enright v. Metrolink, SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVSB 2223699
- e. SBCTA-- *v. Kuzina Development, LLC*  
San Bernardino Superior Court Case No. CIVDS 1829991
- f. SBCTA--*Southwest Jet Fuel Co. v. California Department of Tax and Fee Administration*  
Fresno Superior Court Case No. 22CECG01224
- g. SBCTA--*George Nersisian v. Paul Alvaranza, SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVSB 2305744
- h. SBCTA--*James Heggs v. Omnitrans, SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVSB 2313941
- i. SBCTA--*David Cotton v. Omnitrans, SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVSB 2316365
- j. SBCTA--*Family Fun Center, Upland, LLC v. Security Paving Company, Inc., Lane Construction Corp., SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVSB 2326404
- k. SBCTA--*Paul Patterson v. County of San Bernardino, SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVSB 2322260

**\*\*Convene Regular Meeting immediately following Closed Session\*\*  
1170 W. 3<sup>rd</sup> Street, 1<sup>st</sup> Floor Lobby Board Room, San Bernardino, CA**

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 Dawn Rowe)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements  
Calendar of Events
- iv. Agenda Notices/Modifications

Pg. 17

## **Public Comment**

**Opportunity for members of the public to speak on any subject within the Board's jurisdiction.**

## **Possible Conflict of Interest Issues**

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

### **1. Information Relative to Possible Conflict of Interest**

Pg. 18

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 and Committee members.**

## **INFORMATIONAL ITEMS**

Items listed are receive and file items and are expected to be routine and non-controversial. Unlike the Consent Calendar, items listed as Informational Items do not require a vote.

### **2. December 2023 and January 2024 Procurement Report**

Pg. 20

Receive the December 2023 and January 2024 Procurement Report.

**Presenter: Shaneka Morris**

**This item was received by the General Policy Committee on February 14, 2024.**

### **3. Budget to Actual Report for Second Quarter Ending December 31, 2023**

Pg. 27

Receive and file Budget to Actual Report for the second quarter ending December 31, 2023.

**Presenter: Hilda Flores**

**This item was received by the General Policy Committee on February 14, 2024.**

### **4. Transit and Rail Programs Contract Change Orders to On-Going Contracts**

Pg. 38

Receive and file Contract Change Order Report.

**Presenter: Victor Lopez**

**This item was received by the Transit Committee on February 15, 2024.**

**5. Project Delivery Contract Change Orders to On-Going Contracts** Pg. 40

Receive and file Change Order Report.

**Presenter: Kristi Harris**

**This item was received by the Board of Directors Metro Valley Study Session on February 15, 2024.**

**6. Bi-Annual Fiscal Year 2023/2024 Railroad Right-of-Way Grants of Right of Use Report** Pg. 45

Receive and file the first half of Fiscal Year 2023/2024 (July through December 2023) Right-of-Way Grants of Right of Use Report.

**Presenter: Ryan Aschenbrenner**

**This item was received by the Transit Committee on February 15, 2024.**

**CONSENT CALENDAR**

The Consent Calendar will be acted upon as a single motion. Items listed on the Consent Calendar are expected to be routine and non-controversial. These items have been discussed at Policy Committee meetings and made available for public review as noted in the agenda. No public comment will be allowed on the Consent Calendar, unless the item was not previously reviewed at a policy committee. Items on the Consent Calendar may be removed for discussion by Board Member Request. Items pulled from the consent calendar will be brought up immediately following the vote on the Consent Calendar.

**Consent - Administrative Matters**

**7. Extension Requests for Fiscal Year 2022/2023 Measure I Local Street Program Funds Audit** Pg. 47

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

Grant an extension to May 31, 2024, to complete the audit for Fiscal Year 2022/2023 Measure I Local Street Program funds for the City of Adelanto and the Town of Apple Valley.

**Presenter: Lisa Lazzar**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 14, 2024.**

**8. Release Request for Proposals No. 24-1003086 for MSI and TDA Audits and agreed upon procedures for parking fees** Pg. 49

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

Authorize the Executive Director, or his designee, to release Request for Proposals (RFP) No. 24-1003086 for auditing services for the Measure I pass-throughs, Transportation Development Act funding, and agreed upon procedures for parking fees, subject to finalization of the RFP package and approval as to form by SBCTA General Counsel.

**Presenter: Lisa Lazzar**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 14, 2024. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item.**

**9. Insurance Program Update**

Pg. 58

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

A. Receive an update on the Insurance Program.

B. ~~Provide guidance to staff on risk tolerance and insurance approach.~~ **Direct staff to continue their current approach to risk exposure tolerance and determining contract insurance requirements.**

**Presenter: Steven Keller**

**This item was reviewed by the General Policy Committee on February 14, 2024; the Committee unanimously recommended that staff continue their current approach to risk exposure tolerance and determining contract insurance requirements. SBCTA General Counsel and Risk Manager have reviewed this item.**

**10. Revise California Public Records Act Policy 10027**

Pg. 62

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

Approve revised Policy No. 10027 – California Public Records Act Request and Fees Policy.

**Presenter: Marleana Roman**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 14, 2024. SBCTA General Counsel has review this item and the revised policy.**

**11. Award Board Room Audio/Visual Upgrade Contract No. 23-1002967**

Pg. 68

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

A. Approve Contract No. 23-1002967 with Western A/V for the Board Room Equipment Upgrade in an amount not-to-exceed \$166,185.79.

B. Approve contingency in the amount of \$13,800 for Contract No. 23-1002967 and authorize the Executive Director, or his designee, to release contingency as necessary for the project.

**Presenter: Matt Farokhmanesh**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 14, 2024. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft agreement.**

**Consent - Project Delivery**

**12. California Department of Transportation Interstate 15 Pavement Rehabilitation Project**

Pg. 119

Receive a presentation from California Department of Transportation, District 8, for project information related to the Interstate 15 Pavement Rehabilitation Project.

**Presenter: Kristi Harris**

**This item was received by the Mountain/Desert Policy Committee on February 16, 2024.**

**13. Major Projects Status Report through December 2023**

Pg. 127

Receive the Major Projects Status Report for the period through December 2023.

**Presenter: Kristi Harris**

**This item was received by the Board of Directors Metro Valley Study Session on February 15, 2024.**

**Consent - Regional/Subregional Planning**

**14. Update on Activities of the Planning and Regional Programs Department**

Pg. 129

Receive an update on the activities of the Planning and Regional Programs Department, providing services under both the San Bernardino County Transportation Authority and San Bernardino Associated Governments.

**Presenter: Steve Smith**

**This item was received by the General Policy Committee on February 14, 2024.**

**15. San Bernardino Transportation Analysis Model “Plus” Final Report**

Pg. 134

Receive information relating to the completion of the San Bernardino Transportation Analysis Model “Plus” transportation modeling project.

**Presenter: Ginger Koblasz**

**This item was received by the General Policy Committee on February 14, 2024.**

**This item was also reviewed by the Transportation Technical Advisory Committee on February 5, 2024.**

**16. Transportation Development Act Article 3 Change Requests - Rialto, Rancho Cucamonga, San Bernardino, Chino, and Fontana**

Pg. 136

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

A. Approve fourth extension to the City of Rialto’s Fiscal Year (FY) 2017/2018 Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Facilities award for the Cedar Avenue Railroad Crossing Pedestrian Improvements Project in the amount of \$250,000 from December 31, 2023 to August 30, 2024, with no further extensions to be considered.

B. ~~Determine if~~ **Approve** minor scope reduction from 8’ curvilinear sidewalk to 6’ wide curb adjacent sidewalk, without commensurate funding reduction, ~~should be granted~~ to the City of Rancho Cucamonga’s FY 2021/2022 TDA Article 3 Bicycle and Pedestrian Facilities award for the Haven Sidewalk Improvement Project in the amount of \$227,192.

C. ~~Determine if~~ **Approve** minor scope reduction from four to two bus stop improvements, without commensurate funding reduction, ~~should be granted~~ to the City of San Bernardino for their expired and rescinded FY 2019/2020 TDA Article 3 Transit Access award in the amount of \$26,936.

D. ~~Determine if~~ **Approve** major scope reduction from Class I to Class II and Class III bicycle facilities, without a commensurate funding reduction, ~~should be granted~~ to the City of Chino for their FY 2017/2018 TDA Article 3 Bicycle and Pedestrian Facilities award in the amount of \$353,081.

E. Approve fourth extension to the City of Chino for their FY 2017/2018 TDA Article 3 Bicycle and Pedestrian Facilities award for Sidewalk Retrofitting in the amount of \$353,081 and for Transit Access in the amount of \$87,000 from December 31, 2023 to December 31, 2024, with no further extensions to be considered.

Agenda Item 16 (cont.)

F. ~~Determine if~~ **Approve** major scope reduction for installation of Rectangular Rapid Flashing Beacons (RRFBs) from seven to “three to four” locations, ~~should be granted~~ to the City of Fontana for their FY 2023/2024 TDA Article 3 Bicycle and Pedestrian Facilities Program award for Seven RRFBs in the amount of \$52,500.

**Presenter: Ginger Koblasz**

**This item was reviewed and unanimously approved by the General Policy Committee on February 14, 2024.**

**Consent - Transit**

- 17. Cooperative Agreement with the Southern California Regional Rail Authority for Design, Development, and Testing of the Zero Emission Multiple Unit Passenger Rail Vehicle and Support Services for Hydrogen Related Infrastructure** Pg. 154

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

A. Approve Cooperative Agreement No. 22-1002687 with the Southern California Regional Rail Authority, to provide design, development, and testing services and coordination for the implementation of the Arrow Maintenance Facility Hydrogen Upgrade Project, in an amount not-to-exceed \$1,349,640.00 to be funded with Transit and Intercity Rail Capital Program (TIRCP) funds.

B. Authorize the Executive Director or his designee to release contingency in an amount not-to-exceed \$134,964.00 to be funded with TIRCP funds.

**Presenter: Joy Buenaflor**

**This item was reviewed and unanimously recommended for approval by the Transit Committee on February 15, 2024. SBCTA General Counsel and Risk Manager have reviewed this item and the draft cooperative agreement.**

- 18. San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2023/2024 First Quarter** Pg. 176

Receive and file the First Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2023/2024.

**Presenter: Nancy Strickert**

**This item was received by the Transit Committee on February 15, 2024.**

**Consent - Council of Governments**

- 19. Update on Council of Governments Member Dues Increase and Joint Powers Authority Amendment** Pg. 208

Receive an update on the progress of member agencies approving Amendment No. 4 to the San Bernardino Associated Governments Joint Powers Authority Agreement and the member dues increase.

**Presenter: Monique Reza-Arellano**

**This item was received by the General Policy Committee on February 14, 2024.**

## **Consent - Transportation Programming and Fund Administration**

### **20. 2025 Federal Transportation Improvement Program**

Pg. 210

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

A. Approve Resolution No. 24-013, certifying that SBCTA and other project sponsors have resources available and committed for the first two years of the 2025 Federal Transportation Improvement Program (FTIP) and reasonably expected to be available for the last four years of the 2025 FTIP to fund the projects in the Fiscal Years 2024/2025 through 2029/2030 Transportation Improvement Program (TIP), and affirming the commitment to implement all projects in the program.

B. Approve the 2025 San Bernardino County TIP, provided as an attachment, to be submitted to Southern California Association of Governments for inclusion in the 2025 FTIP.

C. Authorize SBCTA staff to amend the 2025 San Bernardino County TIP as necessary to meet State, Federal, and responsible agency programming requirements.

**Presenter: Nohemi Moran**

**This item was reviewed and unanimously approved by the General Policy Committee on February 14, 2024. SBCTA General Counsel has reviewed this item and the draft resolution.**

### **21. Fiscal Year 2023/2024 Low Carbon Transit Operations Program Apportionment - Population Share**

Pg. 275

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

Approve a Low Carbon Transit Operations Program - Population Share Apportionment for Fiscal Year 2023/2024 in the amount of **\$5,779,784** ~~\$6,207,879~~ to be apportioned **\$4,173,903** ~~\$4,483,055~~ to the Valley and **\$1,605,881** ~~\$1,724,824~~ to the Mountain/Desert areas based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2023.

**Presenter: James Mejia**

**This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024. Final apportionment amounts were received from the SCO on February 26, 2024, and have been incorporated into the item and indicated in bold.**

### **22. Fiscal Year 2024/2025 State of Good Repair Program Apportionment**

Pg. 278

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

A. Approve a State of Good Repair – Population Share Apportionment for Fiscal Year 2024/2025 of \$3,782,902 based on the State Controller’s Office estimate on January 31, 2024, to be apportioned \$2,731,844 to the Valley and \$1,051,058 to the Mountain/Desert areas, based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2023.

B. Authorize staff to release State of Good Repair - Operator Share funds received in excess of the allocated amount to operators as the funds are received.

**Presenter: James Mejia**

**This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024.**

**23. State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2024/2025** Ri 04: 3

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

Approve a State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2024/2025 of \$29,817,062 based on the State Controller's Office estimate on January 31, 2024, to be apportioned \$21,532,559 to the Valley and \$8,284,503 to the Mountain/Desert areas based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2023.

**Presenter: Andrea Zureick**

**This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024.**

**24. Local Transportation Fund Apportionment for Fiscal Year 2024/2025** Ri 04: 6

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

A. Maintain Fiscal Year (FY) 2023/2024 Local Transportation Fund apportionment of \$182,615,139, as approved by the SBCTA Board of Directors (Board) on March 1, 2023.

B. Approve a FY 2024/2025 Fund Reserve of \$14,956,894, representing 10% of the estimated annual revenues for unexpected financial need per Policy No. 31010.

C. Approve a Local Transportation Fund estimated apportionment of \$171,056,630 for FY 2024/2025, as detailed in Attachment A, based on \$149,568,943 in estimated receipts plus a carryover of \$21,428,798 from actual revenue and interest received in FY 2022/2023 over the estimate the Board approved on March 2, 2022, the return of the unused FY 2023/2024 Fund Reserves, less the Fund Reserves in Recommendation B.

**Presenter: Andrea Zureick**

**This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024.**

**25. Senate Bill 125 Transit Funding** Pg. 288

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

A. Approve the apportionment of anticipated Fiscal Year 2023/2024 Senate Bill (SB) 125 Transit Funding to the Valley and the Mountain/Desert area operators as shown in Table 1.

B. Authorize the Executive Director, or his designee, to submit the Revised Allocation Package to the California State Transportation Agency on behalf of SBCTA subsequent to approvals of allocations by the SBCTA Board.

**Presenter: Andrea Zureick**

**This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024.**

**Consent - Legislative/Public Outreach**

**26. State Legislative Update** Pg. 292

Receive and file the February 2024 State Legislative Update.

**Presenter: Otis Greer**

**This item was received by the Legislative Policy Committee on February 14, 2024.**

**27. Federal Legislative Update**

Pg. 311

Receive and file the February 2024 Federal Legislative Update.

**Presenter: Otis Greer**

**This item was received by the Legislative Policy Committee on February 14, 2024.**

**28. Report of Bill Position**

Pg. 315

Receive and file report of action taken by the Legislative Policy Committee on February 14, 2024.

**Presenter: Otis Greer**

**This item was reviewed and unanimously approved by the Legislative Policy Committee on February 14, 2024. SBCTA General Counsel have reviewed this item.**

**Consent Calendar Items Pulled for Discussion**

**Items removed from the Consent Calendar shall be taken under this item in the order they were presented on the agenda.**

**DISCUSSION ITEMS**

**Discussion - Administrative Matters**

**29. Unfunded Actuarial Accrued Liability (Pension Liability)**

Pg. 317

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

A. Receive a report on SBCTA Unfunded Actuarial Accrued Liability (UAAL).

B. Approve a lump-sum payment to pay off the UAAL as of June 30, 2023 and interest accrued through March 29, 2024, in the amount of \$12,373,692.

C. Approve a budget amendment to Program 01, General Government, Task 0400 Finance, for \$12,373,692 for Fiscal Year 2023/2024 to pay the UAAL and interest with the following funds and amounts:

<b>Funding Source</b>	<b>Amount</b>
Service Authority for Freeway Emergencies	\$405,188
Measure I Freeway	\$4,065,932
Measure I Interchange	\$1,959,179
Measure I Grade Separation	\$527,228
Measure I Arterials	\$585,013
Measure I Rail	\$618,900
Measure I Express Bus/Rapid Transit	\$127,665
Victor Valley Major Local Highway	\$128,839
North Desert Major Local Highway	\$62,058
Colorado River Major Local Highway	\$4,896
Morongo Basin Major Local Highway	\$23,254
Mountain Major Local Highway	\$6,171
Measure I Cajon Pass	\$1,244
Local Transportation Fund - Planning	\$3,858,125
	<hr/>
	\$12,373,692



### Agenda Item 29 (cont.)

That the Board, acting as the San Bernardino Council of Governments (SBCOG):

D. Approve a lump-sum payment to pay off the UAAL as of June 30, 2023 and interest accrued through March 29, 2024, in the amount of \$231,017 from the Property Assessed Clean Energy Fund.

E. Approve a budget amendment to Program 25, Council of Governments, Task 0511 Council of Governments, for \$231,017 for Fiscal Year 2023/2024 with Property Assessed Clean Energy Fund to pay the UAAL and interest.

**Presenter: Hilda Flores**

**This item is for consideration of the Board of Directors and consequently has not received prior policy committee or technical advisory committee review. General Counsel has reviewed this item.**

### Discussion - Toll Operations

#### **30. Interstate 10 Corridor Freight and Express Lanes Project - Contract 1 - Program Budget and Funding Plan Update, Amendment No. 5 to Agreement No. 17-1001736, Sole Source Amendment No. 2 to Contract 23-1002956, and Amendment No. 5 to Contract 16-1001530** Pg. 323

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

A. Approve Interstate 10 Corridor Freight and Express Lanes Project - Contract 1 Program Budget and Funding Updates shown within Table 1 as of February 2024, increasing the project budget by \$13,533,671, from \$948,909,091 to \$962,442,762.

B. Allocate \$8,085,961 in federal formula Surface Transportation Block Grant Program (STP) funds for a new total of \$168,193,023 and \$3,491,530 in Measure I Freeway Program funds for a new total of \$92,491,530 for the project.

C. Approve Amendment No. 5 to Cooperative Agreement No. 17-1001736 with California Department of Transportation (Caltrans) for the Design-Build and Right-of-Way phases, increasing the STP funding by \$8,085,961 and decreasing the Measure I funding by \$6,602,155 for a new cooperative agreement total of \$872,735,746; and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel.

D. Approve **Sole Source** Amendment No 2. to **Sole Source** Contract No. 23-1002956 with Theodora Oringher, P.C., for representation regarding contractor claims and litigation, increasing the contract amount by \$14,085,743, for a new not-to-exceed contract amount of \$16,785,743, to be funded with Measure I Valley Freeway Program funds and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel.

E. Approve an increase for contingency to Contract No. 17-1001617 with TransCore LP in the amount of \$3,000,000 for a new not-to-exceed amount of \$43,821,607 in contract value, option and contingency.

### Agenda Item 30 (cont.)

F. Approve Amendment No. 5 to Contract No. 16-1001530 with HNTB Corporation, for Project and Construction Management (PCM) services for the Interstate 10 Corridor Freight and Express Lanes Project - Contract 1, increasing the contract amount by \$3,000,000, for a new not-to-exceed contract amount of \$77,020,890.78, extend the contract term through December 31, 2026, and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel and upon receipt of valid insurance certificates and Caltrans' approval of Exhibit 10-C Consultant Contract Reviewer Checklist.

**Presenter: Timothy Byrne**

**This item was reviewed and recommended for approval (17-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 15, 2024. SBCTA General Counsel and Risk Manager have reviewed this item and the draft amendments.**

### Comments from Board Members

Brief Comments from Board Members

### Executive Director's Comments

Brief Comments from the Executive Director

## ADJOURNMENT

### Additional Information

Attendance	Pg. 344
Acronym List	Pg. 346

### Agency Reports

Mobile Source Air Pollution Reduction Review Committee Agency Report	Pg. 349
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### Committee Membership

Representatives on SCAG Committees	Pg. 352
Appointments to External Agencies	Pg. 353
Committee Membership	Pg. 355

### Mission Statement

Mission Statement	Pg. 361
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## 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 & Language Assistance** - The meeting facility is accessible to persons with disabilities. If assistive listening devices, other auxiliary aids or language assistance 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](mailto:clerkoftheboard@gosbcta.com) and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Accesibilidad y asistencia en otros idiomas** - Las instalaciones para las reuniones son accesibles para las personas con discapacidades. Si se necesitan dispositivos de escucha asistida, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben ser presentados a la Secretaria de la Junta al no menos de tres (3) días de apertura antes de la reunión de la Junta. La Secretaria esta disponible por teléfono al (909) 884-8276 o por correo electrónico a [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com) y la oficina se encuentra en 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at [www.gosbcta.com/board/meetings-agendas/](http://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. 3<sup>rd</sup> 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 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 President of the Board or Committee Chair (“President”) will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall 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, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name 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 President 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. Any individual who wishes to share written information with the Board may provide copies to the Clerk of the Board for distribution. Information provided as public testimony is not read into

the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

**Public Comment** –An opportunity is also provided for members of the public to speak on any subject within the Board’s jurisdiction. Matters raised under “Public Comment” will not be acted upon at that meeting. See, “Public Testimony on an Item,” above.

**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 President 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 President of the Board or Chair of a Policy Committee (Chair) has the option of taking attendance by Roll Call. 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.
- 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.
- Votes at teleconferenced meetings shall be by roll call, pursuant to the Brown Act, or, at any meeting, upon the demand of five official representatives present or at the discretion of the presiding officer.

**The Vote as specified in the SBCTA Administrative Code and 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. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

**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 Chair shall ask the maker of the original motion if he or she would like to amend the 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 may require deviation from general practice (but not from the Brown Act or agency policy).
- 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*

*Revised June 7, 2023*



# Important Dates to Remember...

## March 2024

**SBCTA Meetings – Cancelled: None**

### SBCTA Meetings – Scheduled:

General Policy Committee	Mar 13	9:00 am	SBCTA Lobby, 1st Floor
Legislative Policy Committee	Mar 13	Immediately following GPC	SBCTA Lobby, 1st Floor
Transit Committee	Mar 14	9:00 am	SBCTA Lobby, 1st Floor
Metro Valley Study Session	Mar 14	Immediately following TC	SBCTA Lobby, 1st Floor
I-10/I-15 Corridor Joint Sub-Committee	Mar 14	10:00 am	SBCTA Lobby, 1st Floor
Mountain/Desert Committee	Mar 15	9:30 am	Mojave Desert AQMD

### Other Meetings/Events:

None			
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For additional information, please call SBCTA at (909) 884-8276

## ***Minute Action***

### AGENDA ITEM: 1

***Date:*** March 6, 2024

***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
7	N/A	City of Adelanto	None
		Town of Apple Valley	None
11	23-1002967	Western A/V <i>Catherine Schellin, Chief Executive Officer</i>	My Electrician, Inc.
16	N/A	City of Rialto City of Rancho Cucamonga City of San Bernardino City of Chino City of Fontana	None
17	22-1002687	Southern California Regional Rail Authority	None
30	17-1001736-05	California Department of Transportation	None
	23-1002956-02	Theodora Oringher, P.C. <i>Brian Headman</i>	None
	17-1001617	TransCore, LP <i>Tracy Marks, P.E., President</i>	TJKM Transportation

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*



## Board of Directors Agenda Item

March 6, 2024

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30 (Cont.)	16-1001530-05	HNTB Corporation <i>Kevin Haboian</i>	Advanced Civil Technologies, Inc. Environmental Science Associates GCAP Services, Inc. HDR Engineering, Inc. Leighton Consulting, Inc. Overland, Pacific & Cutler, Inc. Psomas Safework, Inc. Syrusa Engineering, Inc.
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***Financial Impact:***

This item has no direct impact on the budget.

***Reviewed By:***

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

***Responsible Staff:***

Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

## ***Minute Action***

### AGENDA ITEM: 2

***Date:*** *March 6, 2024*

***Subject:***

December 2023 and January 2024 Procurement Report

***Recommendation:***

Receive the December 2023 and January 2024 Procurement Report.

***Background:***

The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on January 4, 2023. The Board of Directors authorized the Executive Director, or his designee, to approve: a) contracts and purchase orders up to \$100,000; b) Contract Task Orders (CTO) up to \$500,000 and for CTOs originally \$500,000 or more, increasing the CTO amount up to \$250,000; c) amendments with a zero dollar value; d) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; e) amendments that cumulatively do-not-exceed 50% of the original contract or purchase order value or \$100,000, whichever is less; f) amendments that do-not-exceed contingency amounts authorized by the Board of Directors; and g) release Request for Proposals (RFP), Request for Qualifications (RFQ), and Invitation for Bids (IFB) for proposed contracts from which funding has been approved and the solicitation has been listed in the Annual Budget, and are estimated not-to-exceed \$1,000,000.

The Board of Directors further authorized General Counsel to award and execute legal services contracts up to \$100,000 with outside counsel as needed, and authorized Department Directors to approve and execute Contingency Amendments that do-not-exceed contingency amounts authorized by the Board of Directors.

Lastly, the Board of Directors authorized CityCom Real Estate Services, Inc. (CityCom) to issue contracts and purchase orders.

Below is a summary of the actions taken by SBCTA authorized staff:

- No new contracts were executed.
- Three contract amendments were executed.
- Three CTO's were executed.
- Four CTO amendments were executed.
- Five contingency amendments were executed.
- Five purchase orders were executed.
- One purchase order amendment was executed.
- One IFB and two RFP's were released.

Below is a summary of the actions taken by CityCom:

- One new contract was executed.
- One new purchase order was executed.

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

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A list of all Contracts and Purchase Orders that were executed by the Executive Director, Department Director, and/or General Counsel during the month of December 2023 and January 2024 are presented herein as Attachment A, all RFPs and IFBs are presented in Attachment B, and all CityCom's contracts and purchase orders are presented in Attachment C.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy.

***Reviewed By:***

This item was received by the General Policy Committee on February 14, 2024.

***Responsible Staff:***

Shaneka Morris, Procurement Manager

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

**Attachment A - 1**  
**December 2023 and January 2024 Contract/Amendment/CTO Actions**

Type	Contract Number	Amendment/ CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount	Total On-call Contract Amount*
Contract Amendment	20-1002292	2	PFM Asset Management, LLC	To extend contract by one year, through March 31, 2025 and increase contract amount for Investment Advisory Services	\$ 355,000.00	\$ 110,000.00	\$ 145,500.00	\$ 610,500.00	N/A
Contract Amendment	22-1002666	1	American Institute of Chemical Engineers	To extend expiration date to June 30, 2026 for hydrogen safety input, including review of RFP for hydrogen (H2) fueling facility and MF modifications	\$ 72,000.00	\$ -	\$ -	\$ 72,000.00	N/A
Contract Amendment	18-1001811	3	Dynamic Engineering Services, Inc.	To increase contract amount for Construction Management Services for State Route 60 Central Avenue Interchange Project	\$ 3,196,115.80	\$ 742,226.83	\$ 100,000.00	\$ 4,038,342.63	N/A
CTO	19-1002000	CTO No. 34	Costin Public Outreach Group	SBCOG Public Relations Campaign	\$ 159,540.00	\$ -	\$ -	\$ 159,540.00	\$6,000,000.00 (available \$316,426.78)
CTO	23-1002880	CTO No. 4	Emergency Vehicle Specialties, Inc.	On-call Freeway Service Patrol Automatic Vehicle Locator Global Positioning System Installation and Removal Services	\$ 14,905.00	\$ -	\$ -	\$ 14,905.00	\$23,500.00 (available \$65.00)
CTO	20-1002320	CTO No. 12	Crowe, LLP	To test expenditures for Measure I programs administered by SBCTA for Fiscal Years 2021/2022 & 2022/2023	\$ 49,339.52	\$ -	\$ -	\$ 49,339.52	\$1,800,000.00 (available \$1,166,323.75)
CTO Amendment	19-1002002	CTO No. 2.3	Richards, Watson & Gershon	To increase the not-to-exceed amount for On-call Right-of-Way Services for the West Valley Connector	\$ 3,800,000.00	\$ 3,200,000.00	\$ 486,500.00	\$ 7,486,500.00	\$7,500,000.00 (available \$0.00)
CTO Amendment	22-1002744	CTO No. 2.2	WSP USA, Inc.	To extend expiration date to June 30, 2024 for On-call Transit and Rail Services	\$ 75,000.00	\$ -	\$ -	\$ 75,000.00	\$20,000,000.00 (available \$19,785,000.75)
CTO Amendment	22-1002744	CTO No. 4.2	WSP USA, Inc.	To extend expiration date to June 30, 2024 for On-call Engineering Plan Review Services	\$ 15,000.00	\$ -	\$ -	\$ 15,000.00	\$20,000,000.00 (available \$19,785,000.75)
CTO Amendment	23-1002904	CTO No. 3.2	Mott MacDonald	To extend expiration date to June 30, 2024 and increase not-to-exceed amount for On-call General Support Services for Transit and Rail Services	\$ 125,000.00	\$ -	\$ 75,000.00	\$ 200,000.00	\$20,000,000.00 (available \$19,785,000.75)

\*Total amount authorized for the associated on-call services bench which is typically shared with multiple vendors and controlled via contract task orders (CTO).

## Attachment A - 2

## December 2023 and January 2024 Contingency Released Actions

Contract No. & Contingency No.	Reason for Contingency Amendment (Include a Description of the Contingency Amendment)	Vendor Name	Original Contract Amount	Prior Amendments	Prior Contingencies	Current Contingencies	Amended Contract Amount
19-1002248 No. 0A	Additional work identified to complete the Construction Management Services for the Interstate 10 (I-10) & Alabama Street Improvement Project	Anser Advisory, LLC	\$ 1,327,876.00	\$ -	\$ -	\$ 60,000.00	\$ 1,387,876.00
17-1001681 No. 2A	Additional work identified to complete the SR-210 Lane Addition, Baseline Interchange, and Pavement Rehabilitation	Jacobs Project Management Company	\$ 20,607,080.00	\$ -	\$ -	\$ 293,461.94	\$ 20,900,541.94
21-1002469 No. 1A	Additional flagging costs for Construction Management Services for the North 1st Avenue Over BNSF project	Anser Advisory, LLC	\$ 5,924,368.30	\$ 100,000.00	\$ -	\$ 492,436.83	\$ 6,516,805.13
16-1001378 No. 2A	Additional work identified to complete the I-215 Segments 1, 2, 3, and 5 Landscaping Construction Management	TRC Engineers, Inc. (Vali Cooper & Associates, Inc.)	\$ 2,547,556.38	\$ -	\$ -	\$ 52,000.00	\$ 2,599,556.38
22-1002775 No. 1A	To cover preparation of right-of-way exhibits to support the acquisition of required parcels for US395 Phase 2 PS&E	AECOM	\$ 7,104,413.13	\$ -	\$ -	\$ 66,939.15	\$ 7,171,352.28

## Attachment A - 3

## December 2023 and January 2024 Purchase Order and Purchase Order Amendment Actions

Type	PO No.	PO Posting Date	Vendor Name	Description of Services	Original Purchase Order Amount	Prior Amendments	Current Amendment	Total Purchase Order Amount
PO Amendment	4002280	12/1/23	Assurehire	For as-needed background check services	\$ 999.00	\$ -	\$ 999.00	\$ 1,998.00
New PO	4002429	1/8/24	Intergraph Corporation	Ecosys Maintenance & Support 2/1/24 to 1/31/25	\$ 28,700.85	\$ -	\$ -	\$ 28,700.85
New PO	4002430	1/11/24	AT&T Mobility	FY 24 FSP GPS Tracking Units and Sim Cards	\$ 5,331.20	\$ -	\$ -	\$ 5,331.20
New PO	4002431	1/18/24	Apline, LLC	Sharepoint Additions - Express Lanes	\$ 9,000.00	\$ -	\$ -	\$ 9,000.00
New PO	4002433	1/10/24	County of San Bernardino	2023 City County Conference	\$ 71,260.79	\$ -	\$ -	\$ 71,260.79
New PO	4002434	1/29/24	Oracle America, Inc.	P6 Annual License Renewal	\$ 1,730.00	\$ -	\$ -	\$ 1,730.00

**Attachment B**  
**December 2023 and January 2024 RFP's, RFQ's and IFB's**

<b>Release Date</b>	<b>RFP/RFQ/IFB No.</b>	<b>Anticipated Dollar Amount</b>	<b>Anticipated Award Date</b>	<b>Description of Overall Program and Program Budget</b>
12/19/2023	RFP 24-1003069	\$ 700,115.00	05/01/2024	State Route 247/62 Emergency Bypass Study
01/08/2024	RFP 24-1003046	\$ 100,000.00	05/01/2024	Trustee Services
01/16/2024	IFB 24-1003059	\$ 324,435.06	03/01/2024	Interstate 10 Alabama Street Establish Existing Planting Project

**Attachment C**  
**December 2023 and January 2024 CityCom's Issued Purchase Orders/Contracts**

<b>PO/Contract No.</b>	<b>Vendor Name</b>	<b>Description of Services</b>	<b>Total Amount</b>
Contract No. SBCTAA49553	DGS Flooring, LLC	Carpet Replacement with New Carpet Tiles on the 2nd floor & Boardroom	\$ 135,680.00
PO No. SBCTA49327	Weatherite Corp.	HVAC Software System and Controller Upgrade	\$ 116,655.00



## ***Minute Action***

### AGENDA ITEM: 3

***Date: March 6, 2024***

***Subject:***

Budget to Actual Report for Second Quarter Ending December 31, 2023

***Recommendation:***

Receive and file Budget to Actual Report for the second quarter ending December 31, 2023.

***Background:***

The Fiscal Year 2023/2024 Budget for new activity was adopted by the Board of Directors (Board) on June 1, 2023. Budgetary information includes the original and revised budgets and expenditures as of December 31, 2023.

The report is broken down by Fund group and provides a percentage of the budget received or expended through December 31, 2023.

The following is an explanation for significant percentage changes by Fund type:

**General Fund**

**A. Revenues:**

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.
2. Interest is distributed to the appropriate funds at year-end based on ending cash balances. The positive balance is partially due to a reversal of prior year negative accruals related to fair value adjustment.

**B. Expenditures:**

1. Expenditures to date are low mainly due to the timing of capital expenditures or program activities.

**C. Other Financing Sources:**

1. Operating transfers in represent cash transfers to reimburse expenditures funded by the Local Transportation Fund, State Transit Assistance Fund, and State of Good Repair Fund.
2. Operating transfers out are from cash transfers within the General Fund to fund the Indirect Cost Fund.

**Federal Highway Fund**

**A. Revenues:**

1. The timing for collection of revenue fluctuates as all federal grants are on a reimbursement basis.

**B. Expenditures:**

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

Board of Directors Agenda Item

March 6, 2024

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2. Transit is negative due to the prior year accrual reversals being higher than actual expenditures thus far this year.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers to from commercial paper proceeds issued.
2. Operating transfers out are budgeted to repay commercial paper that have not yet occurred.

Federal Transit Administration Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as all federal grants are on a reimbursement basis.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

State Highway Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as most state grants are on a reimbursement basis.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

Proposition 1B Fund

A. Revenues:

1. The revenue recognition for most Proposition 1B Funds is when expenditures are incurred since the funds are received in advance.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

Local Transportation Fund (LTF)

A. Revenues:

1. LTF revenue is low since July and August receipts pertain to the prior fiscal year.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date represent claims received and paid.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund transit activities which are based on a reimbursement basis.

San Bernardino Council of Governments

San Bernardino County Transportation Authority

#### State Transit Assistance Fund (STAF)

##### A. Revenues:

1. The timing for recording of revenues fluctuates based on the period of performance upon distribution from the state.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

##### B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

##### C. Other Financing Sources:

1. Operating transfers out are negative due to a reversal of prior year accrual that represent cash transfers to the General Fund to fund administrative, planning and transit activities, and transit projects. These transfers are based on a reimbursement basis.

#### Senate Bill 1

##### A. Revenues:

1. The timing for collection of revenue fluctuates as most state grants are on a reimbursement basis.

##### B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

#### Measure I 1990-2010 Fund

##### A. Revenues:

1. Measure I 1990-2010 ended on March 31, 2010, and only interest earnings are accrued based on cash balances.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

##### B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

#### Measure I 2010-2040 Fund

##### A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

##### B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

2. Funds for the Transit, Project Delivery and Fund Administration programs are encumbered to ensure they are available to pay for the allocations approved by the Board.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the Enterprise Fund for draws on the Transportation Infrastructure Finance Innovation Act (TIFIA) loan.
2. Operating transfers out represent cash transfers to the General Fund to fund the Indirect Cost Fund and to the Debt Service Fund to cover debt service expenditures.

Debt Service Fund

A. Revenues:

1. Investment earnings fluctuate with the amount of cash held by the trustee due to the timing of debt service payments.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of debt service payments.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the Measure I funds to cover debt service expenditures.

Capital Projects Fund

A. Revenues:

1. The timing for collection of revenue fluctuates as most projects are funded on a reimbursement basis.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. Funds for the Transit and Project Delivery programs are encumbered to ensure they are available to pay for the allocations approved by the Board.
3. Debt Service is associated with commercial paper.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers resulting from transfers within the West Valley Connector project to reflect the proper funding allocation.
2. Operating transfers out represent cash transfers to close out the Redlands Passenger Rail Project and for the State Route 210 Base Line Road Interchange project to be consistent with the funding breakdown. Also included is the transfer of funds from issuance of commercial paper to the Federal Highway Fund for use on the North First Avenue Bridge project.
3. Recording of proceeds from issuance of commercial paper.

Nonmajor Governmental Funds – Excluding Council of Governments

## A. Revenues:

1. The timing for collection of revenue fluctuates as most of the state grants are on a reimbursement basis.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

## B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

## C. Other Financing Sources:

1. Operating transfers out represent cash transfers to fund the Indirect Cost Fund and Service Authority for Freeway Emergency-Vehicle Registration Fees to be consistent with the funding breakdown.

Council of Governments Fund

## A. Revenues:

1. The timing for collection of revenue fluctuates as this program is mostly funded on a reimbursement basis.
2. The positive investment earnings and miscellaneous balance is due to a reversal of prior year negative accruals related to fair value adjustment.

## B. Expenditures:

1. Expenditures to date are low mainly due to the timing of program activities.

## C. Other Financing Sources:

1. Operating transfers in represent cash transfers to adjust funding allocations to optimize funding.
2. Operating transfers out represent the cash transfers to fund the Indirect Cost Fund and Capital Projects Fund to be consistent with the funding breakdown.

Enterprise Fund

## A. Revenues:

1. Express Lanes Operations expected to commence by April 1, 2024.

## B. Expenditures:

1. Expenditures to date are low mainly due to the timing of program activities.

## C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the Measure I-Freeway Fund for draws on the Transportation Infrastructure Finance Innovation Act (TIFIA) loan.

Board of Directors Agenda Item  
March 6, 2024  
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***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was received by the General Policy Committee on February 14, 2024.

***Responsible Staff:***

Hilda Flores, Chief Financial Officer

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

**Fiscal Year 2023-2024  
Second Quarter Budget to Actual Report  
December 31, 2023**

	2023-2024 Original Budget	Amendments	2023-2024 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>GENERAL FUND</b>							
<b>Revenues</b>							
Sales Tax-MSI	2,570,000	-	2,570,000	823,008	-	1,746,992	67.98%
Charges for Services	263,000	-	263,000	415,996	-	(152,996)	0.00%
Investment Earnings	367,000	-	367,000	7,503,690	-	(7,136,690)	0.00%
Miscellaneous	-	-	-	340	-	(340)	0.00%
Total Revenues	3,200,000	-	3,200,000	8,743,034	-	(5,543,034)	
<b>Expenditures</b>							
General Government	13,412,249	214,612	13,626,861	5,074,761	758,280	7,793,820	57.19%
Regional & Subregional Planning	1,496,648	-	1,496,648	302,712	-	1,193,936	79.77%
Transit	85,815,590	5,999,808	91,815,398	12,783,669	339,241	78,692,488	85.71%
Project Delivery	441,697	-	441,697	217	-	441,480	99.95%
Fund Administration	692,162	-	692,162	246,139	-	446,023	64.44%
Total Expenditures	101,858,346	6,214,420	108,072,766	18,407,498	1,097,521	88,567,747	81.95%
<b>Other Financing Sources</b>							
Transfers in	99,002,219	-	99,002,219	9,133,750	-	89,868,469	90.77%
Transfers out	(431,940)	-	(431,940)	(215,970)	-	(215,970)	50.00%
Total Other Financing Sources	98,570,279	-	98,570,279	8,917,780	-	89,652,499	90.95%
Revenues Over (Under) Expenditures	(88,067)	(6,214,420)	(6,302,487)	(746,684)	-	(4,458,282)	
Note: Transfers in are from LTF, STA, and SGR revenue for budget purposes. The comprehensive annual financial report accounts for the activity in the individual funds of LTF, STA, and SGR, not the general fund.							
<b>FEDERAL HIGHWAY FUND</b>							
<b>Revenues</b>							
Intergovernmental	178,943,595	1,000,000	179,943,595	17,810,364	-	162,133,231	90.10%
Investment Earnings	2,546,000	-	2,546,000	41,934	-	2,504,066	98.35%
Total Revenues	181,489,595	1,000,000	182,489,595	17,852,298	-	164,637,297	
<b>Expenditures</b>							
Transit	1,686,932	-	1,686,932	(39,680)	-	1,726,612	102.35%
Project Delivery	179,802,663	-	179,802,663	30,724,015	-	149,078,648	82.91%
Total Expenditures	181,489,595	-	181,489,595	30,684,335	-	150,805,260	83.09%
<b>Other Financing Sources</b>							
Transfers in	-	25,000,000	25,000,000	2,500,000	-	22,500,000	90.00%
Transfers out	-	(27,219,179)	(27,219,179)	-	-	(27,219,179)	100.00%
Total Other Financing Sources	-	(2,219,179)	(2,219,179)	2,500,000	-	(4,719,179)	212.65%
Revenues Over (Under) Expenditures	-	(1,219,179)	(1,219,179)	(10,332,037)	-	9,112,858	
<b>FEDERAL TRANSIT ADMINISTRATION FUND</b>							
<b>Revenues</b>							
Intergovernmental	32,625,062	-	32,625,062	12,421,213	-	20,203,849	61.93%
Total Revenues	32,625,062	-	32,625,062	12,421,213	-	20,203,849	
<b>Expenditures</b>							
Regional & Subregional Planning Program	-	1,000,000	1,000,000	-	-	1,000,000	100.00%
Transit	32,625,062	-	32,625,062	6,930,334	-	25,694,728	78.76%
Total Expenditures	32,625,062	1,000,000	33,625,062	6,930,334	-	26,694,728	79.39%
Revenues Over (Under) Expenditures	-	(1,000,000)	(1,000,000)	5,490,879	-	(6,490,879)	

Attachment: Budget to Actual 2nd Qtr 2024 (10385 : Budget to Actual Report - 2nd Qtr. 2023/2024)

**Fiscal Year 2023-2024  
Second Quarter Budget to Actual Report  
December 31, 2023**

	2023-2024 Original Budget	Amendments	2023-2024 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>STATE HIGHWAY FUND</b>							
<b>Revenues</b>							
Intergovernmental	83,359,106	-	83,359,106	12,181,217	-	71,177,889	85.39%
Total Revenues	83,359,106	-	83,359,106	12,181,217	-	71,177,889	
<b>Expenditures</b>							
General Government	10,132	-	10,132	-	-	10,132	100.00%
Regional & Subregional Planning	270,774	-	270,774	122,905	-	147,869	54.61%
Transit	9,507,353	-	9,507,353	498,454	-	9,008,899	94.76%
Project Delivery	72,783,753	-	72,783,753	18,960,240	-	53,823,513	73.95%
Fund Administration	787,094	-	787,094	386,753	-	400,341	50.86%
Total Expenditures	83,359,106	-	83,359,106	19,968,352	-	63,390,754	76.05%
Revenues Over (Under) Expenditures	-	-	-	(7,787,135)	-	7,787,135	
<b>PROPOSITION 1B FUND</b>							
<b>Revenues</b>							
Intergovernmental	4,677,540	-	4,677,540	1,016,284	-	3,661,256	78.27%
Total Revenues	4,677,540	-	4,677,540	1,016,284	-	3,661,256	
<b>Expenditures</b>							
Project Delivery	4,677,540	-	4,677,540	1,854,982	-	2,822,558	60.34%
Total Expenditures	4,677,540	-	4,677,540	1,854,982	-	2,822,558	60.34%
Revenues Over (Under) Expenditures	-	-	-	(838,698)	-	838,698	
<b>LOCAL TRANSPORTATION FUND</b>							
<b>Revenues</b>							
Sales Tax-LTF	150,157,833	-	150,157,833	47,394,623	-	102,763,210	68.44%
Investment Earnings	6,000,000	-	6,000,000	7,398,769	-	(1,398,769)	0.00%
Total Revenues	156,157,833	-	156,157,833	54,793,392	-	101,364,441	
<b>Expenditures</b>							
Transit	139,640,000	-	139,640,000	46,253,318	108,885	93,277,797	66.80%
Total Expenditures	139,640,000	-	139,640,000	46,253,318	108,885	93,277,797	66.80%
<b>Other Financing Sources</b>							
Transfers out	(34,151,952)	-	(34,151,952)	(7,193,705)	-	(26,958,247)	78.94%
Total Other Financing Sources	(34,151,952)	-	(34,151,952)	(7,193,705)	-	(26,958,247)	78.94%
Revenues Over (Under) Expenditures	(17,634,119)	-	(17,634,119)	1,346,369	(108,885)	(18,871,603)	
<b>STATE TRANSIT ASSISTANCE FUND</b>							
<b>Revenues</b>							
Intergovernmental	34,688,509	-	34,688,509	18,305,068	-	16,383,441	47.23%
Investment Earnings	2,513,000	-	2,513,000	2,788,194	-	(275,194)	0.00%
Total Revenues	37,201,509	-	37,201,509	21,093,262	-	16,108,247	
<b>Expenditures</b>							
Transit	27,324,081	-	27,324,081	2,675,497	-	24,648,584	90.21%
Total Expenditures	27,324,081	-	27,324,081	2,675,497	-	24,648,584	90.21%
<b>Other Financing Sources</b>							
Transfers out	(56,892,617)	-	(56,892,617)	2,038,960	-	(58,931,577)	103.58%
Total Other Financing Sources	(56,892,617)	-	(56,892,617)	2,038,960	-	(58,931,577)	103.58%
Revenues Over (Under) Expenditures	(47,015,189)	-	(47,015,189)	20,456,725	-	(67,471,914)	

Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocated to SBCTA and accounted for in the General Fund.

Attachment: Budget to Actual 2nd Qtr 2024 (10385 : Budget to Actual Report - 2nd Qtr. 2023/2024)



**Fiscal Year 2023-2024  
Second Quarter Budget to Actual Report  
December 31, 2023**

	2023-2024 Original Budget	Amendments	2023-2024 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>SENATE BILL 1 Fund</b>							
<b>Revenues</b>							
Intergovernmental	98,341,150	-	98,341,150	9,485,181	-	88,855,969	90.35%
Total Revenues	98,341,150	-	98,341,150	9,485,181	-	88,855,969	
<b>Expenditures</b>							
Commuter and Motorist Assistance	2,576,431	-	2,576,431	959,517	-	1,616,914	37.24%
Regional & Subregional Planning Program	550,000	-	550,000	122,835	-	427,165	22.33%
Transit	47,979,494	-	47,979,494	-	-	47,979,494	100.00%
Major Project Delivery	47,235,225	-	47,235,225	13,641,193	-	33,594,032	28.88%
Total Expenditures	98,341,150	-	98,341,150	14,723,545	-	83,617,605	85.03%
Revenues Over (Under) Expenditures	-	-	-	(5,238,364)	-	5,238,364	
<b>MEASURE I 1990-2010 FUND</b>							
<b>Revenues</b>							
Investment Earnings	121,000	-	121,000	33,495	-	87,505	72.32%
Total Revenues	121,000	-	121,000	33,495	-	87,505	
<b>Expenditures</b>							
Project Delivery	1,156,040	-	1,156,040	203,435	-	952,605	82.40%
Total Expenditures	1,156,040	-	1,156,040	203,435	-	952,605	82.40%
<b>MEASURE I 2010-2040 FUND</b>							
<b>Revenues</b>							
Sales Tax-MSI	254,430,000	-	254,430,000	81,477,819	-	172,952,181	67.98%
Investment Earnings	9,149,000	-	9,149,000	4,188,914	-	4,960,086	54.21%
Total Revenues	263,579,000	-	263,579,000	85,666,733	-	177,912,267	
<b>Expenditures</b>							
General Government	1,264,812	888	1,265,700	433,461	-	832,239	65.75%
Environment and Energy Conservation	270,051	-	270,051	14,670	-	255,381	94.57%
Commuter and Motorist Assistance	904,784	-	904,784	40,080	-	864,704	95.57%
Regional & Subregional Planning	1,359,037	-	1,359,037	338,460	-	1,020,577	75.10%
Transit	59,640,893	-	59,640,893	15,679,161	53,622	43,908,110	73.62%
Project Delivery	204,206,341	-	204,206,341	20,589,772	386,417	183,230,152	89.73%
Fund Administration	159,288,275	-	159,288,275	24,733,326	749,000	133,805,949	84.00%
Total Expenditures	426,934,193	888	426,935,081	61,828,930	1,189,039	363,917,112	85.24%
<b>Other Financing Sources</b>							
Transfers in	62,662,439	-	62,662,439	28,815,984	-	33,846,455	54.01%
Transfers out	(19,835,366)	-	(19,835,366)	(8,818,717)	-	(11,016,649)	55.54%
Total Other Financing Sources	42,827,073	-	42,827,073	19,997,267	-	22,829,806	53.31%
Revenues Over (Under) Expenditures	(120,528,120)	(888)	(120,529,008)	43,835,070	(1,189,039)	(163,175,039)	

Note: Sales tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.

Attachment: Budget to Actual 2nd Qtr 2024 (10385 : Budget to Actual Report - 2nd Qtr. 2023/2024)

**Fiscal Year 2023-2024  
Second Quarter Budget to Actual Report  
December 31, 2023**

	2023-2024 Original Budget	Amendments	2023-2024 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>DEBT SERVICE FUND</b>							
<b>Revenues</b>							
Investment Earnings	303,000	-	303,000	89,602	-	213,398	70.43%
Total Revenues	303,000	-	303,000	89,602	-	213,398	
<b>Expenditures</b>							
Debt Service	13,418,420	-	13,418,420	3,705,256	-	9,713,164	72.39%
Total Expenditures	13,418,420	-	13,418,420	3,705,256	-	9,713,164	72.39%
<b>Other Financing Sources</b>							
Operating Transfers In	13,418,420	-	13,418,420	5,610,244	-	7,808,176	58.19%
Total Other Financing Sources	13,418,420	-	13,418,420	5,610,244	-	7,808,176	58.19%
Revenues Over (Under) Expenditures	303,000	-	303,000	1,994,590	-	(1,691,590)	
<b>CAPITAL PROJECTS FUND</b>							
<b>Revenues</b>							
Intergovernmental	31,346,757	-	31,346,757	3,544,245	-	27,802,512	88.69%
Investment Earnings	609,000	-	609,000	257,612	-	351,388	57.70%
Miscellaneous	2,695,900	-	2,695,900	11,523	-	2,684,377	99.57%
Total Revenues	34,651,657	-	34,651,657	3,813,380	-	30,838,277	
<b>Expenditures</b>							
Environment and Energy Conservation	657,500	-	657,500	-	-	657,500	100.00%
Commuter and Motorist Assistance	1,079,349	-	1,079,349	110,621	-	968,728	89.75%
Regional & Subregional Planning	301,255	-	301,255	20,502	-	280,753	93.19%
Transit	2,367,760	5,000	2,372,760	1,235,310	43,932	1,093,518	46.09%
Project Delivery	27,353,151	-	27,353,151	6,481,227	147,375	20,724,549	75.77%
Fund Administration	1,627,298	-	1,627,298	-	-	1,627,298	100.00%
Debt Service	-	27,219,179	27,219,179	-	-	27,219,179	100.00%
Total Expenditures	33,386,313	27,224,179	60,610,492	7,847,660	191,307	52,571,525	86.74%
<b>Other Financing Sources</b>							
Operating Transfers in	-	27,219,179	27,219,179	10,386	-	27,208,793	99.96%
Operating Transfers out	-	(25,025,000)	(25,025,000)	(3,395,641)	-	(21,629,359)	86.43%
Proceeds from commercial paper	-	25,000,000	25,000,000	2,500,000	-	22,500,000	90.00%
Total Other Financing Sources	-	(22,805,821)	27,194,179	(885,255)	-	28,079,434	103.26%
Revenues Over (Under) Expenditures	1,265,344	(4,418,358)	1,235,344	(4,919,535)	(191,307)	6,346,186	
<b>NONMAJOR GOVERNMENTAL FUNDS - EXCLUDING COUNCIL OF GOVERNMENTS FUND</b>							
<b>Revenues</b>							
Intergovernmental	8,112,792	-	8,112,792	636,772	-	7,476,020	92.15%
Charges for Services	7,500	-	7,500	-	-	7,500	100.00%
Investment Earnings	118,000	-	118,000	57,508	-	60,492	51.26%
Miscellaneous	45,720	-	45,720	-	-	45,720	100.00%
Total Revenues	8,284,012	-	8,284,012	694,280	-	7,589,732	
<b>Expenditures</b>							
General Government	112,600	(5,822)	106,778	16,378	1,000	89,400	83.73%
Commuter and Motorist Assistance	3,315,015	-	3,315,015	755,667	28,837	2,530,511	76.33%
Regional & Subregional Planning	941,565	-	941,565	121,219	-	820,346	87.13%
Transit	2,012,700	-	2,012,700	743	-	2,011,957	99.96%
Total Expenditures	6,381,880	(5,822)	6,376,058	894,007	29,837	5,452,214	85.51%
<b>Other Financing Sources</b>							
Transfers out	(440,205)	-	(440,205)	(220,116)	-	(220,089)	50.00%
Total Other Financing Sources	(440,205)	-	(440,205)	(220,116)	-	(220,089)	50.00%
Revenues Over (Under) Expenditures	1,461,927	5,822	1,467,749	(419,843)	(29,837)	1,917,429	

Attachment: Budget to Actual 2nd Qtr 2024 (10385 : Budget to Actual Report - 2nd Qtr. 2023/2024)

**Fiscal Year 2023-2024**  
**Second Quarter Budget to Actual Report**  
**December 31, 2023**

	2023-2024 Original Budget	Amendments	2023-2024 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
<b>COUNCIL OF GOVERNMENTS FUND</b>							
<b>Revenues</b>							
Intergovernmental	1,426,811	-	1,426,811	48,263	-	1,378,548	96.62%
Special Assessments	404,291	-	404,291	404,291	-	-	0.00%
Investment Earnings	25,000	-	25,000	10,884	-	14,116	56.46%
Miscellaneous	-	-	-	36,926	-	(36,926)	0.00%
Total Revenues	1,856,102	-	1,856,102	500,364	-	1,355,738	
<b>Expenditures</b>							
Council of Governments	1,691,533	2,000	1,693,533	322,142	-	1,371,391	80.98%
Total Expenditures	1,691,533	2,000	1,693,533	322,142	-	1,371,391	80.98%
<b>Other Financing Sources</b>							
Transfers in	-	-	-	64	-	(64)	0.00%
Transfers out	(476,216)	-	(476,216)	(238,352)	-	(237,864)	49.95%
Total Other Financing Sources	(476,216)	-	(476,216)	(238,288)	-	(237,928)	49.96%
Revenues Over (Under) Expenditures	(311,647)	(2,000)	(313,647)	(60,066)	-	(253,581)	
<b>ENTERPRISE FUND</b>							
<b>Revenues</b>							
Express Lanes Fees And Charges	6,914,000	-	6,914,000	-	-	6,914,000	100.00%
Total Revenues	6,914,000	-	6,914,000	-	-	6,914,000	
<b>Expenditures</b>							
Express Lanes Operation	7,633,045	300,000	7,933,045	326,969	-	7,606,076	95.88%
Total Expenditures	7,633,045	300,000	7,933,045	326,969	-	7,606,076	95.88%
<b>Other Financing Sources</b>							
Operating Transfers out	(62,854,782)	300,000	(62,554,782)	(28,026,901)	-	(34,527,881)	55.20%
Total Other Financing Sources	(62,854,782)	300,000	(62,554,782)	(28,026,901)	-	(34,527,881)	55.20%
Revenues Over (Under) Expenditures	(63,573,827)	-	(63,573,827)	(28,353,870)	-	(35,219,957)	

Attachment: Budget to Actual 2nd Qtr 2024 (10385 : Budget to Actual Report - 2nd Qtr. 2023/2024)

## ***Minute Action***

AGENDA ITEM: 4

***Date:*** March 6, 2024

***Subject:***

Transit and Rail Programs Contract Change Orders to On-Going Contracts

***Recommendation:***

Receive and file Contract Change Order Report.

***Background:***

The San Bernardino County Transportation Authority has three ongoing construction contracts and one vehicle procurement contract related to Transit and Rail Programs.

A. Contract No. 23-1002891 with Griffith Company for the West Valley Connector Project (WVC) Mainline Construction has had no CCOs executed since the last report.

B. Contract No. 23-1002961 with Proterra Builders, Inc. for the Arrow Maintenance Facility Hydrogen Fuel Upgrade: Equipment Procurement has had no CCOs executed since the last report.

C. Contract No. 23-1002922 with Metro Builders & Engineers Group, Ltd. for the Arrow Maintenance Facility (AMF) Hydrogen Fuel Upgrade: AMF Retrofit has had no CCOs executed since the last report.

D. Contract No. 20-1002310 with Stadler US for Zero Emission Multiple Unit (ZEMU) Rail Vehicle Procurement has had no CCOs executed since the last report.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was received by the Transit Committee on February 15, 2024.

***Responsible Staff:***

Victor Lopez, Director of Transit & Rail Programs

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

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*Entity: San Bernardino County Transportation Authority*

**Transit and Rail Programs Contracts  
Executed Change Orders**

Number	Description	Amount
West Valley Connector Mainline Construction Griffith Company (23-1002891)		
	CCO Total	\$0.00
	Approved Contingency	\$11,995,991.00
	Remaining Contingency	\$11,995,991.00
ZEMU - Arrow Maintenance Facility (AMF) Proterra Builders, Inc. (23-1002961)		
Number	Description	Amount
	CCO Total	\$0.00
	Approved Contingency	\$56,280.21
	Remaining Contingency	\$56,280.21
ZEMU - Arrow Maintenance Facility (AMF) Metro Builders & Engineers Group, Ltd. (23-1002922)		
Number	Description	Amount
	CCO Total	\$0.00
	Approved Contingency	\$962,657.10
	Remaining Contingency	\$962,657.10
ZEMU- Vehicle Procurement Stadler (20-1002310)		
Number	Description	Amount
	CCO Total	\$48,942.00
	Approved Contingency	\$500,000.00
	Remaining Contingency	\$451,058.00

## ***Minute Action***

### AGENDA ITEM: 5

***Date:*** *March 6, 2024*

***Subject:***

Project Delivery Contract Change Orders to On-Going Contracts

***Recommendation:***

Receive and file Change Order Report.

***Background:***

San Bernardino County Transportation Authority (SBCTA) Department of Project Delivery has 12 on-going construction contracts, of which five have had Construction Change Orders (CCO) approved since the last reporting to the Board of Directors Metro Valley Study Session on December 14, 2023. The CCOs are listed below:

A. Contract No. 19-1002181 with Granite Construction Company, for the Archibald Avenue Improvement Project at State Route (SR) 60: There are no newly executed CCOs since last report.

B. Contract No. 19-1002078 with Guy F. Atkinson Construction, LLC, for the SR 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation Project:

- 1) CCO 100: Grind existing concrete pavement, adjustment of bid item price. (-\$166,250)

C. Contract No. 19-1002196 with Security Paving Company, Inc., for the SR 60 Central Avenue Interchange Project: There are no newly executed CCOs since last report.

D. Contract No. 19-1002026 with Diversified Landscape Company, for the Interstate 215 (I-215) Segments 1, 2 and 3 Establish Existing Planting Project: There are no newly executed CCOs since last report.

E. Contract No. 17-1001599 with Lane-Security Paving Joint Venture, for the Interstate 10 (I-10) Corridor Contract 1 Design Build Contract:

- 1) CCO 115.1: Additional work to secure right-of-way. (\$94,830)
- 2) CCO 116.1: Repair portion of slope paving and gutters at retaining walls 1524 and 1525. (\$131,318)
- 3) CCO 117: Additional driveway thickness to accommodate utility access. (\$11,914)
- 4) CCO 118: Additional work for the abandoned drainage facility in segment 3 median. (\$13,720)
- 5) CCO 119: Additional work due to illegal dumping. (\$2,230)
- 6) CCO 120: Addition of three 55-hour closures in segments 2 and 3. (\$0)
- 7) CCO 125: Remediation efforts post City of Upland flooding. (\$2,351)

*Entity: San Bernardino County Transportation Authority*

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F. Contract 23-1002869 with SEMA Construction Inc., for I-10 Eastbound Truck Climbing Lane: There are no newly executed CCOs since last report.

G. Contract 16-1001461 with Pulice Construction, Inc., for the Monte Vista Avenue Grade Separation Project: There are no newly executed CCOs since last report.

H. Contract No. 18-1001966 with Traylor-Granite Joint Venture, for the Mount Vernon Avenue Viaduct Project Design Build: There are no newly executed CCOs since last report.

I. Contract No. 20-1002290 with SEMA Construction, Inc., for the I-10 University Street Interchange Improvements Project: There are no newly executed CCOs since last report.

J. Contract No. 21-1002620 with Ortiz Enterprises, Inc., for the I-10 Alabama Street Interchange Improvements Project:

- 1) CCO 3.1: Electrical utility modifications. (\$3,420)
- 2) CCO 12.1: Hydro-seed and hydro-mulch for erosion protection. (\$6,840)
- 3) CCO 13.1 Increase of roadway excavation quantity. (\$233,000)
- 4) CCO 14.1 Construction required to obtain relief of maintenance from California Department of Transportation, including chain link fencing and concrete work at drainage system. (\$41,040)
- 5) CCO 16: Repair of irrigation systems. (\$25,000)

K. Contract No. 22-1002784 with Security Paving Company, Inc., for the I-10 Cedar Avenue Improvement Project:

- 1) CCO 2.1: Maintain roadway and provide traffic control. (\$70,000)
- 2) CCO 25: Installation of additional waterline hangers. (\$68,984.77)
- 3) CCO 26: Catch beam elevation revisions. (\$20,000)

L. Contract No. 22-1002780 with Skanska USA Civil West California District, Inc., for the North 1<sup>st</sup> Avenue Bridge Over BNSF Project:

- 1) CCO 15: False-work lighting. (\$83,790)
- 2) CCO 17: Forklift rental. (\$27,184.48)

***Financial Impact:***

This item imposes no financial impact, as all CCOs are within previously approved contingency amounts under: Task No. 0830 Interchange Projects and Task No. 0820 Freeway Projects, Sub-Task No. 0887 SR 210 Lane Addition, Sub-Task No. 0897 I-10 Cedar Avenue Improvement Project, Sub-Task No. 0823 I-10 Corridor Contract 1, Sub-Task No. 0895 I-10 Alabama Street, and Sub-Task No. 0813 North 1st Avenue Bridge over BNSF.

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***Reviewed By:***

This item was received by the Board of Directors Metro Valley Study Session on February 15, 2024.

***Responsible Staff:***

Kristi Harris, Director of Project Delivery

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

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San Bernardino County Transportation Authority



Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
Archibald Avenue Improvement Project at SR 60 (19-1002181)		
	CCO Total	\$1,723,232.91
	Approved Contingency	\$2,122,333.00
	Remaining Contingency	\$399,100.09
SR 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation (19-1002078)		
Number	Description	Amount
100	Grind existing concrete pavement, adjustment of bid item price.	(\$166,250.00)
	CCO Total	\$27,201,373.10
	Approved Contingency	\$34,927,790.07
	Remaining Contingency	\$7,726,416.97
SR 60 Central Avenue Improvements (19-1002196)		
Number	Description	Amount
	CCO Total	\$1,407,424.91
	Approved Contingency	\$2,912,039.00
	Remaining Contingency	\$1,504,614.09
I-215 Segments 1, 2 & 3 Establish Existing Planting (19-1002026)		
Number	Description	Amount
	CCO Total	\$20,000.00
	Approved Contingency	\$1,451,300.00
	Remaining Contingency	\$1,431,300.00
I-10 Corridor Contract 1 (17-1001599)		
Number	Description	Amount
115.1	Additional work to secure right-of-way.	\$94,830.00
116.1	Repair portion of slope paving and gutters at retaining walls 1524 and 1525.	\$131,318.00
117	Additional driveway thickness to accommodate utility access.	\$11,914.00
118	Additional work for the abandoned drainage facility in segment 3 median.	\$13,720.00
119	Additional work due to illegal dumping.	\$2,230.00
120	Addition of 3 55-hour closures in segments 2 and 3.	\$0.00
125	Remediation efforts post City of Upland flooding.	\$2,351.00
	CCO Total	\$24,811,016.08
	Approved Contingency	\$51,369,000.00
	Remaining Contingency	\$26,557,983.92
I-10 Eastbound Truck Climbing Lane (23-1002869)		
Number	Description	Amount
	CCO Total	\$0.00
	Approved Contingency	\$3,731,253.00
	Remaining Contingency	\$3,731,253.00

Attachment: MVSS CCO Log Project Delivery Projects (10382 : Project Delivery Contract Change Orders to On-Going Contracts)

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
Monte Vista Avenue Grade Separation (16-1001461)		
Number	Description	Amount
	CCO Total	\$869,302.95
	Approved Contingency	\$2,498,958.60
	Remaining Contingency	\$1,629,655.65
Mount Vernon Avenue Viaduct (18-1001966)		
Number	Description	Amount
	CCO Total	\$5,011,396.71
	Approved Contingency	\$17,230,000.00
	Remaining Contingency	\$12,218,603.29
I-10 University Street Interchange Improvements (20-1002290)		
Number	Description	Amount
	CCO Total	\$1,287,988.96
	Approved Contingency	\$1,500,590.00
	Remaining Contingency	\$212,601.04
I-10 Alabama Street Interchange Improvements (21-1002620)		
Number	Description	Amount
3.1	Electrical utility modifications.	\$3,420.00
12.1	Hydro-seed and hydro-mulch for erosion protection.	\$6,840.00
13.1	Increase of roadway excavation quantity.	\$233,000.00
14.1	Construction required to obtain relief of maintenance from Caltrans, including chain link fencing and concrete work at drainage system.	\$41,040.00
16	Repair of irrigation systems.	\$25,000.00
	CCO Total	\$963,501.62
	Approved Contingency	\$1,338,886.33
	Remaining Contingency	\$375,384.71
I-10 Cedar Avenue Improvement (22-1002784)		
Number	Description	Amount
2.1	Maintain roadway and provide traffic control.	\$70,000.00
25	Installation of additional waterline hangers.	\$68,984.77
26	Catch beam elevation revisions.	\$20,000.00
	CCO Total	\$1,190,919.03
	Approved Contingency	\$8,098,400.00
	Remaining Contingency	\$6,907,480.97
North 1st Avenue Bridge Over BNSF (22-1002780)		
Number	Description	Amount
15	False-work lighting.	\$83,790.00
17	Forklift rental.	\$27,184.48
	CCO Total	\$708,288.36
	Approved Contingency	\$3,561,922.00
	Remaining Contingency	\$2,853,633.64

## ***Minute Action***

### AGENDA ITEM: 6

***Date:*** *March 6, 2024*

***Subject:***

Bi-Annual Fiscal Year 2023/2024 Railroad Right-of-Way Grants of Right of Use Report

***Recommendation:***

Receive and file the first half of Fiscal Year 2023/2024 (July through December 2023) 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 first half of Fiscal Year 2023/2024 in accordance with the reporting requirements of Policy 31602, Part IX, Section H.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024. Presentation of the Bi-Annual Right-of-Way report demonstrates compliance with the Rail Property Policy No. 31602.

***Reviewed By:***

This item was received by the Transit Committee on February 15, 2024.

***Responsible Staff:***

Ryan Aschenbrenner, Right of Way Manager

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

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*Entity: San Bernardino County Transportation Authority*

Attachment A

Bi-annual Fiscal Year 2023-2024 (July to December 2023) 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	City of Redlands	23-1002930	Master License Agreement	9957	n/a	10/25/2023	Month to Month	\$ 2,230	\$ 1,200	\$ -	\$ 900	\$ -	n/a	n/a
Issued	Gerald Bernard Hier	23-1003019	Lease Agreement	9826	n/a	10/23/2023	Month to Month	\$ 2,230	\$ -	\$ 3,340	\$ -	\$ -	n/a	n/a
Amended	Frontier California Inc.	21-1002611	Master License Agreement	9686	n/a	10/24/2023	Month to Month	\$ -	\$ 840	\$ -	\$ -	\$ 2,230	Application & Use	Application Fee waived for benefit of RPRP services. Use Fee Waived for Telecom Uses within public streets.
Amended	Frontier California Inc.	21-1002611	Master License Agreement	10080	n/a	11/30/2023	Month to Month	\$ -	\$ 840	\$ -	\$ -	\$ 2,230	Applicaton & Use	Application Fee waived for benefit of RPRP services. Use Fee Waived for Telecom Uses within public streets.
Grand Total								\$ 4,460	\$ 2,880	\$ 3,340	\$ 900	\$ 4,460		

Attachment: INCLUDE\_Bi-Annual Grant of Right of Way Use Report through 20231231 (10374 : Bi-Annual

## ***Minute Action***

### AGENDA ITEM: 7

***Date:*** March 6, 2024

***Subject:***

Extension Requests for Fiscal Year 2022/2023 Measure I Local Street Program Funds Audit

***Recommendation:***

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

Grant an extension to May 31, 2024, to complete the audit for Fiscal Year 2022/2023 Measure I Local Street Program funds for the City of Adelanto and the Town of Apple Valley.

***Background:***

San Bernardino County Transportation Authority (SBCTA) policies concerning the Measure I 2010-2040 Local Street Programs state that if a jurisdiction is not able to meet the Compliance Audit Deadline, the jurisdiction may submit a letter requesting an extension and specify the period of the requested extension for consideration by the General Policy Committee at their February meeting and the SBCTA Board of Directors (Board) at their March meeting.

The Cities of Adelanto, Needles, ~~Ontario, and~~ Rialto ~~and San Bernardino~~, and the Town of Apple Valley were granted an automatic two-month extension to February 29, 2024 for the Fiscal Year 2022/2023 Measure I Audit on Local Street Program funds. These audit reports are still pending. A letter was received from the City of Adelanto and the Town of Apple Valley requesting an additional extension to May 31, 2024. The City of Adelanto is currently subject to withholding since it has not completed the audits for Fiscal Years 2020/2021, 2021/2022, and 2022/2023.

Further extension requests were not received, for the Cities of Needles, ~~Ontario, and~~ Rialto ~~and San Bernardino~~ and if audits are not complete, withholding will commence in March and will continue until reports are issued. SBCTA staff has informed these City's staff that, based on policy, withholding of Measure I funds will commence in March 2024 without Board approval of extensions. With approval of this item, withholding will not start until June 2024 if an audit report is not issued for the Town of Apple Valley. The funds will be released upon completion of the Measure I audit for each city.

The City of Adelanto is currently subject to withholding. The total amount withheld from September 2021 through January 2023 is \$2,838,266.77. Withholding for the City of Adelanto will continue until audit reports are received for Fiscal Years 2020/2021, 2021/2022 and 2022/2023.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024. Withholding of Measure I funds are recorded as a payable until the funds are released.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 14, 2024.

***Responsible Staff:***

Lisa Lazzar, Chief of Fiscal Resources

*Entity: San Bernardino County Transportation Authority*

Board of Directors Agenda Item  
March 6, 2024  
Page 2

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Approved  
Board of Directors  
Date: March 6, 2024  
Witnessed By:

San Bernardino County Transportation Authority

## *Minute Action*

### AGENDA ITEM: 8

**Date:** *March 6, 2024*

**Subject:**

Release Request for Proposals No. 24-1003086 for MSI and TDA Audits and agreed upon procedures for parking fees

**Recommendation:**

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

Authorize the Executive Director, or his designee, to release Request for Proposals (RFP) No. 24-1003086 for auditing services for the Measure I pass-throughs, Transportation Development Act funding, and agreed upon procedures for parking fees, subject to finalization of the RFP package and approval as to form by SBCTA General Counsel.

**Background:**

San Bernardino County Transportation Authority (SBCTA) staff requests the release of a Request for Proposals (RFP) No. 24-1003086 for **Consultants** to provide auditing services for Measure I (MSI) pass-throughs and Transportation Development Act (TDA) funds, and follow agreed upon procedures for reviewing parking fee revenues and expenditures for cities charging parking fees at Metrolink stations. The audits are performed annually to ensure compliance with Ordinance 04-01 and TDA. **As shown on the last page of the scope of work, there will be eight bid groups that will result in a separate agreement for each bid group for the term of three years, with two one-year options to extend.**

The scope includes compliance with Generally Accepted Accounting Standards, including use of the most current version of each of the following standards and guidelines:

- The standards set forth for financial audits in the General Accounting Office's (GAO) *Government Auditing Standards*.
- SBCTA Ordinance 04-01, *San Bernardino Valley Subarea Expenditure Plan* (Sections F and H), *Mountain/Desert Expenditure Plan* (Sections C and E).
- Section 6664 of the TDA in Title 21 of the California Code of Regulations discusses the fiscal and compliance audits of all agencies receiving TDA funds (claimants). Section 6666 provides the compliance audit tasks for claimants receiving TDA funds for non-transit purposes, and Section 6667 provides the compliance audit tasks for claimants receiving TDA funds for transit purposes. California Public Utility Code 99245 discusses the fiscal audits of all claimants.
- Additional audits that may be required for Transit Operators include the following:
  - The federal Single Audit Act Amendments of 1996 and the U.S. Office of Management and Budget's Uniform Administrative Requirements, Cost Principles, Audit Requirements for Federal Awards, 2 CFR Part 200, as applicable;
  - Proposition 1B Compliance Requirements, Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) funds received through Caltrans; and
  - California Transit Security Grant Program - California Transit Assistance Funds (CTSGP-CTAF) funds received through California Office of Emergency Services or any other State agency.

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

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Staff recommends approval to release the RFP.

***Financial Impact:***

The recommended action was included in the adopted Budget for Fiscal Year 2023/2024 and funded with Measure I Administration and Transportation Development Act Administration funds in Program 01, Financial Management.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 14, 2024. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item.

***Responsible Staff:***

Lisa Lazzar, Chief of Fiscal Resources

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:



## SCOPE OF WORK

### GENERAL

San Bernardino County Transportation Authority (SBCTA) requested proposals from qualified certified public accounting firms to audit San Bernardino County jurisdictions and transit operators on Measure I pass-through (consisting of local streets and Senior & Disabled funds) for the Fiscal Years ending June 30, 2024, 2025, and 2026, with the option for two (2) additional one-year terms and agreed upon procedures on parking fees. SBCTA acting as the regional transportation agency is responsible for ensuring that all claimants to whom it directs allocation of funds pursuant to Public Utilities Code, Chapter 4, of the Transportation Development Act (TDA) submit an annual certified compliance and fiscal audit of funds received. SBCTA is also required to certify compliance of Measure I Pass-Through recipients with the requirements of the San Bernardino County Transportation Authority Ordinance 04-01, and accompanying Measure I Policies. The list of jurisdictions and transit operators is provided on page 6 with the audits/agreed upon procedures needed for each. All bids should include cost of time spent on any findings both material weakness and significant deficiencies.

### "AUDIT OF JURISDICTION SCOPE OF SERVICES"

#### AUDITING STANDARDS TO BE FOLLOWED

The audits are to be performed by the consultant in accordance with generally accepted auditing standards, including use of the most current version of each of the following standards and guidelines:

- The standards set forth for financial audits in the General Accounting Office's (GAO) *Government Auditing Standards*.
- San Bernardino County Transportation Authority ordinance 04-01, *San Bernardino Valley Subarea Expenditure Plan* (Section F), *Mountain Desert Expenditure Plan* (Section C).
- Transportation Development Act regulations in Title 21 of the California Code of Regulations Section 6664 discusses the fiscal and compliance audits of all claimants. Section 6666 provides the compliance audit tasks for non-transit claimants.

#### Transportation Development Act

- Depending on the type of project allocation, funds may be disbursed by SBCTA in advance, at project completion, or through progress payments. Complete examination of financial activities, including internal systems of checks and balances, are due on or before December 30th of each audit year.
- Financial examination must encompass both expenditure and projects for which funds were allocated but not expended. A listing of all major projects comparing actual revenues/expenses to budgeted revenues/expenses must be included in the audit report, as well as an accounting of interest earned on the funds. The report shall include the audited amounts for the fiscal year prior to the year audited.
- Compliance examination of the claimants' transportation activities under the Transportation Development Act; including, to the extent applicable, the task contained in the SBCTA Compliance Audit Guide.

- The following Articles apply to jurisdictions:
  - Article 3 Bicycle & Pedestrian – Per Section 99234 of the California Public Utilities Code, TDA Article 3 monies may be used for facilities provided for the exclusive use for pedestrians and bicycles, including construction and related engineering expenditures of those facilities, the maintenance of bicycle trails (that are closed to motorized traffic) and bicycle safety education programs. TDA article 3 Funds may also be used for transportation-related projects that enhance quality of life through the design of pedestrian walkways and bicycle facilities.
  - Article 8a Local Streets and Roads – Section 99400 of the California Public Utilities Code, TDA Article 8 monies may include those purposes necessary and convenient to the development, construction, and maintenance of the city or county's streets and highways network, which further includes planning and contributions to the transportation planning process, acquisition of real property, and construction of facilities and buildings. Article 8 funds may also be used for passenger rail service operations and capital improvements.

#### **Measure I 2010-2040 Local Street (Ordinance 04-01)**

- SBCTA receives a one-half of one percent retail transaction and use tax, which is dedicated for transportation planning, design, construction, operation and maintenance only in San Bernardino County. Within this ordinance SBCTA provides a Pass-through of Local Streets funds to the local jurisdictions. Preparation of an audit report is required for the Measure I 2010-2040 Local Pass-through receipts for periods ending June 30th of each audit year.
- Financial examination of activities, including internal systems of checks and balances, during the specified period. The examination must encompass both project expenditures and projects for which funds were received but not expended. A listing of all projects comparing actual revenues/expenses to the Measure I Five Year-Capital Improvement Plan adopted by the local governing board for the specified period must be included in the audit report, as well as an accounting of interest earned on the funds. The project listing shall illustrate the street or project names, project limits, and type of improvement. The report shall also contain an examination of expenditures, statement of revenue and expenses and balance sheet for each component of the special Measure I fund.
- Compliance Examination with provision of Ordinance 04-01 and the Expenditure Plan, adopted by the Authority relating to the expenditure of Measure I revenue. Relevant policies are Policy 40003, Policy 40012, and Policy 40016 can be found in sections title "Accounting Requirements" at the link below.

<https://www.gosbcta.com/wp-content/uploads/2019/09/MeasureIStrategicPlan-Part2-rev319-1.pdf>

### Additional Considerations

- **Working Papers:** All working papers shall be retained by the auditor for a minimum of five (5) years after the conclusion of the engagement unless authorized to do otherwise in writing by SBCTA. The audits may be subject to review by state and federal agencies. Accordingly, the working papers shall be made available upon request.
- **Audit Schedule:** The work to be performed shall be arranged with the individual recipients after the conclusion of a planning meeting with SBCTA and SBCTA's issuance of audit notification letters to each recipient.
- **Audit Timelines:** Effective for the first year of the contract the contractor's timelines are extended for 30 days. Thereafter, the specified timelines can be extended for up to an additional 30 days, with approval of SBCTA, depending upon the condition of each recipient's supporting data/documentation and the cooperation of each recipient's management throughout the audit process.
- **Audit Plan:** Planning, Risk Assessment; Preparation of the overall audit plan, conducting the interim audit, conducting the final audit, reporting. Details as laid-out in the proposal.

### "AUDIT OF TRANSIT OPERATORS SCOPE OF SERVICES"

#### AUDITING STANDARDS TO BE FOLLOWED

The audit shall be performed to satisfy the audit requirements in accordance with the most current version of each of the following standards and guidelines:

- The standards set forth for financial audits in the General Accounting Office's (GAO) *Government Auditing Standards*;
- The federal Single Audit Act Amendments of 1996 and the U.S. Office of Management and Budget's Uniform Administrative Requirements, Cost Principles, Audit Requirements for Federal Awards, 2 CFR Part 200, as applicable;
- San Bernardino County Transportation Authority Ordinance 04-01, *San Bernardino Valley Subarea Expenditure Plan* (Section H), *Mountain Desert Expenditure Plan* (Section E) ;
- Transportation Development Act Regulations. CA Code Section 6664 discusses the fiscal and compliance audits of all claimants. Section 6667 provides the compliance audit tasks for transit claimants. CA, Public Utility Code 99245 discusses the fiscal audits of all claimants;
- Proposition 1B Compliance Requirements. Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) funds received through Caltrans and; California Transit Security Grant Program - California Transit Assistance Funds (CTSGP-CTAF) funds received through CalEMA or any other State agency.

#### Transportation Development Act

- Depending on the type of project allocation, funds may be disbursed by SBCTA in advance, at project completion, or through progress payments. Complete examination of financial activities, including internal systems of checks and balances, are

- or before December 30th of each audit year.
- Financial examination must encompass both expenditure and projects for which funds were allocated but not expended. A listing of all major projects comparing actual revenues/expenses to budgeted revenues/expenses must be included in the audit report, as well as an accounting of interest earned on the funds. The report shall include the audited amounts for the fiscal year prior to the year audited.
- Compliance examination of the claimants' transportation activities under the Transportation Development Act; including, to the extent applicable, the task contained in the SBCTA Compliance Audit Guide.
- A compliance examination of the operator's implementation of the Uniform System of Accounts for Public Transit Operators, under PUC 66343 and where applicable the updated National Transit Database (NTD) Reporting Manuals as required by 49 USC. 5335(a), formerly Section 15.

#### **Measure I 2010-2040 Senior and Disabled (Ordinance 04-01)**

- SBCTA receives a one-half of one percent retail transaction and use tax, which is dedicated for transportation planning, design, construction, operation and maintenance only in San Bernardino County. Within this ordinance SBCTA provides a Pass-through of Senior and Disabled Transit Service funds to the transit operators. Preparation of an audit report is required for the Measure I 2010-2040 Senior and Disabled Pass-through receipts for periods ending June 30th of each audit year.
- Financial examination of activities, including internal systems of checks and balances, during the specified period. The examination must encompass both project expenditures and projects for which funds were received but not expended. The report shall also contain an examination of expenditures, statement of revenue and expenses and balance sheet for each component of the special Measure I fund.
- Compliance Examination with provision of Ordinance 04-01 and the Expenditure Plan, adopted by the Authority relating to the expenditure of Measure I revenue. Relevant policies are Policy 40009, Policy 40014, and Policy 40018 can be found in sections title "Accounting Requirements" at the link below.

<https://www.gosbcta.com/wp-content/uploads/2019/09/MeasureIStrategicPlan-Part2-rev319-1.pdf>

#### **REQUIRED REPORTS TO SBCTA**

Following the completion of the audit of the fiscal year's financial statement, the Auditor shall issue the following reports and letters:

1. Independent Auditor's Report on Annual Comprehensive Financial Report (ACFR) or Basic Financial statements
2. Independent Auditor's Single Audit Report (if applicable)
3. Management Letter (if required)
4. Preparation of the State Controllers Report (Due prior to January 31<sup>st</sup>)
5. Proposition 1B Schedule of Unspent Funds and Cash Disbursement Supplemental Information Report (if required)
6. Federal Transit Administration (FTA) Federal Funding Allocation Statistics Agreed-Upon Procedures Report for the National Transit Database (NTD) Report (if required)

Provide electronic copy of the "Draft" Audit Report to SBCTA and each claimant on or before November 30th of each audit year. Final Audit Report: Provide electronic copies on or before December 30th of each audit year to SBCTA and claimant.

### **Additional Considerations**

- **Working Papers:** All working papers shall be retained by the auditor for a minimum of five (5) years after the conclusion of the engagement unless authorized to do otherwise in writing by SBCTA. The audits may be subject to review by state and federal agencies. Accordingly, the working papers shall be made available upon request.
- **Audit Schedule:** The work to be performed shall be arranged with each jurisdiction after planning meeting is concluded and SBCTA issuance of audit notification letter.
- **Audit Timelines:** The goal is for each audit to be completed by December 30<sup>th</sup> of each year. Extensions may be granted according to policy for Measure I. TDA guidelines govern the timeline for TDA audits.
- **Audit Plan:** Audit plan involves planning, Risk Assessment, Preparation of the overall audit plan, conducting the interim audit, conducting the final audit, reporting.

### **"PARKING FEES SCOPE OF SERVICES" AGREED UPON PROCEDURES TO BE FOLLOWED**

The procedures enumerated below, which are agreed to by the San Bernardino County Transportation Authority (SBCTA) solely to assist in assessing parking fee revenues and associated expenditures related with Cooperative Agreement with the City (could include the cities of Montclair, Rancho Cucamonga, Rialto, and Upland) for Fiscal Year 2024, 2025, and 2026 (Fiscal Year 2027 and 2028, upon extension). These procedures are prepared in accordance with Section 5.05 of the Cooperative Agreement (with each city), where the City, at the consent of SBCTA, may charge for parking fees at the associated Metrolink Station, to defray cost for the maintenance and security of the station. The sufficiency of the procedures is solely the responsibility of those parties specified in the report. Consequently, the auditor should make no representation regarding the sufficiency of the procedures described below either for the purpose for which the report was requested or for any other purpose.

The procedures performed and associated findings will be as follows:

1. Document process and procedures relating to internal controls to collect and record parking fees and related expenditures. Document items of significance.
2. Summarize revenues and expenditures recorded from inception to Fiscal Year 2024, 2025, and 2026 (Fiscal Year 2027 and 2028, upon extension).
3. Inspect expenditures incurred in Fiscal Year 2024, 2025, and 2026 (Fiscal Year 2027 and 2028, upon extension), to comply with Section 5.05 of the Cooperative Agreement, for purpose to:
  - Defray costs of obtaining necessary permits and approvals.
  - Maintain the commuter rail station and parking lot.
  - Provide security for commuter rail patrons during operating hours.

We also inspected at least 50% of the expenditures, but no more than 100 transactions.  
We inspected the below tested transactions.

This agreed-upon procedures engagement will be conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants.



**AUDIT COST ESTIMATE PER JURISDICTION AND  
TRANSIT OPERATOR (Based on amount billed through January 2024)**

<b>Jurisdictions</b>	<b>TDA Annual Audit Fee</b>	<b>MSI Annual Audit Fee</b>	<b>Transit Operator Audit</b>	<b>Parking Fees Annual AUP Fee</b>	<b>Total</b>
<b><u>Bid Group 1</u></b>					
City of Adelanto <sup>(1) (5)</sup>	20,000.00	10,000.00	-	-	
Town of Apple Valley <sup>(5)</sup>	24,500.00	11,500.00	-	-	
City of Barstow	8,463.24	9,363.45	-	-	
City of Big Bear Lake	14,553.75	14,553.75	-	-	
City of Hesperia	13,875.63	13,875.63	-	-	
City of Victorville	17,776.43	9,388.58	-	-	
<b>Bid Group 1 Total</b>	<b>99,169.05</b>	<b>68,681.41</b>	<b>-</b>	<b>-</b>	<b>167,850.46</b>
<b><u>Bid Group 2</u></b>					
City of Montclair <sup>(2)</sup>	2,379.00	1,856.00	-	4,000.00	
City of Ontario	11,032.50	11,032.50	-	-	
City of Rancho Cucamonga <sup>(2)</sup>	13,966.88	13,966.88	-	4,000.00	
City of Rialto <sup>(2) (5)</sup>	24,500.00	11,500.00	-	4,000.00	
City of Upland <sup>(2) (3)</sup>	12,400.00	21,132.50	-	4,000.00	
<b>Bid Group 2 Total</b>	<b>64,278.38</b>	<b>59,487.88</b>	<b>-</b>	<b>16,000.00</b>	<b>139,766.26</b>
<b><u>Bid Group 3</u></b>					
City of Chino	17,933.13	17,933.13	-	-	
City of Chino Hills	15,045.75	10,030.50	-	-	
City of Colton <sup>(3)</sup>	12,400.00	10,000.00	-	-	
City of Fontana	20,870.00	20,870.00	-	-	
City of Grand Terrace <sup>(3)</sup>	12,400.00	10,000.00	-	-	
City of Highland	7,669.32	6,689.31	-	-	
City of Loma Linda	5,927.75	9,868.48	-	-	
<b>Bid Group 3 Total</b>	<b>92,245.95</b>	<b>85,391.42</b>	<b>-</b>	<b>-</b>	<b>177,637.37</b>
<b><u>Bid Group 4</u></b>					
City of Needles <sup>(4)</sup>	10,085.63	10,085.63	15,000.00	-	
City of Redlands	7,099.54	7,940.83	-	-	
City of San Bernardino <sup>(3)</sup>	12,400.00	13,298.36	-	-	
County of San Bernardino	20,551.50	25,118.50	-	-	
City of Twentynine Palms	13,545.00	13,545.00	-	-	
City of Yucaipa	9,458.87	8,013.42	-	-	
Town of Yucca Valley	12,784.50	15,625.50	-	-	
<b>Bid Group 4 Total</b>	<b>85,925.04</b>	<b>93,627.24</b>	<b>15,000.00</b>	<b>-</b>	<b>194,552.28</b>
<b><u>Transit Operators</u></b>					
<b><u>Bid Group 5</u></b>					
Victor Valley Transit Authority <sup>(4)</sup>	-	-	59,000.00	-	59,000.00
<b><u>Bid Group 6</u></b>					
Mountain Area Regional Transit <sup>(4)</sup>	-	-	24,945.00	-	24,945.00
<b><u>Bid Group 7</u></b>					
Basin Transit <sup>(4)</sup>	-	-	34,120.00	-	34,120.00
<b><u>Bid Group 8</u></b>					
Omnitrans <sup>(4)</sup>	-	-	59,500.00	-	59,500.00
<b>Grand Total</b>					<b>857,371.37</b>

Special Consideration Notes for Bid Items:

<sup>(1)</sup> The audit for this jurisdiction will be for Fiscal Years starting with 2022.

<sup>(2)</sup> These jurisdictions may have parking fee audits only if they charge parking fees.

<sup>(3)</sup> These jurisdictions may have TDA audit if they have expenditures in any fiscal year. This is an estimate for TDA that is an average of audits completed (and billed) in Fiscal Year 2023 since this jurisdiction did not require an audit for Fiscal Year 2023 (\$12,400).

<sup>(4)</sup> These operators may include a Single Audit and SB1, if applicable (provide a separate fee as this may not be required for all operators).

<sup>(5)</sup> These are the contracted not to exceed amounts for FY 2023 audits, the actuals have not been billed through January 2024.

Attachment: TDA MSI SOW 2024 [Revision 1] (10383 : Release RFP for MSI and TDA Audit and parking fees)

## *Minute Action*

AGENDA ITEM: 9

***Date:*** March 6, 2024

***Subject:***

Insurance Program Update

***Recommendation:***

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

- A. Receive an update on the Insurance Program.
- B. ~~Provide guidance to staff on risk tolerance and insurance approach.~~ **Direct staff to continue their current approach to risk exposure tolerance and determining contract insurance requirements.**

***Background:***

The San Bernardino County Transportation Authority (SBCTA) carries Property, Workers' Compensation, Employment Practices, Directors and Officers Liability, Commercial General Liability, Excess Liability, as well as, Employee Dishonesty Liability and Cyber Liability coverages. These coverages are primarily limited to the operations of SBCTA and San Bernardino Associated Governments (SANBAG)/San Bernardino Council of Governments (SBCOG) and, in most circumstances, would not provide coverage for liability that may arise out of projects or funding activities. In addition, SBCTA and SANBAG/SBCOG require contractors and consultants to meet insurance and indemnification requirements in all contracts for goods, services and sometimes funding agreements. The cost for this required insurance is usually passed back to the agency through the contract cost and is often charged to the specific project.

Below is a summary of SBCTA's multi prong approach to insurance. Staff is seeking input from the SBCTA Board of Directors (Board) on risk tolerance, including financial risk, to ensure the current method is consistent with the Board's desired approach.

**SBCTA Insurance**

On June 7, 2023, the Board granted authority to procure the insurance coverages necessary to protect SBCTA as outlined in Table 1. Staff advised the Board at that time that they would report back on the process after the insurance was in place. The Board authorized the Risk Manager to approve and execute binding insurance coverage for the existing coverages and limits through the policies and premiums up to 10% over the estimate of \$744,696, and authorized the Executive Director, or his designee, to bind the policies, should the amount exceed \$819,166, for the period of July 1, 2023 through June 30, 2024. It is a very hard insurance market and although SBCTA is viewed better than most public entities as a risk, it was still a difficult task to secure favorable coverage and premiums. Staff, in conjunction with Alliant, SBCTA's contracted Insurance Broker, was able to renew the existing coverages for \$564,264.58 which was 24.23% below estimates.

*Entity: San Bernardino County Transportation Authority*



Table 1 – SBCTA Procured Insurance

<u>Commercial General Liability / Excess Liability</u>	<u>\$10,000,000 (\$50,000 deductible)</u>
<u>Directors &amp; Officers Liability</u>	<u>\$10,000,000 (\$50,000 deductible)</u>
<u>Workers' Compensation</u>	<u>No deductible</u>
<u>Property Coverage</u>	<u>\$100,000,000 (\$25,000 deductible)</u>
<u>Employee Dishonesty</u>	<u>\$10,000,000 (\$5,000 deductible)</u>
<u>Cyber Liability</u>	<u>\$16,000,000</u>

Contract Specific Insurance

To cover the liability on projects, SBCTA relies on insurance, hold harmless/indemnification and additional insured requirements that are embedded in our contracts. This is an excellent risk transfer technique; however, it does require active engagement on determining the insurance requirements based on the specifics of the contract, ensuring the contract requires the necessary insurance, and that the contractor maintains the required coverage throughout the life of the contract. In the event of a loss, if a vendor has failed to secure coverage, or has insufficient coverage, SBCTA might have to utilize fund balances not allocated to the specific contract to cover the uninsured losses, or in extreme cases, possibly borrow to cover the uninsured loss.

The Risk Manager reviews all activities, projects and procurements at a very early stage. This review allows for the determination of the most appropriate risk transfer technique and insurance coverage types and limits that will be required to properly protect SBCTA. Recently, there has been some pushback from contractors regarding the level of the required insurance and its cost. Given the difficult insurance market carriers have become very conservative in the risk they wish to take on, and as a result of worldwide events (both natural and manmade), are rapidly escalating rates.

Staff has reviewed the insurance requirements and limits required by our sister agencies. Aside from one sister agency which has lower insurance requirements which would not be recommended by Risk Management, SBCTA's required coverages and limits are mostly equal to, or in some situations, slightly lower than our sister agencies. SBCTA's required coverages and limits also comply with California Department of Transportation's (Caltrans) minimum requirements.

In setting the Commercial General Liability limits, Risk Management reviews the scope of work, and pays particular attention to the complexity of the project. The SBCTA Project Manager/Engineer is consulted to obtain insight into what they perceive as the potential aspects of the project that are unique, or that pose a higher level of risk. Location of the work and exposure to the public, both vehicular and pedestrian, is considered. In addition, recent litigation and jury verdicts are considered. On large projects, staff reaches out to the insurance underwriting community and seek their input on current trends and losses that they are seeing in similar markets. Keeping in mind that SBCTA has indemnification obligations to Caltrans and potentially any affected local jurisdictions, we assess the probability of a loss, and set a required limit accordingly. These limits are often set between \$2,000,000 and \$25,000,000, and on very large projects, as high as \$100,000,000.

Design and non-construction management are contracts where Professional Liability is often an issue. Design is an area where it is easy to justify dedicated Professional Liability limits. Design is also an area where a great deal of investigation goes into setting appropriate limits. Staff will read the scope of work, reach out to the technical team, consider the location and

intended use, and consider what the potential impacts of alleged defective design could be. These limits are often set between \$2,000,000 and \$10,000,000, depending on the scope of the project.

Auto Liability is another area where the contractors often push back. The careful assessment of risk is much the same as it is with Commercial General Liability, with an added search for heavy truck versus auto jury verdicts added in. It is important to understand how auto liability can fall back onto SBCTA. If a contractor working on an SBCTA project is involved in a serious accident and has inadequate insurance limits, plaintiffs may assert that the vehicle was operating for the benefit of SBCTA and will likely bring SBCTA into any litigation. This is called vicarious liability. Vicarious liability, or imputed liability, is a legal rule that holds a person or company responsible for actions committed by their agents or employees. Typically, it applies to those who are in control of people who cause harm to victims.

Very simply, risk tolerance is the level of financial risk the Board is willing to allow SBCTA to take on for any given project or specific program. Since SBCTA is primarily project focused, each project has a certain amount of money allocated to it. If the insurance limits required on a project are inadequate and the funding for a project is exhausted, SBCTA would have to find the funds necessary to pay any shortfall in a jury verdict or negotiated settlement.

The current Risk Manager's approach is conservative, but reasonable in the insurance limits required. Protection of SBCTA is the primary goal. The Risk Manager draws on decades of experience and relevant current information in setting appropriate limits. It is important to be prudent in this area.

Staff seeks Board guidance on SBCTA's risk tolerance and in setting guidelines for the risk appetite going forward. Options are to remain conservative in our approach, and to require limits and coverages that reflect the likely probability of exposure, that are based on the scope of work, research and the experience of staff. Another option would be to take on a greater financial risk and require lower limits, with the understanding that, should significant losses occur, funding losses could be a significant drain on our available funding for advancing projects or programs. Staff is recommending that we continue the current approach, which combines research and experience and sets limits that adequately protect SBCTA from substantial financial harm.

**On February 14, 2024, the General Policy Committee directed staff to continue to remain conservative in the approach to risk tolerance and continue to require insurance limits and coverages that reflect the likely outcome of exposure, based on the scope of work, research and staff experience.**

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was reviewed by the General Policy Committee on February 14, 2024; **the Committee unanimously recommended that staff continue their current approach to risk exposure tolerance and determining contract insurance requirements.** SBCTA General Counsel and Risk Manager have reviewed this item.

***Responsible Staff:***

Steven Keller, Enterprise Risk Manager

Board of Directors Agenda Item  
March 6, 2024  
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Approved  
Board of Directors  
Date: March 6, 2024  
Witnessed By:

## ***Minute Action***

AGENDA ITEM: 10

***Date:*** *March 6, 2024*

***Subject:***

Revise California Public Records Act Policy 10027

***Recommendation:***

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

Approve revised Policy No. 10027 – California Public Records Act Request and Fees Policy.

***Background:***

San Bernardino County Transportation Authority (SBCTA) Policy 10027 - California Public Records Act Request and Fees Policy, establishes standards to be followed when receiving and responding to requests for records under the California Public Records Act (CPRA). Proposed revisions to Policy 10027 include other types of record requests received by staff, including Subpoena and Certified Payroll; updates to the method of record production; and associated fees, when applicable. Staff also recommends changing the title of Policy 10027 to “Responses to Requests for Records”, since the proposed revisions to the policy now cover records not included in the CPRA.

***Financial Impact:***

This item has no financial impact on the adopted Fiscal Year 2023/2024 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 14, 2024. SBCTA General Counsel has review this item and the revised policy.

***Responsible Staff:***

Marleana Roman, Clerk of the Board

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

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*Entity: San Bernardino County Transportation Authority*

San Bernardino County Transportation Authority	<b>Policy</b>	<b>10027</b>
Adopted by the Board of Directors April 5, 2000	Revised	01/04/1703/06/24
<b><u>California Public Records Act — Responses to Requests for Records and Fees Policy</u></b>	Revision No.	<u>23</u>

**Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA Intranet.**

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[Purpose](#) | [References](#) | [Definitions](#) | [Policy](#) | [Revision History](#) |

## I. PURPOSE

The purpose of this policy is to establish standards to be followed when receiving and responding to requests for records, a request to inspect or copy public records and including the determination of fees to be charged, if allowed by law, for the reproduction of public records as governed by the California Public Records Act (CPRA) Government Code 6250 et. seq.

## II. REFERENCES

California Government Code §§ 7921.000 et seq. - Public Records Act  
California Code of Regulations (8 CCR § 16402) and Labor Code § 1776 - Certified Payroll  
California Evidence Code §§ 1560 et seq., and Code of Civil Procedure §§ 1985 et seq.; Rule 45, Federal Rules of Civil Procedure - Subpoenas

## III. DEFINITIONS

**A. Direct Costs.** The actual value amount in dollars of reproducing materials or documents, to include equipment, supplies, and staff costs associated with copying the materials.

**B. Local Agency.** Includes a county, city, whether general law or chartered, city and county, school district, municipal corporation, district, political subdivision, or any board commission or agency thereof, other local public agency, or nonprofit entities that are legislative bodies or a local agency.

**C. Person.** Includes any natural person, corporation, partnership, limited liability company, firm or association, excluding affiliates of SBCTA and its member agencies.

**D. Public Records.** Any writing containing non-exempt information relating to the conduct of the public's business prepared, owned, used, or retained by any state or local agency regardless of physical form or characteristics.

**E. Reproduction.** The act of making a copy or facsimile of existing documents and materials.

**F. Writing.** Handwriting, typewriting, printing, Photostatting, photographing, photocopying, transmitting by electronic mail or facsimile, and every other means of recording upon any tangible thing any form of communication or representation, including letters, words, pictures, sounds, symbols, or combination thereof, and any record thereby created, regardless of the manner in which the record has been stored.

## IV. POLICY

### A. Introduction

SBCTA will respond to requests to inspect or obtain copies of its non-exempt public records from any individuals, persons, or elected officials to inspect or obtain copies of public records that are in existence within the guidelines established by the California Public Records Act in accordance with this policy and applicable law. SBCTA public records will be made are available for by making such records available for

inspection during the normal business hours of the agency or by providing copies subject to receipt of the applicable fees and charges.

~~Copies of public records requested by persons will be provided in a prompt manner in accordance with Government Code 6250 et seq. and fees will be charged for direct reproduction costs associated with producing copies of public records.~~  
**B. Types of Requests**

1. Public Records Act – a written or oral request for Public Records.
2. Subpoena – a legal document that commands a person or entity to appear at a particular time and place to testify as a witness (at a deposition, trial or other hearing), and/or to produce documents or other tangible objects in a legal proceeding.
3. Certified Payroll – a request for inspection or copies of certified payroll records maintained by contractors and subcontractors in connection with a SBCTA public works contract.

**CB. Charges for Reproduction of Items Method of Production and Associated Fees**

~~Types of public records such as materials or documents that may have a fee charged for direct cost of reproduction include copies of agendas, support materials, or handouts; facsimiles of reports, surveys, maps, or data; and copies of correspondence and recorded meetings on audio or videotape. The following paragraphs list the fees that will be charged for copies or facsimiles of requested public records.~~

1. Unless otherwise provided below, records maintained by SBCTA in eElectronic format, if available, will be provided as follows:
  - a) Electronic records containing less than 5 MB of data will be provided via email at no cost.
  - b) Electronic records containing less than 50 files will be provided via personal cloud storage service (e.g., Ddropbox, One Drive, etc.) at no cost.
  - c) Electronic records exceeding 50 files will be provided via DVD or Flashdrive for a fee as set forth below.
2. ~~Records/documents that are maintained by SBCTA in paper format will be provided in the same paper format. Unless otherwise provided by this policy, the fFees for duplication of paper records is~~ A charge of ten cents (\$.10) per page for all paper documents copied.
  - ~~23. b) A flat fee of ten dollars (\$10.00) will be charged for documents over 100 pages when bulk printing copying is available. The actual cost of reproducing the document or the per page fee will apply for all documents over 100 pages when bulk copyingprinting is not available.~~
3. ~~The actual purchase price of a recorded tape will be charged for a copy of a 90 or 120-minute audio or videocassette tape.~~ 3. Audio and/or video recordings will be provided via DVD or Flashdrive.
- ~~54. Electronic copies of the face agendas and staff reports are available on the SBCTA web site will be at no cost.~~
- ~~54. The actual charge of producing a eCopies of maps, plots, blueprints, and other graphical or oversized documents will be provided at the actual or direct cost of producing said records, and payment will be chargerequired at the time of the requestbefore the copies are made.~~
- ~~65. The actual purchase price of a DVD and/or flash-drive will be charged forif records that are requested or required to be produced in this format.~~
- ~~76. Production of Certified Payroll records will be charged based on the fees allowed under 8 CCR § 16402.~~
- ~~7. Records produced pursuant to a subpoena will be produced in accordance with the applicable governing state or federal statutes and regulations.~~
- ~~8. If requested records are stored or maintained offsite, the requestor will be required to pay actual costs associated with the retrieval of the records from offsite storage.~~

9. If requestor is unable to pick up their requested records, the cost of postage will also be added to the total cost for production of responsive records.

10. Where applicable, payment for fees and charges associated with production of requested records must be received by SBCTA prior to release of the documents.

#### **C. Exemptions from Charges**

~~Agendas and routine notifications will be provided to government agencies, member jurisdictions, the media, and affiliated organizations or individuals, upon request, as approved by the Executive Director or their designee at no charge.~~

#### **IV. REVISION HISTORY**

Revision No.	Revisions	Approved
0	New Policy. Adopted by the Board of Directors	4/5/00
1	Changed paragraph numbering to current standard format. Par. II.E: Writing: Revised. Par. III.A: Added "in accordance with Government Code 6250 et seq." Par. III.B: Increased fees (100%) from April 2000; added electronic copies of face agendas and staff reports are available on the SANBAG web site at no cost Par. III.C: Revised exemptions from charges.	9/13/06
2	Revised to be consistent with SB1305. Change approved by the Board on January 4, 2017, Agenda Item 6.	01/04/17
3	<u>Revised policy to include subpoenas and certified payroll. Revised methods of production and updated fees.</u> <u>Deleted section regarding Exemptions from Charges.</u>	<u>03/06/24</u>

San Bernardino County Transportation Authority	<b>Policy</b>	<b>10027</b>
Adopted by the Board of Directors April 5, 2000	Revised	03/06/24
<b>Responses to Requests for Records</b>	Revision No.	3

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## I. PURPOSE

The purpose of this policy is to establish standards to be followed when receiving and responding to requests for records, including the determination of fees to be charged, if allowed by law.

## II. REFERENCES

California Government Code §§ 7921.000 et seq. - Public Records Act  
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**C. Person.** Includes any natural person, corporation, partnership, limited liability company, firm or association, excluding affiliates of SBCTA and its member agencies.

**D. Public Records.** Any writing containing non-exempt information relating to the conduct of the public's business prepared, owned, used, or retained by any state or local agency regardless of physical form or characteristics.

**E. Reproduction.** The act of making a copy or facsimile of existing documents and materials.

**F. Writing.** Handwriting, typewriting, printing, photostatting, photographing, photocopying, transmitting by electronic mail or facsimile, and every other means of recording upon any tangible thing any form of communication or representation, including letters, words, pictures, sounds, symbols, or combination thereof, and any record thereby created, regardless of the manner in which the record has been stored.

## IV. POLICY

### A. Introduction

SBCTA will respond to requests to inspect or obtain copies of its non-exempt public records from any person, in accordance with this policy and applicable law by making such records available for inspection during the normal business hours of the agency or by providing copies subject to receipt of the applicable fees and charges.

### B. Types of Requests

1. Public Records Act – a written or oral request for Public Records.



2. Subpoena – a legal document that commands a person or entity to appear at a particular time and place to testify as a witness (at a deposition, trial or other hearing), and/or to produce documents or other tangible objects in a legal proceeding.
3. Certified Payroll – a request for inspection or copies of certified payroll records maintained by contractors and subcontractors in connection with a SBCTA public works contract.

### C. Method of Production and Associated Fees

1. Unless otherwise provided below, records maintained by SBCTA in electronic format, if available, will be provided as follows:
  - a) Electronic records containing less than 5 MB of data will be provided via email at no cost.
  - b) Electronic records containing less than 50 files will be provided via personal cloud storage service (e.g., Dropbox, One Drive, etc.) at no cost.
  - c) Electronic records exceeding 50 files will be provided via DVD or Flashdrive for a fee as set forth below.
2. Records/documents that are maintained by SBCTA in paper format will be provided in paper format. Unless otherwise provided by this policy, the fee for duplication of paper records is ten cents (\$.10) per page.
3. Audio and/or video recordings will be provided via DVD or Flashdrive.
4. Copies of maps, plots, blueprints, and other graphical or oversized documents will be provided at the actual or direct cost of producing said records, and payment will be required before the copies are made.
5. The actual purchase price of a DVD and/or flashdrive will be charged for records that are requested or required to be produced in this format.
6. Production of Certified Payroll records will be charged based on the fees allowed under 8 CCR § 16402.
7. Records produced pursuant to a subpoena will be produced in accordance with the applicable governing state or federal statutes and regulations.
8. If requested records are stored or maintained offsite, the requestor will be required to pay actual costs associated with the retrieval of the records from offsite storage.
9. If requestor is unable to pick up the requested records, the cost of postage will also be added to the total cost for production of responsive records.
10. Where applicable, payment for fees and charges associated with production of requested records must be received by SBCTA prior to release of the documents.

### V. REVISION HISTORY

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2	Revised to be consistent with SB1305. Change approved by the Board on January 4, 2017, Agenda Item 6.	01/04/17
3	Revised policy to include subpoenas and certified payroll. Revised methods of production and updated fees. Deleted section regarding Exemptions from Charges.	03/06/24

## ***Minute Action***

### AGENDA ITEM: 11

***Date: March 6, 2024***

***Subject:***

Award Board Room Audio/Visual Upgrade Contract No. 23-1002967

***Recommendation:***

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

- A. Approve Contract No. 23-1002967 with Western A/V for the Board Room Equipment Upgrade in an amount not-to-exceed \$166,185.79.
- B. Approve contingency in the amount of \$13,800 for Contract No. 23-1002967 and authorize the Executive Director, or his designee, to release contingency as necessary for the project.

***Background:***

Recognizing that the audio/visual equipment currently installed in the boardroom is out-of-date, San Bernardino County Transportation Authority (SBCTA) engaged with a vendor in 2022 to provide a needs assessment and design a system to replace the current equipment. This assessment forms the basis of the cost estimate for the project and establishes the type of equipment needed to successfully conduct board meetings.

SBCTA released the Request for Proposals (RFP) No. 23-1002967 on June 28, 2023, seeking a firm knowledgeable and experienced to provide SBCTA with a Board Room Equipment Upgrade. The RFP notification for this project was received by 269 consultants registered on PlanetBids and was downloaded by 18 firms. On July 26, 2023, SBCTA received two proposals, one from Cashel Corporation and one from Western A/V.

The Evaluation Committee (Committee) consisted of four SBCTA staff. The procurement professional reviewed each proposal to determine whether it was responsive to the requirements of the RFP. Each panel member independently read and scored each firm's proposal and on August 3, 2023, the Committee met to evaluate and rank the firms based on qualifications, related experience, reference scores, staffing and organization, and work plan. The panel members individually scored the proposals based on the following evaluation criteria: Qualifications of the Firm – 15 points, Proposed Staffing and Project Organization – 15 points, Work Plan - 35 points, and Price - 35 points, for a total of 100 points.

On September 25, 2023 and September 28, 2023, both firms were invited to in person interviews to further assess their firms' capabilities in being able to fulfill the obligations of the scope of work. The Committee independently scored each firm based on the firms' answers to questions.

The interview and technical proposal were weighted 40% and 60%, respectively. Cashel Corporation was ranked number one, and Western A/V was ranked number two. As a result of the final negotiations, the Committee recommended that the contract to perform the scope of work, as outlined in RFP No. 23-1002967, be awarded to Western A/V. The firm ranked second in technical score and overall score. The firm clearly demonstrated a thorough understanding of the scope of work, proposed an overall solid team, and had successful negotiations with SBCTA.

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

March 6, 2024

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Conclusively, staff recommends Western A/V be awarded the contract in the amount not-to-exceed \$166,185.79, for a term through March 1, 2025, and in addition, approve a contract contingency for a not-to-exceed amount of \$13,800 for Contract No. 23-1002967 and authorize the Executive Director, or his designee, to release contingency as necessary.

***Financial Impact:***

The Project is included in the adopted Budget for Fiscal Year 2023/2024 and funded with indirect budget funds in Program 01, General Government.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 14, 2024. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft agreement.

***Responsible Staff:***

Matt Farokhmanesh, Chief of Information Technology

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

Contract No.: 23-1002967 Amendment No.: \_\_\_\_\_

Contract Class: Payable Department: Management Services

Vendor No.: 03975 Vendor Name: Western A/V

Description: Board Room Sound System

List Any Related Contract Nos.: \_\_\_\_\_

Dollar Amount	
Original Contract	\$ 166,185.79
Prior Amendments	\$ -
Prior Contingency Released	\$ -
Current Amendment	\$ -
<b>Total/Revised Contract Value</b>	<b>\$ 166,185.79</b>
Original Contingency	\$ 13,800.00
Prior Amendments	\$ -
Prior Contingency Released (-)	\$ -
Current Amendment	\$ -
<b>Total Contingency Value</b>	<b>\$ 13,800.00</b>
	<b>\$ 179,985.79</b>

Board of Directors	Date: 03/06/2024	Board	Item # 10388
Contract Management (Internal Purposes Only)			

Board of Directors

Date: 03/06/2024

Board

Item # 10388

## Contract Management (Internal Purposes Only)

## Capital Project Contracts

Sole Source? No

No Budget Adjustment

Local

## Construction

N/A

## Accounts Payable

Estimated Start Date:	03/06/2024
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Expiration Date: 03/01/2025

Revised Expiration Date:

NHS: N/A

QMP/QAP: N/A

Prevailing Wage: N/A

[illegible]

Matt Farokhmanesh

Project Manager (Print Name)

Colleen Franco

Task Manager (Print Name)

Additional Notes: A mobilization fee has been authorized for this project; the initial deposit amount will be recorded in a deposit receivable account and reduced as credits are applied on the invoice

**CONTRACT NO. 23-1002967****BY AND BETWEEN****SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY****AND****WESTERN A/V****FOR****BOARD ROOM EQUIPMENT UPGRADE**

This contract ("Contract") is made and entered into by and between the San Bernardino County Transportation Authority ("SBCTA"), whose address is 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, California 92410-1715, and Western A/V, a California corporation ("CONSULTANT"), whose address is 1592 N. Batavia Street, Suite 2 Orange, CA 92867. SBCTA and CONSULTANT are each a "Party" and are collectively the "Parties."

**RECITALS:**

**WHEREAS**, SBCTA requires certain work services as described in Exhibit "A" of this Contract; and

**WHEREAS**, CONSULTANT has confirmed that CONSULTANT has the requisite professional qualifications, personnel and experience and is fully capable and qualified to perform the services identified herein; and

**WHEREAS**, CONSULTANT desires to perform all Work identified herein and to do so for the compensation and in accordance with the terms and conditions set forth herein.

**NOW, THEREFORE**, the Parties agree as follows:

**ARTICLE 1. PROJECT DESCRIPTION/SCOPE OF WORK**

- 1.1 CONSULTANT agrees to perform the work and services set forth in Exhibit A "Scope of Work" ("Work") in accordance with all applicable professional standards which are generally accepted in the State of California, in accordance with the terms and conditions expressed herein, and in the sequence, time, and manner defined herein. The word "Work" includes, without limitation, the performance, fulfillment and discharge by CONSULTANT of all obligations, duties, tasks, and services imposed upon or assumed by CONSULTANT hereunder; and the Work performed hereunder shall be completed to the satisfaction of SBCTA, with SBCTA's satisfaction being based on prevailing applicable professional standards.

- 1.2 The Project Manager for this Contract is Matthew Farokmanesh, or such other designee as shall be designated in written notice to CONSULTANT from time to time by the Department Director of SBCTA or his or her designee. The Project Manager shall have authority to act on behalf of SBCTA in administering this Contract, including giving notices (including, without limitation, notices of default and/or termination), technical directions and approvals; demanding performance and accepting work performed, but is not authorized to receive or issue payments or execute amendments to the Contract itself.

## **ARTICLE 2. CONTRACT TERM**

The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA's Procurement Analyst, and shall continue in full force and effect through March 1, 2025, until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any Work performed or costs incurred prior to issuance of the NTP.

## **ARTICLE 3. COMPENSATION**

- 3.1 Total compensation to CONSULTANT for full and complete performance of the Scope of Work, identified herein and, in compliance with all the terms and conditions of this Contract, shall be on a Time & Materials basis for all obligations incurred in, or application to, CONSULTANT's performance of Work, and for which CONSULTANT shall furnish all personnel, facilities, equipment, materials, supplies, and Services (except as may be explicitly set forth in this Contract as furnished by SBCTA) shall not exceed the amount set forth in section 3.2 below.
- 3.2 The total Contract Not-To-Exceed Amount is One Hundred Sixty-Six Thousand, One Hundred and Eighty-Five Dollars and Seventy Nine Cents Dollars (\$166,185.79). 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 Proposal for Time and Materials". The hourly labor rates identified in Exhibit B shall remain fixed for the term of this Contract and include CONSULTANT's direct labor costs, indirect costs, and profit. All expenses shall be reimbursed for the amounts identified in Exhibit B. Any travel expenses must be pre-approved by SBCTA and shall be reimbursed for per diem expenses at a rate not to exceed the currently authorized rates for state employees under the State Department of Personnel Administration rules. SBCTA will not reimburse CONSULTANT for any expenses not shown in Exhibit B or agreed to and approved by SBCTA as required under this Contract.
- 3.3 INTENTIONALLY OMITTED.
- 3.4 The Cost Principles and Procedures set forth in 48 CFR, Ch. 1, subch. E, Part 31, as constituted on the effective date of this Contract shall be utilized to determine allowability of costs under this Contract and may be modified from time to time by written amendment of the Contract.
- 3.4.1 CONSULTANT agrees to comply with Federal Department of Transportation procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards..

- 3.4.2 Any costs for which payment has been made to CONSULTANT that are determined by subsequent audit to be unallowable under 48 CFR, Ch. 1, subch. E, Part 31, or 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, shall be repaid by CONSULTANT to SBCTA.
- 3.5 Any Work provided by CONSULTANT not specifically covered by the Scope of Work shall not be compensated without prior written authorization from SBCTA. It shall be CONSULTANT's responsibility to recognize and notify SBCTA in writing when services not covered by the Scope of Work have been requested or are required. All changes and/or modifications to the Scope of Work shall be made in accordance with the "CHANGES" Article in this Contract. Any additional services agreed to in accordance with this Contract shall become part of the Work.
- 3.6 All subcontracts in excess of \$25,000 shall contain the above provisions.

#### **ARTICLE 4. INVOICING**

- 4.1 Payment to CONSULTANT as provided herein shall be payable in four (4) week billing period payments, forty-five (45) calendar days after receipt of an acceptable invoice by SBCTA of an invoice prepared in accordance with instructions below. Payment shall not be construed to be an acceptance of Work.
- 4.2 CONSULTANT shall prepare invoices in a form satisfactory to and approved by SBCTA, which shall be accompanied by documentation supporting each element of measurement and/or cost. Each invoice will be for a four-week billing period and will be marked with SBCTA'S contract number, description and task order number, if applicable. Invoices shall be submitted within fifteen (15) calendar days for the period covered by the invoice except for the month of June, which will require the invoice to be submitted by July 10<sup>th</sup>. Invoices shall include request for payment for Work (including additional services authorized by SBCTA) completed by CONSULTANT during each billing period and shall include back-up information sufficient to establish the validity of the invoice. Any invoice submitted which fails to comply with the terms of this Contract, including the requirements of form and documentation, may be returned to CONSULTANT. Any costs incurred by CONSULTANT in connection with the resubmission of a proper invoice shall be at CONSULTANT's sole expense. The final invoice shall be marked "FINAL" and will be submitted within 60 calendar days after SBCTA has received and approved all Work and deliverables. Invoices should be e-mailed to SBCTA at the following address:

[ap@gosbcta.com](mailto:ap@gosbcta.com)

For large files over 30 megabytes, invoices can be submitted using this link:  
<https://sanbag-lfweb.sanbag.ca.gov/Forms/Invoice-submission>

- 4.3 CONSULTANT shall include a statement and release with each invoice, satisfactory to SBCTA, that CONSULTANT has fully performed the Work invoiced pursuant to the Contract for the period covered, that all information included with the invoice is true and correct, and



that all payments to and claims of CONSULTANT and its subconsultants for Work during the period will be satisfied upon making of such payment. SBCTA shall not be obligated to make payments to CONSULTANT until CONSULTANT furnishes such statement and release.

4.4 INTENTIONALLY OMITTED.

4.5 No payment will be made prior to approval of any Work, nor for any Work performed prior to the NTP or the issuance of an applicable CTO, nor for any Work under any amendment to the Contract until SBCTA's Awarding Authority takes action.

4.6 CONSULTANT agrees to promptly pay each subconsultant for the satisfactory completion of all Work performed under this Contract no later than ten (10) calendar days from the receipt of payment from SBCTA. CONSULTANT also agrees to return any retainage payments to each subconsultant within ten (10) calendar days after the subconsultant's work is satisfactorily completed. Any delay or postponement of payment from the above-referenced time frame may occur only for good cause following written approval by SBCTA. SBCTA reserves the right to request documentation from CONSULTANT showing payment has been made to its subconsultants. SBCTA also reserves the right, at its own sole discretion, to issue joint checks to CONSULTANT and any subconsultant(s), which shall constitute payment to CONSULTANT in compliance with the terms of this Contract. This clause applies to both DBE and non-DBE subconsultants.

4.7 Any costs for which payment has been made to CONSULTANT that are determined by subsequent audit to be unallowable under 48 CFR, Ch. 1, subch. E, Part 31 are subject to repayment by CONSULTANT to SBCTA.

**ARTICLE 4A ADVANCED PAYMENT FOR PROJECT MATERIALS**

SBCTA agrees to advance to CONSULTANT portions of the contract amount, not to exceed fifty percent (50%) of the portion of the Price Proposal allocated to project materials, for the sole and exclusive use by CONSULTANT of purchasing project material identified in Exhibit B. CONSULTANT agrees not to exceed the line item prices agreed to in Exhibit B. As a condition of SBCTA advancing payment to CONSULTANT for project materials, CONSULTANT shall submit itemized invoices showing the actual costs of the specific equipment for which advance payment is sought.

**ARTICLE 5. TAXES, DUTIES AND FEES**

Except to the extent expressly provided elsewhere in this Contract, CONSULTANT shall pay when due, and the compensation set forth herein, shall be inclusive of all: a) local, municipal, State, and federal sales and use taxes; b) excise taxes; c) taxes on personal property owned by CONSULTANT; and d) other governmental fees and taxes or charges of whatever nature applicable to CONSULTANT to enable it to conduct business.



## **ARTICLE 6. AVAILABILITY OF FUNDS**

The award and performance of this Contract is contingent on the availability of funds. If funds are not appropriated and/or allocated and available to SBCTA for the continuance of Work performed by CONSULTANT, Work directly or indirectly involved may be suspended or terminated by SBCTA at the end of the period for which funds are available. When SBCTA becomes aware that any portion of Work will or may be affected by a shortage of funds, it will promptly notify CONSULTANT. Nothing herein shall relieve SBCTA from its obligation to compensate CONSULTANT for work already performed pursuant to this Contract. No penalty shall accrue to SBCTA in the event this provision is exercised.

## **ARTICLE 7. PERMITS AND LICENSES**

CONSULTANT shall, without additional compensation, keep current all governmental permits, certificates and licenses (including professional licenses) and required registrations necessary for CONSULTANT to perform Work identified herein.

## **ARTICLE 8. DOCUMENTATION AND RIGHT TO AUDIT**

- 8.1 CONSULTANT shall maintain all records related to this Contract in an organized way in the original format, electronic and hard copy, conducive to professional review and audit, for a period of three (3) years from the date of final payment by SBCTA, or until the conclusion of all litigation, appeals or claims related to this Contract, whichever is longer. CONSULTANT shall provide SBCTA, the California State Auditor, or other authorized representatives of SBCTA access to Consultants' records which are directly related to this Contract for the purpose of inspection, auditing or copying during the entirety of the records maintenance period above. CONSULTANT further agrees to maintain separate records for costs of Work performed by amendment. CONSULTANT shall allow SBCTA and its representatives or agents to reproduce any materials as reasonably necessary.
- 8.2 The cost proposal and/or invoices for this Contract are subject to audit by SBCTA and/or any state or federal agency funding this Work at any time. After CONSULTANT receives any audit recommendations, the cost or price proposal shall be adjusted by CONSULTANT and approved by SBCTA's Project Manager to conform to the audit recommendations. CONSULTANT agrees that individual items of cost identified in the audit report may be incorporated into the Contract at SBCTA's sole discretion. Refusal by CONSULTANT to incorporate the audit or post award recommendations will be considered a breach of the Contract and cause for termination of the Contract. Any dispute concerning the audit findings of this Contract shall be reviewed by SBCTA's Chief Financial Officer. CONSULTANT may request a review by submitting the request in writing to SBCTA within thirty (30) calendar days after issuance of the audit report
- 8.3 Subcontracts in excess of \$25,000 shall contain this provision.

## **ARTICLE 9. RESPONSIBILITY OF CONSULTANT**

- 9.1 CONSULTANT shall be responsible for the professional quality, technical accuracy, and assurance of compliance with all applicable federal, State and local laws and regulations and other Work furnished by CONSULTANT under the Contract. The Contract includes reference to the appropriate standards for Work performance stipulated in the Contract.

- 9.2 In addition to any other requirements of this Contract or duties and obligations imposed on CONSULTANT by law, CONSULTANT shall, as an integral part of its Work, employ quality control procedures that identify potential risks and uncertainties related to scope, schedule, cost, quality and safety of the Project and the Work performed by CONSULTANT within the areas of CONSULTANT's expertise. At any time during performance of the Scope of Work, should CONSULTANT observe, encounter, or identify any unusual circumstances or uncertainties which could pose potential risk to SBCTA or the Project, CONSULTANT shall immediately document such matters and notify SBCTA in writing. CONSULTANT shall also similarly notify SBCTA in regard to the possibility of any natural catastrophe, or potential failure, or any situation that exceeds assumptions and could precipitate a failure of any part of the Project. Notifications under this paragraph shall be specific, clear and timely, and in a form which will enable SBCTA to understand and evaluate the magnitude and effect of the risk and/or uncertainties involved.

## **ARTICLE 10. REPORTING AND DELIVERABLES**

All reports and deliverables shall be submitted in accordance with Exhibit A "Scope of Work". At a minimum, CONSULTANT shall submit monthly progress reports with their monthly invoices. The report shall be sufficiently detailed for SBCTA to determine if CONSULTANT is performing to expectations and is on schedule; to provide communication of interim findings; and to sufficiently address any difficulties or problems encountered, so remedies can be developed.

## **ARTICLE 11. TECHNICAL DIRECTION**

- 11.1 Performance of Work under this Contract shall be subject to the technical direction of SBCTA's Project Manager, identified in Section 1.2, upon issuance of the NTP and/or subsequently by written notice during the Contract. The term "Technical Direction" is defined to include, without limitation:
- 11.1.1 Directions to CONSULTANT which redirect the Contract effort, shift work emphasis between work areas or tasks, require pursuit of certain lines of inquiry, fill in details, or otherwise serve to accomplish the Scope of Work.
  - 11.1.2 Provision of written information to CONSULTANT which assists in the interpretation of reports or technical portions of the Scope of Work described herein.
  - 11.1.3 Review and, where required by the Contract, approval of technical reports and technical information to be delivered by CONSULTANT to SBCTA under the Contract.
  - 11.1.4 SBCTA's Project Manager may modify this Contract for certain administrative modifications without issuing a written amendment. Administrative modifications are limited to: substitutions of personnel identified in the Contract, including Key Personnel and subconsultants; modifications to classifications, hourly rates and names of personnel in Exhibit B; and modifications of the address of the CONSULTANT. All such modifications will be documented in writing between the Parties.
- 11.2 Technical Direction must be within the Scope of Work under this Contract. SBCTA's Project Manager does not have the authority to, and may not, issue any Technical Direction which:

- 11.2.1 Increases or decreases the Scope of Work;
  - 11.2.2 Directs CONSULTANT to perform Work outside the original intent of the Scope of Work;
  - 11.2.3 Constitutes a change as defined in the “CHANGES” Article of the Contract;
  - 11.2.4 In any manner causes an increase or decrease in the Contract price as identified in the “COMPENSATION” Article or the time required for Contract performance;
  - 11.2.5 Changes any of the expressed terms, conditions or specifications of the Contract, unless identified herein;
  - 11.2.6 Interferes with CONSULTANT’s right to perform the terms and conditions of the Contract unless identified herein; or
  - 11.2.7 Approves any demand or claims for additional payment.
- 11.3 Failure of CONSULTANT and SBCTA’s Project Manager to agree that the Technical Direction is within the scope of the Contract, or a failure to agree upon the Contract action to be taken with respect thereto, shall be subject to the provisions of the “DISPUTES” Article herein.
- 11.4 All Technical Direction shall be issued in writing by SBCTA’s Project Manager.
- 11.5 CONSULTANT shall proceed promptly with the performance of Technical Direction issued by SBCTA’s Project Manager, in the manner prescribed by this Article and within their authority under the provisions of this Article. If, in the opinion of CONSULTANT, any instruction or direction by SBCTA’s Project Manager falls within one of the categories defined in sections 11.2.1 through 11.2.7 above, CONSULTANT shall not proceed but shall notify SBCTA in writing within five (5) working days after receipt of any such instruction or direction and shall request SBCTA to modify the Contract accordingly. Upon receiving the notification from CONSULTANT, SBCTA shall:
- 11.5.1 Advise CONSULTANT in writing within thirty (30) calendar days after receipt of CONSULTANT’s letter that the Technical Direction is or is not within the scope of this Contract.
  - 11.5.2 Advise CONSULTANT within a reasonable time whether SBCTA will or will not issue a written amendment.

## **ARTICLE 12. CHANGES**

- 12.1 The Work shall be subject to changes by additions, deletions, or revisions made by SBCTA. CONSULTANT will be advised of any such changes by written notification from SBCTA describing the change. This notification will not be binding on SBCTA until SBCTA’s Awarding Authority has approved an amendment to this Contract.

- 12.2 Promptly after such written notification of change is given to CONSULTANT by SBCTA, the Parties will attempt to negotiate a mutually agreeable adjustment to compensation or time of performance, and amend the Contract accordingly.

### **ARTICLE 13. EQUAL EMPLOYMENT OPPORTUNITY**

- 13.1 During the term of this Contract, CONSULTANT shall not willfully discriminate against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, gender, sex, marital status, gender identity, gender expression, sexual orientation, age, or military and veteran status. CONSULTANT agrees to comply with the provisions of Executive Orders 11246, 11375, 11625, 12138, 12432, 12250, Title VII of the Civil Rights Act of 1964, the California Fair Employment and Housing Act, and other applicable Federal, State and County laws and regulations and policies relating to equal employment and contracting opportunities, including laws and regulations hereafter enacted.
- 13.2 The CONSULTANT and all subconsultants shall comply with all provisions of Title VI of the Civil Rights Act of 1964, as amended, which prohibits discrimination on the basis of race, color, and national origin. In addition, CONSULTANT and all subconsultants will ensure their services are consistent with and comply with obligations and procedures outlined in SBCTA's current Board-adopted Title VI Program, including the Public Participation Plan and the Language Assistance Plan.

### **ARTICLE 14. CONFLICT OF INTEREST**

CONSULTANT agrees that it presently has no interest, financial or otherwise, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of Work required under this Contract or be contrary to the interests of SBCTA as to the Project. CONSULTANT further agrees that in the performance of this Contract, no person having any such interest shall be employed. CONSULTANT is obligated to fully disclose to SBCTA, in writing, any conflict of interest issues as soon as they are known to CONSULTANT. CONSULTANT agrees that CONSULTANT and its staff shall comply with SBCTA's Conflict of Interest Policy, No. 10102.

### **ARTICLE 15. KEY PERSONNEL**

The personnel specified below are considered to be essential to the Work being performed under this Contract. Prior to diverting any of the specified individuals to other projects, or reallocation of any tasks or hours of Work that are the responsibility of key personnel to other personnel, CONSULTANT shall notify SBCTA in writing in advance and shall submit justifications (including proposed substitutions, resumes and payroll information to support any changes to the labor rates) in sufficient detail to permit evaluation of the impact on the Project. Diversion or reallocation of key personnel shall not be made without prior written consent of SBCTA's PM. CONSULTANT shall not substitute any key personnel without the prior written consent of SBCTA. In the event that the Parties cannot agree as to the substitution of key personnel, SBCTA may terminate this Contract. Key Personnel are:

Name	Job Classification/Function
Jay Schellin	General Manager
Erik Wilson	Design Engineer
Steve Hollingsworth	Account Manager
Jennifer Brown	Account Manager
Stephen Wisner	Account Manager
Hailey Schellin	Account Manager
Phil Alderson	Director of Engineering
Kevin Laymon	Engineer
Randi Ellis	CAD Engineer
Jay P. Schellin	Sales Engineer
Edgar Carrillo	Design Engineer
Geo Corona	Programmer
Shelby Toal	Senior Project Manager
Garrett Smith	Project Manager
Kevin Mahkorn	Service Manager
Keith Howard	Senior Service Technician Programmer
Ray Stevens	Service Technician
Jeremy Davis	Director of Security
Jesse Martinez	Security Operations Manager

#### **ARTICLE 16. REPRESENTATIONS**

All Work supplied by CONSULTANT under this Contract shall be supplied by personnel who are qualified, careful, skilled, experienced and competent in their respective trades or professions. CONSULTANT agrees that they are supplying professional services, findings, and/or recommendations in the performance of this Contract and agrees with SBCTA that the same shall conform to professional standards that are generally accepted in the profession in the State of California.

#### **ARTICLE 17. PROPRIETARY RIGHTS/CONFIDENTIALITY**

- 17.1 If, as a part of this Contract, CONSULTANT is required to produce materials, documents data, or information ("Products"), then CONSULTANT, if requested by SBCTA, shall deliver to SBCTA the original of all such Products, which shall become the sole property of SBCTA.
- 17.2 All materials, documents, data or information obtained from SBCTA's data files or any SBCTA-owned medium furnished to CONSULTANT in the performance of this Contract will at all times remain the property of SBCTA. Such data or information may not be used or copied for direct or indirect use outside of this Project by CONSULTANT without the express written consent of SBCTA.
- 17.3 Except as reasonably necessary for the performance of the Work, CONSULTANT agrees that it, its employees, agents and subconsultants will hold in confidence and not divulge to third parties, without prior written consent of SBCTA, any information obtained by CONSULTANT from or through SBCTA unless (a) the information was known to CONSULTANT prior to obtaining same from SBCTA, or (b) the information was at the time of disclosure to CONSULTANT, or thereafter becomes, part of the public domain, but not as



a result of the fault or an unauthorized disclosure of CONSULTANT or its employees, agents, or subconsultants, or (c) the information was obtained by CONSULTANT from a third party who did not receive the same, directly or indirectly, from SBCTA and who had, to CONSULTANT's knowledge and belief, the right to disclose the same. Any materials and information referred to in this Article, which are produced by CONSULTANT shall remain confidential until released in writing by SBCTA, except to the extent such materials and information become subject to disclosure by SBCTA under the California Public Records Act, or other law, or otherwise become public information through no fault of CONSULTANT, or its employees or agents.

- 17.4 CONSULTANT shall not use SBCTA's name or photographs in any professional publication, magazine, trade paper, newspaper, seminar or other medium without first receiving the express written consent of SBCTA.
- 17.5 All press releases, or press inquiries relating to the Project or this Contract, including graphic display information to be published in newspapers, magazines, and other publications, are to be made only by SBCTA unless otherwise agreed to in writing by both Parties.
- 17.6 CONSULTANT, its employees, agents and subconsultants shall be required to comply with SBCTA's Confidentiality Policy; anyone who may have access to Personally Identifiable Information ("PII") and/or Sensitive Security Information ("SSI") will be required to execute a Confidentiality Agreement.

## **ARTICLE 18. TERMINATION**

- 18.1 Termination for Convenience - SBCTA shall have the right at any time, with or without cause, to terminate further performance of Work by giving thirty (30) calendar days written notice to CONSULTANT specifying the date of termination. On the date of such termination stated in said notice, CONSULTANT shall promptly discontinue performance of Work and shall preserve Work in progress and completed Work, pending SBCTA's instruction, and shall turn over such Work in accordance with SBCTA's instructions.
  - 18.1.1 CONSULTANT shall deliver to SBCTA all deliverables prepared by CONSULTANT or its subconsultants or furnished to CONSULTANT by SBCTA, as well as all project materials purchased with funds advanced by SBCTA pursuant to Article 4A. Upon such delivery, CONSULTANT may then invoice SBCTA for payment in accordance with the terms herein.
  - 18.1.2 If CONSULTANT has fully and completely performed all obligations under this Contract up to the date of termination, CONSULTANT shall be entitled to receive from SBCTA as complete and full settlement for such termination a pro rata share of the Contract cost based upon the percentage of all contracted Work satisfactorily executed to the date of termination, less any appropriate deductions for any funds advanced by SBCTA pursuant to Article 4A.
  - 18.1.3 CONSULTANT shall be entitled to receive the actual costs incurred by CONSULTANT to return CONSULTANT's tools and equipment, if any, to it or its suppliers' premises, or to turn over Work in progress in accordance with SBCTA's instructions plus the actual cost necessarily incurred in effecting the termination.

18.2 Termination for Cause - In the event CONSULTANT shall file a petition in bankruptcy court, or shall make a general assignment for the benefit of its creditors, or if a petition in bankruptcy court shall be filed against CONSULTANT, or a receiver shall be appointed on account of its insolvency, or if CONSULTANT shall default in the performance of any express obligation to be performed by it under this Contract and shall fail to immediately correct (or if immediate correction is not possible, shall fail to commence and diligently continue action to correct) such default within ten (10) calendar days following written notice, SBCTA may, without prejudice to any other rights or remedies SBCTA may have, and in compliance with applicable Bankruptcy Laws: (a) hold in abeyance further payments to CONSULTANT; (b) stop any Work of CONSULTANT or its subconsultants related to such failure until such failure is remedied; and/or (c) terminate this Contract by written notice to CONSULTANT specifying the date of termination. In the event of such termination by SBCTA, SBCTA may take possession of the deliverables, finished Work, and all project materials purchased with funds advanced by SBCTA pursuant to Article 4A by whatever method SBCTA may deem expedient. A waiver by SBCTA of one default of CONSULTANT shall not be considered to be a waiver of any subsequent default of CONSULTANT, of the same or any other provision, nor be deemed to waive, amend, or modify any term of this Contract.

18.2.1 CONSULTANT shall deliver to SBCTA all finished and unfinished deliverables under this Contract prepared by CONSULTANT or its subconsultants or furnished to CONSULTANT by SBCTA within ten (10) working days of said notice, as well as all project materials purchased with funds advanced by SBCTA pursuant to Article 4A.

18.3 All claims for compensation or reimbursement of costs under any of the foregoing provisions shall be supported by documentation submitted to SBCTA, satisfactory in form and content to SBCTA and verified by SBCTA. In no event shall CONSULTANT be entitled to any payment for prospective profits or any damages because of such termination.

## **ARTICLE 19. STOP WORK ORDER**

Upon failure of CONSULTANT or its subconsultants to comply with any of the requirements of this Contract, SBCTA shall have the right to stop any or all Work affected by such failure until such failure is remedied or to terminate this Contract in accordance with section "Termination" above.

## **ARTICLE 20. CLAIMS**

SBCTA shall not be bound to any adjustments in the Contract amount or schedule unless expressly agreed to by SBCTA in writing. SBCTA shall not be liable to CONSULTANT for any claim asserted by CONSULTANT after final payment has been made under this Contract.

## **ARTICLE 21. INSURANCE**

21.1 Prior to commencing the Work, subject to the provisions of Article 21.2 "General Provisions", and at all times during the performance of the Work and for such additional periods as required herein, CONSULTANT and all sub-consultants of every tier performing any Work under this contract shall, at CONSULTANT's and sub-consultant's sole expense, procure and maintain broad form insurance coverage at least as broad as the following minimum requirements specified below:

21.1.1 Professional Liability. Intentionally Omitted

21.1.2 Worker's Compensation/Employer's Liability. The policies must include the following:

- Coverage A. Statutory Benefits
- Coverage B. Employer's Liability
- Bodily Injury by accident - \$1,000,000 per accident
- Bodily Injury by disease - \$1,000,000 policy limit/\$1,000,000 each employee

Such policies shall contain a waiver of subrogation in favor of the parties named as Indemnitees below. Such insurance shall be in strict accordance with the applicable workers' compensation laws in effect during performance of the Work by CONSULTANT or any subconsultant of any tier. All subconsultants of any tier performing any portion of the Work for CONSULTANT shall also obtain and maintain the same insurance coverage as specified in this subparagraph, with a waiver of subrogation in favor of CONSULTANT and all parties named as Indemnitees below. Where coverage is provided through the California State Compensation Insurance Fund, the requirement for a minimum A.M. Best rating does not apply.

21.1.3. Commercial General Liability. The policy must include the following:

- Consultant shall maintain commercial general liability(CGL) insurance (Insurance Services Office (ISO) Form CG 00 01), and if necessary excess/umbrella commercial liability insurance, with a combined limit of liability of not less than **\$1,000,000 each occurrence.**
- The policy shall, at a minimum, include coverage for any and all of the following: bodily injury, property damage, personal injury, broad form contractual liability (including coverage to the maximum extent possible for the indemnifications in this Contract), premises-operations (including explosion, collapse and underground coverage), duty to defend in addition to (without reducing) the limits of the policy(ies), and products and completed operations.
  - \$1,000,000 per occurrence limit for property damage or bodily injury
  - \$1,000,000 per occurrence limit for personal injury and advertising injury
- If a general aggregate applies, it shall apply separately to this project/location. The contract no. and brief explanation of the project/work must be indicated under "Description of Operations/Locations" (ISO Form CG 25 03 or CG 2504).
- Coverage is to be on an "occurrence" form. "Claims made" and "modified occurrence" forms are not acceptable.
- A copy of the declaration page or endorsement page listing all policy endorsements for the CGL policy must be included.

All subconsultants of any tier performing any portion of the Work for CONSULTANT shall also obtain and maintain the CGL insurance coverage with limits not less than:

- Each occurrence limit: \$1,000,000
- General aggregate limit: \$2,000,000



- Personal injury and advertising limit \$1,000,000
- Products-completed operations aggregate limit \$2,000,000

All subconsultants' and sub-subconsultants' deductibles or self-insured retentions must be acceptable to SBCTA's Risk Manager.

21.1.4 Umbrella/Excess CGL. The policy must include the following:

- If the CONSULTANT elects to include an umbrella or excess policy to cover any of the total limits required beyond the primary commercial general liability policy limits and/or the primary commercial automobile liability policy limits, then the policy must include the following:
  - The umbrella or excess policy shall follow form over the CONSULTANT's primary general liability coverage and shall provide a separate aggregate limit for products and completed operations coverage.
  - The umbrella or excess policy shall not contain any restrictions or exclusions beyond what is contained in the primary policy.
  - The umbrella or excess policy shall contain a clause stating that it takes effect (drops down) in the event the primary limits are impaired or exhausted.
  - The umbrella or excess policy must also extend coverage over the automobile policy if it is to be used in combination with the primary automobile policy to meet the total insurance requirement limits.

There shall be no statement limiting the coverage provided to the parties listed as additionally insureds or as indemnitees below.

21.1.5 Commercial Auto. The policy must include the following:

- A total limit of liability of not less than **\$1,000,000** each accident. This total limits of liability may be met by combining the limits of the primary auto policy with an umbrella or excess policy in accordance with subparagraph 4 (Umbrella/Excess CGL) of Section A of this Article.
- Such insurance shall cover liability arising out of any vehicle, including owned, hired, leased, borrowed and non-owned vehicles assigned to or used in performance of the CONSULTANT services.
- Combined Bodily Injury and Property Damage Liability insurance. The commercial automobile liability insurance shall be written on the most recent edition of ISO Form CA 00 01 or equivalent acceptable to SBCTA.

21.1.6 Pollution Liability Intentionally Omitted

21.1.7 Technology Professional Liability Errors and Omissions Insurance – Intentionally Omitted

21.1.8 Railroad Protective Liability Intentionally Omitted

21.2. General Provisions

21.2.1 Qualifications of Insurance Carriers. If policies are written by insurance carriers authorized and admitted to do business in the state of California, then the insurance

carriers must have a current A.M. Best rating of A-VIII or better and if policies are written by insurance carriers that are non-admitted but authorized to conduct business in the state of California, then they must meet the current A.M. Best rating of A-X or better, unless otherwise approved in writing by SBCTA's Risk Manager.

- 21.2.2 Additional Insured Coverage. All policies, except those for Workers' Compensation and Professional Liability insurance, shall be endorsed by ISO Form CG 20 10 11 85, or if not available, then ISO Form CG 20 38, to name San Bernardino County Transportation Authority and its officers, directors, members, employees, and agents, as additional insureds ("Additional Insureds"). With respect to general liability arising out of or connected with work or operations performed by or on behalf of the CONSULTANT under this Contract, coverage for such Additional Insureds shall not extend to liability to the extent prohibited by section 11580.04 of the Insurance Code. The additional insured endorsements shall not limit the scope of coverage for SBCTA to vicarious liability, but shall allow coverage for SBCTA to the full extent provided by the policy.
- 21.2.3 Proof of Coverage. Evidence of insurance in a form acceptable to SBCTA's Risk Manager, including declarations pages of each policy, certificates of insurance and the required additional insured endorsements, shall be provided to SBCTA's Procurement Analyst prior to issuance of the NTP or prior to commencing any Work, as SBCTA specifies. Certificate(s) of insurance, as evidence of the required insurance shall: be executed by a duly authorized representative of each insurer; show compliance with the insurance requirements set forth in this Article; set forth deductible amounts applicable to each policy; list all exclusions which are added by endorsement to each policy; and also include the Contract Number and the SBCTA Project Manager's name on the face of the certificate. If requested in writing by SBCTA, CONSULTANT shall submit complete copies of all required insurance policies within ten (10) business days of a written request by SBCTA.
- 21.2.4 Deductibles and Self-Insured Retention. Regardless of the allowance of exclusions or deductibles by SBCTA, CONSULTANT shall be responsible for any deductible or self-insured retention (SIR) amount and shall warrant that the coverage provided to SBCTA is consistent with the requirements of this Article. CONSULTANT will pay, and shall require its sub-CONSULTANTS to pay, all deductibles, co-pay obligations, premiums and any other sums due under the insurance required in this Article. Any deductibles or self-insured retentions must be declared to and approved in writing by SBCTA's Risk Manager. Without SBCTA's Risk Manager's expressed written approval no deductibles or SIR will be allowed. At the option of SBCTA, if the deductible or SIR is approved and it is greater than \$10,000 or one (1) percent of the amount of coverage required under this Contract, whichever is less, the CONSULTANT shall guarantee that either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects to SBCTA, its directors, officials, officers, employees and agents; or, (2) the CONSULTANT shall procure a bond guaranteeing the amount of the deductible or self-insured retention. SBCTA shall have the right to review any and all financial records that SBCTA, at its sole discretion deems necessary to approve any deductible or SIR. SBCTA will have the right, but

not the obligation, to pay any deductible or SIR due under any insurance policy. If SBCTA pays any sums due under any insurance required above, SBCTA may withhold said sums from any amounts due to CONSULTANT. The CONSULTANT's policies will neither obligate nor prohibit SBCTA or any other Additional Insured, from paying any portion of any CONSULTANT's deductible or SIR.

- 21.2.5 CONSULTANT's and Subconsultants' Insurance will be Primary. All policies required to be maintained by the CONSULTANT or any subconsultant, with the exception of Professional Liability and Worker's Compensation shall be endorsed, with a form at least as broad as ISO Form CG 20 01 04 13, to be primary coverage, and any coverage carried by any of the Additional Insureds shall be excess and non-contributory. Further, none of CONSULTANT's or subconsultants' pollution, automobile, general liability or other liability policies (primary or excess) will contain any cross-liability exclusion barring coverage for claims by an additional insured against a named insured.
- 21.2.6 Waiver of Subrogation Rights. To the fullest extent permitted by law, CONSULTANT hereby waives all rights of recovery under subrogation against the Additional Insureds named herein, and any other consultant, subconsultant or sub-subconsultant performing work or rendering services on behalf of SBCTA in connection with the planning, development and construction of the Project. To the fullest extent permitted by law, CONSULTANT shall require similar written express waivers and insurance clauses from each of its subconsultants of every tier. CONSULTANT shall require all of the policies and coverages required in this Article to waive all rights of subrogation against the Additional Insureds (ISO Form CG 24 04 05 09). Such insurance and coverages provided shall not prohibit CONSULTANT from waiving the right of subrogation prior to a loss or claim.
- 21.2.7 Cancellation. If any insurance company elects to cancel or non-renew coverage for any reason, CONSULTANT will provide SBCTA thirty (30) days prior written notice of such cancellation or nonrenewal. If the policy is cancelled for nonpayment of premium, CONSULTANT will provide SBCTA ten (10) days prior written notice. In any event, CONSULTANT will provide SBCTA with a copy of any notice of termination or notice of any other change to any insurance coverage required herein which CONSULTANT receives within one business day after CONSULTANT receives it by submitting it to SBCTA at insurance@gosbcta.com, to the attention of SBCTA's Procurement Analyst, and by depositing a copy of the notice in the U.S. Mail in accordance with the notice provisions of this Contract.
- 21.2.8 Non-Limitation of Insurance Requirements - The insurance coverage provided and limits required under this Contract are minimum requirements and are not intended to limit the CONSULTANT's indemnification obligations under the Contract, nor do the indemnity obligations limit the rights of the Indemnified Parties to the coverage afforded by their insured status. To the extent required by Law in connection with Work to be performed, the CONSULTANT shall obtain and maintain, or cause to be obtained and maintained, in addition to the insurance coverage expressly required under this Contract, such other insurance policies for such amounts, for such periods

of time and subject to such terms, as required by Law and any other agreements with which the CONSULTANT is required to comply, including any Third-Party Agreements. Liability insurance coverage will not be limited to the specific location designated as the Site, except that if the CONSULTANT arranges project-specific general liability, excess liability, or workers' compensation coverage, limitations of coverage to the Site will be permitted subject to SBCTA approval and use of the broadest available site-specific endorsements. No liability policy will contain any provision or definition that would serve to eliminate so-called "third-party-over action" claims, including any exclusion for bodily injury to an employee of the insured or of any Subcontractor. The CONSULTANT acknowledges and will at all times comply with the provisions of Labor Code Section 3700 which require every employer in the State to be insured against liability for workers' compensation, or to undertake self-insurance in accordance with the provisions of that code.

21.2.9 Enforcement. SBCTA may take any steps as are necessary to assure CONSULTANT's compliance with its insurance obligations as identified within this Article. Failure to continuously maintain insurance coverage as provided herein is a material breach of contract. In the event the CONSULTANT fails to obtain or maintain any insurance coverage required, SBCTA may, but is not required to, maintain this coverage and charge the expense to the CONSULTANT or withhold such expense from amounts owed CONSULTANT, or terminate this Contract. The insurance required or provided shall in no way limit or relieve CONSULTANT of its duties and responsibility under the Contract, including but not limited to obligation to indemnify, defend and hold harmless the Indemnitees named below. Insurance coverage in the minimum amounts set forth herein shall not be construed to relieve CONSULTANT for liability in excess of such coverage, nor shall it preclude SBCTA from taking other actions as available to it under any other provision of the Contract or law. Nothing contained herein shall relieve CONSULTANT, or any subconsultant of any tier of their obligations to exercise due care in the performance of their duties in connection with the Work, and to complete the Work in strict compliance with the Contract.

21.2.10 No Waiver. Failure of SBCTA to enforce in a timely manner any of the provisions of this Article shall not act as a waiver to enforcement of any of these provisions at a later date.

21.2.11 Project Specific Insurance - Intentionally Omitted

21.2.12 No Representations or Warranties - SBCTA makes no representation or warranty that the coverage, limits of liability, or other terms specified for the insurance policies required under this contract are adequate to protect the CONSULTANT against its undertakings under this Contract or its liability to any third party, nor will they preclude SBCTA from taking any actions as are available to it under this Contract or otherwise at law.

21.2.13 Review of Coverage – SBCTA may at any time review the coverage, form, and amount of insurance required under this contract, and may require the CONSULTANT to make changes in such insurance reasonably sufficient in coverage, form, and amount to provide adequate protection against the kind and extent of risk that exists at

that time. SBCTA may change the insurance coverages and limits required under this contract by notice to the CONSULTANT, whereupon the CONSULTANT will, within sixty (60) days of such notice date, procure the additional and/or modified insurance coverages. Upon such change any additional cost (at actual cost) from such change will be paid by SBCTA and any reduction in cost will reduce the Contract Price pursuant to a Contract amendment.

21.2.14 Subconsultant Insurance. Insurance required of the CONSULTANT shall be also provided by subconsultants or by CONSULTANT on behalf of all subconsultants to cover their services performed under this Contract. CONSULTANT may reduce types and the amounts of insurance limits provided by subconsultant(s) to be proportionate to the amount of the subconsultant's contract and the level of liability exposure for the specific type of work performed by the subconsultant. CONSULTANT shall be held responsible for all modifications, deviations, or omissions in these insurance requirements as they apply to subconsultant.

21.2.15 Higher limits. If CONSULTANT maintains higher limits than the minimums shown above, SBCTA shall be entitled to coverage for the higher limits maintained by CONSULTANT. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to SBCTA.

21.2.16 Special Risks or Circumstances. SBCTA reserves the right to modify any or all of the above insurance requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

## **ARTICLE 22. INDEMNITY**

22.1 To the extent, but only to the extent, that CONSULTANT's Work falls within the scope of Civil Code Section 2782.8, the following indemnification is applicable:

CONSULTANT shall indemnify and defend (with legal counsel reasonably approved by SBCTA) SBCTA, the SBCTA's Entities and their authorized officers, employees, agents and volunteers (collectively "Indemnitees"), from any and all losses, damages, liability, actions, and/or costs for claims that arise out of, pertain to, or are related to the negligence, recklessness, or willful misconduct of the professional to the maximum extent permitted by Civil Code Section 2782.8.

22.2 For all other Work and obligations under this Contract, CONSULTANT agrees to indemnify, defend (with legal counsel reasonably approved by SBCTA) and hold harmless SBCTA, SBCTA's Entities and their authorized officers, employees, agents and volunteers ("Indemnitees"), from any and all claims, actions, losses, damages and/or liability (Claims) arising out of this Contract from any cause whatsoever, including acts, errors, or omissions of any person and for any costs or expenses incurred by SBCTA on account of any claim, except where such indemnification is prohibited by law. This indemnification provision shall apply regardless of the existence or degree of fault of Indemnitees. CONSULTANT's indemnification obligation applies to SBCTA's "active" as well as "passive" negligence, but does not apply to SBCTA's "sole negligence" or "willful misconduct" within the meaning of Civil Code section 2782.



## **ARTICLE 23. ERRORS AND OMISSIONS**

CONSULTANT shall be responsible for the professional quality, technical accuracy, and coordination of all Work required under this Contract. CONSULTANT shall be liable for SBCTA's costs resulting from errors or deficiencies in Work furnished under this Contract, including, but not limited to, any fines, penalties, damages, and costs required because of an error or deficiency in the Work provided by CONSULTANT under this Contract.

## **ARTICLE 24. OWNERSHIP OF DOCUMENTS AND PROJECT MATERIALS**

All deliverables, including but not limited to, drawings, reports, worksheets, and other data developed by CONSULTANT under this Contract, as well as all project materials purchased with funds advanced by SBCTA pursuant to Article 4A, shall become the sole property of SBCTA when prepared or purchased by CONSULTANT, whether delivered to SBCTA or not.

## **ARTICLE 25. SUBCONTRACTS**

- 25.1 CONSULTANT shall not subcontract performance of all or any portion of Work under this Contract, except to those subconsultants listed in CONSULTANT's proposal, without first notifying SBCTA in writing of the intended subcontracting and obtaining SBCTA's written approval of the subcontracting and the subconsultant. The definition of subconsultant and the requirements for subconsultants hereunder shall include all subcontracts at any tier.
- 25.2 CONSULTANT agrees that any and all subconsultants of CONSULTANT performing Work under this Contract will comply with the terms and conditions of this Contract applicable to the portion of Work performed by them. CONSULTANT shall incorporate all applicable provisions of this Contract into their subcontracts regardless of the tier. If requested by SBCTA, CONSULTANT shall furnish SBCTA a copy of the proposed subcontract for SBCTA's approval of the terms and conditions thereof and shall not execute such subcontract until SBCTA has approved such terms and conditions. SBCTA's approval shall not be unreasonably withheld.
- 25.3 Approval by SBCTA of any Work to be subcontracted and the subconsultant to perform said Work will not relieve CONSULTANT of any responsibility or liability in regard to the acceptable and complete performance of said Work. Any substitution of subconsultants must be approved in writing by SBCTA. CONSULTANT shall have sole responsibility for managing all of their subconsultants, including resolution of any disputes between CONSULTANT and its subconsultants.

## **ARTICLE 26. RECORD INSPECTION AND AUDITING**

SBCTA or any of its designees, representatives, or agents shall at all times have access during normal business hours to CONSULTANT's operations and products wherever they are in preparation or progress, and CONSULTANT shall provide sufficient, safe, and proper facilities for such access and inspection thereof. Inspection or lack of inspection by SBCTA shall not be deemed to be a waiver of any of their rights to require CONSULTANT to comply with the Contract or to subsequently reject unsatisfactory Work or products.

## **ARTICLE 27. INDEPENDENT CONTRACTOR**

CONSULTANT is and shall be at all times an independent contractor. Accordingly, all Work provided by CONSULTANT shall be done and performed by CONSULTANT under the sole supervision, direction and control of CONSULTANT. SBCTA shall rely on CONSULTANT for results only, and shall have no right at any time to direct or supervise CONSULTANT or CONSULTANT's employees in the performance of Work or as to the manner, means and methods by which Work is performed. All personnel furnished by CONSULTANT pursuant to this Contract, and all representatives of CONSULTANT, shall be and remain the employees or agents of CONSULTANT or of CONSULTANT's subconsultant(s) at all times, and shall not at any time or for any purpose whatsoever be considered employees or agents of SBCTA.

## **ARTICLE 28. ATTORNEY'S FEES**

If any legal action is instituted to enforce or declare any Party's rights under the Contract, each Party, including the prevailing Party, must bear its own costs and attorneys' fees. This Article shall not apply to those costs and attorneys' fees directly arising from any third party legal action against a Party hereto and payable under the "Indemnity" provision of the Contract.

## **ARTICLE 29. GOVERNING LAW AND VENUE**

This Contract shall be subject to the law and jurisdiction of the State of California. The Parties acknowledge and agree that this Contract was entered into and intended to be performed in whole or substantial part in San Bernardino County, California. The Parties agree that the venue for any action or claim brought by any Party to this Contract will be the Superior Court of California, San Bernardino County. Each Party hereby waives any law or rule of court which would allow them to request or demand a change of venue. If any action or claim concerning this Contract is brought by any third party, the Parties hereto agree to use their best efforts to obtain a change of venue to the Superior Court of California, San Bernardino County.

## **ARTICLE 30. FEDERAL, STATE AND LOCAL LAWS**

CONSULTANT warrants that in the performance of this Contract, it shall comply with all applicable federal, State and local laws, ordinances, rules and regulations.

## **ARTICLE 31. PRECEDENCE**

- 31.1 The Contract consists of the following: Contract Articles, Exhibit A "Scope of Work", and Exhibit B "Price Proposal", SBCTA's Request for Proposal and CONSULTANT's proposal, all of which are incorporated into this Contract by this reference.
- 31.2 The following order of precedence shall apply: first, the Contract Articles; second, Exhibits A and B; third, SBCTA's Request for Proposal; and last, CONSULTANT's proposal. In the event of a conflict between the Contract Articles and the Scope of Work, the Contract Articles will prevail.
- 31.3 In the event of an express conflict between the documents listed in this Article, or between any other documents which are a part of the Contract, CONSULTANT shall notify SBCTA in writing within three (3) business days of its discovery of the conflict and shall comply with SBCTA's resolution of the conflict.

## ARTICLE 32. COMMUNICATIONS AND NOTICES

Notices sent by mail shall be by United States Mail, postage paid, certified mail (return receipt requested). Any and all notices permitted or required to be given hereunder shall be deemed duly given and received: (a) upon actual delivery, if delivery is personally made or if made by fax or email during regular business hours; (b) the first business day following delivery by fax or email when not made during regular business hours; or (c) on the fourth business day after deposit of such notice into the United States Mail. Each such notice shall be sent to the respective Party at the address indicated below or to any other address as the respective Parties may designate from time to time by a notice given in accordance with this Article. CONSULTANT shall notify SBCTA of any contact information changes within ten (10) business days of the change.

<b>To CONSULTANT</b>	<b>To SBCTA</b>
1592 North Batavia Street, Suite 2	<b>1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor</b>
Orange, CA 92867	<b>San Bernardino, CA 92410-1715</b>
Attn: Hailey Schellin	<b>Attn: Matthew Farokmanesh</b>
Email:haileys@wav1.com	<b>Email: mfarokmanesh@gosbcta.com</b>
Phone: 949-584-7028	<b>Phone: (909) 884-8276</b>
2 <sup>nd</sup> Contact: Jay Schellin	<b>Copy: Procurement Manager</b>
Email:jays@wav1.com	<b>Email: procurement@gosbcta.com</b>

## ARTICLE 33. DISPUTES

- 33.1 In the event any dispute, other than an audit, arises between the Parties in connection with this Contract (including but not limited to disputes over payments, reimbursements, costs, expenses, Work to be performed, Scope of Work and/or time of performance), the dispute shall be decided by SBCTA's Procurement Manager within thirty (30) calendar days after notice thereof in writing, which notice shall include a particular statement of the grounds of the dispute. If CONSULTANT does not agree with the decision, then CONSULTANT shall have ten (10) calendar days after receipt of the decision in which to file a written appeal thereto with SBCTA's Executive Director. If the Executive Director fails to resolve the dispute in a manner acceptable to CONSULTANT, then such dispute may be reviewed by a court of competent jurisdiction.
- 33.2 During resolution of the dispute, CONSULTANT shall proceed with performance of this Contract with due diligence.

## ARTICLE 34. GRATUITIES

CONSULTANT, its employees, agents, or representatives shall not offer or give to any officer, official, agent or employee of SBCTA, any gift, entertainment, payment, loan, or other gratuity.

## ARTICLE 35. REVIEW AND ACCEPTANCE

All Work performed by CONSULTANT shall be subject to periodic review and approval by SBCTA at any and all places where such performance may be carried on. Failure of SBCTA to make such review or to discover defective work shall not prejudice the rights of SBCTA at the time of final acceptance. All Work performed by CONSULTANT shall be subject to periodic and final review and acceptance by SBCTA upon completion of all Work.



## **ARTICLE 36. CONFIDENTIALITY**

Any SBCTA communications or materials to which CONSULTANT or its subconsultants or agents have access, or materials prepared by CONSULTANT under the terms of this Contract, shall be held in confidence by CONSULTANT, who shall exercise reasonable precautions to prevent the disclosure of confidential information to anyone except as expressly authorized by SBCTA. Any communications with or work product of SBCTA's legal counsel to which CONSULTANT or its subconsultants or agents have access in performing work under this Contract shall be subject to the attorney-client privilege and attorney work product doctrine and shall be confidential. CONSULTANT shall not release any reports, information or promotional material or allow for the use of any photos related to this Contract for any purpose without prior written approval of SBCTA.

## **ARTICLE 37. EVALUATION OF CONSULTANT**

CONSULTANT's performance may be evaluated by SBCTA periodically throughout the Contract performance period, such as at the completion of certain milestones as identified in Scope of Work and/or at the completion of the Contract. A copy of the evaluation will be given to CONSULTANT for their information. The evaluation information shall be retained as part of the Contract file and may be used to evaluate CONSULTANT if they submit a proposal on a future RFP issued by SBCTA.

## **ARTICLE 38. SAFETY**

CONSULTANT shall strictly comply with OSHA regulations and local, municipal, state, and federal safety and health laws, orders and regulations applicable to CONSULTANT's operations in the performance of Work under this Contract. CONSULTANT shall comply with all safety instructions issued by SBCTA or their representatives.

## **ARTICLE 39. DRUG FREE WORKPLACE**

CONSULTANT agrees to comply with the Drug Free Workplace Act of 1990 per Government Code section 8350 et seq.

## **ARTICLE 40. ASSIGNMENT**

CONSULTANT shall not assign this Contract in whole or in part, voluntarily, by operation of law, or otherwise, without first obtaining the written consent of SBCTA. SBCTA's exercise of consent shall be within its sole discretion. Any purported assignment without SBCTA's prior written consent shall be void and of no effect, and shall constitute a material breach of this Contract. Subject to the foregoing, the provisions of this Contract shall extend to the benefit of and be binding upon the successors and assigns of the Parties.

## **ARTICLE 41. AMENDMENTS**

The Contract may only be changed by a written amendment duly executed by the Parties. Work authorized under an amendment shall not commence until the amendment has been duly executed.

## **ARTICLE 42. PREVAILING WAGES**

42.1 The State of California's General Prevailing Wage Rates are not applicable to this Contract.

#### **ARTICLE 43. CONTINGENT FEE**

CONSULTANT warrants by execution of this Contract, that no person or selling agency has been employed or retained to solicit or secure this Contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by CONSULTANT for the purpose of securing business. For breach or violation of this warranty, SBCTA has the right to terminate this Contract without liability, pay only for the value of the Work actually performed, or, in its discretion, to deduct from the contract price or consideration, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.

#### **ARTICLE 44. FORCE MAJEURE**

CONSULTANT shall not be in default under this Contract in the event that the Work performed by CONSULTANT is temporarily interrupted or discontinued for any of the following reasons: riots, wars, sabotage, acts of terrorism, civil disturbances, insurrection, explosion, pandemics, quarantines, acts of God, acts of government or governmental restraint, and natural disasters such as floods, earthquakes, landslides, and fires, or other catastrophic events which are beyond the reasonable control of CONSULTANT and which CONSULTANT could not reasonably be expected to have prevented or controlled. "Other catastrophic events" does not include the financial inability of CONSULTANT to perform or failure of CONSULTANT to obtain either any necessary permits or licenses from other governmental agencies or the right to use the facilities of any public utility where such failure is due solely to the acts or omissions of CONSULTANT.

#### **ARTICLE 45. WARRANTY**

CONSULTANT warrants that all Work performed shall be in accordance with the Contract and all applicable professional standards. In the event of a breach of this provision, CONSULTANT shall take the necessary actions to correct the breach at CONSULTANT's sole expense. If CONSULTANT does not take the necessary action to correct the breach, SBCTA, without waiving any other rights or remedies it may have, may take the necessary steps to correct the breach, and the CONSULTANT shall promptly reimburse SBCTA for all expenses and costs incurred.

#### **ARTICLE 46. ENTIRE DOCUMENT**

- 46.1 This Contract constitutes the sole and only agreement governing the Work and supersedes any prior understandings, written or oral, between the Parties respecting the Project. All previous proposals, offers, and other communications, written or oral, relative to this Contract, are superseded except to the extent that they have been expressly incorporated into this Contract.
- 46.2 No agent, official, employee or representative of SBCTA has any authority to bind SBCTA to any affirmation, representation or warranty outside of, or in conflict with, the stated terms of this Contract, and CONSULTANT hereby stipulates that it has not relied, and will not rely, on same.
- 46.3 Both Parties have been represented or had the full opportunity to be represented by legal counsel of their own choosing in the negotiation and preparation of this Contract. Therefore, the language in all parts of this Contract will be construed, in all cases, according to its fair meaning, and not for or against either Party.

**ARTICLE 47. COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT**

CONSULTANT shall comply with all applicable provisions of the Americans with Disabilities Act in performing Work under this Contract.

**ARTICLE 48. EFFECTIVE DATE**

The date that this Contract is executed by SBCTA shall be the Effective Date of the Contract.

**IN WITNESS WHEREOF**, the Parties hereto have executed this Contract below.

**WESTERN A/V, a California corporation**

By: \_\_\_\_\_  
Catherine Schellin  
Chief Executive Officer

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Jay Schellin  
Chief Financial Officer

Date: \_\_\_\_\_

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Dawn M. Rowe  
President, Board of Directors

Date: \_\_\_\_\_

**APPROVED AS TO FORM**

By: \_\_\_\_\_  
Juanda L. Daniel  
Assistant General Counsel

Date: \_\_\_\_\_

**CONCURRENCE**

By: \_\_\_\_\_  
Shaneka M Morris  
Procurement Manager

Date: \_\_\_\_\_

Attachment: 23-1002967 (10388 : Award Contract No. 23-1002967 Board Room Equipment Upgrade)

## 23-1002967 - EXHIBIT A

## SCOPE OF WORK

AUDIOVISUAL SYSTEMS SPECIFICATIONS  
SAN BERNARDINO CTA BOARDROOM

## PART 1 – GENERAL

## 1.1 SUMMARY.

**This project allows for proposer to bid on Option A as described below and Option B as a potential second component of work which allows for an additional conference room that has similar specifications as option A, with reduced scale of equipment.**

- A. This specification shall apply to all phases of Work hereinafter specified, shown on Drawings, or as required to provide a complete installation of audiovisual systems. The Drawings and Specifications intend to provide complete and operable Audiovisual Systems that include all documents that are a part of the Contract.

## OPTION A

## B. BOARDROOM

1. The Boardroom is a 36-seater conference room with the tables in the middle of the room configured in a rectangular shape arrangement. The Boardroom will be configured for monthly board and committee meetings and other events. Part of the 36 seats will be one (1) podium and one (1) ADA-accessible space.
2. Up to 36 positions at the dais shall have a mounted gooseneck microphone. The microphones will be Delegate microphones and one configured as the Chairman. Mute buttons will be built-in into the base of the delegate microphones. The discussion system will be a wireless system that allows for flexible placement in the tables with no cable obstruction. The gooseneck microphones will be a Shure MXCW640 (OR EQUIVALENT) Wireless Conference Unit. Each will be paired with a Shure MXC420 (OR EQUIVALENT) 20-inch Gooseneck Microphones.
3. The wireless discussion will have a Shure MXCWAPT Access point Transceiver which will be installed wall mounted in the Boardroom.
4. A sufficient number of Shure MXCWNCS (OR EQUIVALENT) Networked Charging Stations will be included which is a requirement for the wireless discussion system chairman and delegate units.
5. An Audio System is also a requirement in the Boardroom. A QSC Core 110f Audio DSP will be used. This Audio DSP will accept audio signals thru AES67 from the Shure microphones.
6. The speaker system will be two (2) units of Bose Panaray MSA12X (OR EQUIVALENT) steerable column array loudspeaker which will allow it to be installed at height above tile and will have the capability to electronically steer the speaker dispersion into the audience. The column array speakers will be mounted onto the wall and connected using exterior conduit.
7. There will be one (1) PTZ Cameras in the boardroom. The camera will be a Panasonic AW-UE20 PTZ Camera System (OR EQUIVALENT). A Panasonic AW-RP60GJ5 PTZ Controller (OR EQUIVALENT) will be used for camera control. The camera can be set for multiple focus presets which can then be recalled as desired by the user. The camera will utilize a video extender to extend the video from the wall to the rack. A Crestron HD-TX-4KZ-101 DM Lite® 4K60 4:4:4 (OR EQUIVALENT) Transmitter and HD-RX-4KZ-101 M Lite® 4K60 4:4:4 (OR EQUIVALENT) Receiver for HDMI® Signal Extension over CATx Cable will be used for video extension.
8. The PTZ camera's video out will be patched to the Vaddio AV Bridge 2x1 (OR EQUIVALENT). The AV Bridge has an embedded RTSP IP and USB 3.0 output streaming which will allow for Video Conferencing like Zoom, MS Teams, and other similar soft codec VTC applications. The soft codec will be hosted by the owner supplied laptop or desktop computer. The AV Bridge will allow the AV systems PTZ camera and microphone system to be used on the video conferencing session.
9. A Projection System is also required for the Boardroom. A Panasonic PT-VMZ71WU 1920x1200 3LCD, 7,000 lumens (OR EQUIVALENT) projector will be used. The existing projection screen will be reused. The AV contractor will verify the position of the projector wherein to achieve the correct image size versus the screen.
10. Supplemental displays are also required for the Boardroom. There will be two (2) units of Samsung 55" displays at the open area at the middle of the rectangular arranged tables. These will be Samsung QB55R 55" Direct-Lit 4K Crystal UHD (OR EQUIVALENT) LED Display.

11. These displays are intended for those board members who are situated on the sides of the projector screen and does not have a proper view of the projector screen. The 55" displays will be floor mounted low enough using a Chief MFQUB Low Profile Floor Confidence Monitor Cart as to not to block the sight lines of those who are viewing the projector screen.
  12. Special consideration should be done to the signal/data and power cabling going to the middle area where the 55 inches supplemental displays will be installed. Consider under carpet cabling or other options that the AV contractor would suggest.
  13. A Crestron DM Lite (OR EQUIVILENT) solution will be used for video distribution and video signal extension to the displays and projector. A Crestron HD-MD402 4x2 4K60 4:2:0 AV Switcher will be used. While Crestron HD-RX-4KZ-101 DM Lite® 4K60 4:4:4 (OR EQUIVILENT) Receivers will be installed at the back of the displays and near the projector to provide video feed coming from DM Lite switcher.
  14. A 12U equipment rack will be provided.
  15. All necessary cabling and accessories that are needed to make the AV system for the conference room functional, complete, and operable should be provided by the AV Contractor.
- C. Audiovisual Systems drawings are diagrammatic and are intended to convey the scope of work, indicating the intended general arrangement of equipment. Follow Drawings in laying out work and verify spaces for installation of materials and equipment based on actual dimensions of equipment furnished.
- D. It is the intent of the Drawings and Specifications, for the Contractor to provide and install a complete, fully operational, and tested system.
- E. All miscellaneous system components including, but not limited to, plenum cables, speakers, signal converters, interface panels, and components, termination equipment, patch panels, backboards, converters, digital video matrix switchers, digital video extenders, controllers, digital signal processors, amplifiers, custom faceplates, mounting hardware, fasteners, racks, cabinets, and any other related items shall be furnished and installed as needed, complete under this section, such that the system shall perform all functions listed herein in compliance with all of the specified requirements.

## 1.2 QUALITY ASSURANCE

- A. Design, manufacture, testing, and method of installation of all apparatus and materials furnished under requirements of these specifications shall conform to the latest publications or standard rules of the following:
1. AES - Audio Engineering Society
  2. ANSI - American National Standards Institute
  3. BICSI - Building Industry Consulting Service International, Inc.
  4. CEDIA - Custom Electronic Design and Installation Association
  5. Digital Display Working Group
  6. EIA - Electronic Industries Alliance
  7. FCC - Federal Communications Commission
  8. HDMI Licensing, LLC
  9. INFOCOMM - International Communications Industries Association
  10. IEEE - Institute of Electrical and Electronic Engineers
  11. ISO - International Organization for Standardization
  12. ITU - Telecommunication Standardization Sect
  13. MPEG - Moving Picture Experts Group
  14. NAB - National Association of Broadcasters
  15. NEC - National Electrical Code
  16. NEMA - National Electrical Manufacturers Association
  17. NFPA - National Fire Protection Association
  18. NSCA - National Systems Contractors Association
  19. CALOSHA - Occupational Safety and Health Administration
  20. SMPTE - Society of Motion Picture and Television Engineers
  21. TIA - Telecommunications Industry Association
  22. UBC - Uniform Building Code
  23. UL - Underwriters Laboratories Inc.
  24. VESA - Video Electronics Standards Association
  25. Local Authority Having Jurisdiction (AHJ) Published Electrical Standards and Codes

- B. Perform Work in accordance with the National Electrical Code, applicable building ordinances, and other applicable codes, hereinafter referred to as the "Code." The Contractor shall comply with the Code including local amendments and interpretations without added cost to the Government. Where Contract Documents exceed minimum requirements, the Contract Documents take precedence. Where code conflicts occur, the most stringent shall apply unless a variance is approved.
  - 1. Comply with all requirements for permits, licenses, fees, and codes. The Contractor, at the Contractor's expense, shall obtain all permits, licenses, fees, special service costs, inspections, and arrangements required for Work under this contract, unless otherwise specified.
  - 2. Comply with requirements of the applicable utility companies serving this Project. Make all arrangements with utility companies for proper coordination of Work.

### 1.3 GENERAL REQUIREMENTS

- A. Guarantee: Furnish a written guarantee for a period of (1) one year from the date of acceptance.
- B. Wherever a discrepancy in the quantity of equipment, cable, devices, etc., (all materials), arises on the Drawing and/or Specifications, the Contractor shall be responsible for providing and installing all material and services required by the strictest condition noted on Drawings and/or in Specifications to ensure complete and operable systems as required by the Government and Audiovisual Systems Design Consultant.
- C. The contractor shall hold a valid Low-Voltage license shall have completed at least 10 projects of equal scope, shall have been in the business of furnishing and installing systems of this scope and magnitude for at least five years, and be capable of being bonded to assure the Government of performance and satisfactory service during the guarantee period.
- D. The contractor shall hold all other licenses required by the legally constituted authorities having jurisdiction over the work.
- E. All work shall be performed under the supervision of a company accredited by the basic equipment manufacturer and such accreditation must be presented.
- F. The installing contractor shall be a factory authorized installer and warranty station for the brand of equipment offered and shall maintain a fully equipped service organization capable of furnishing adequate repair service to the equipment.
- G. All of the equipment in this specification shall be furnished and installed by the Authorized Factory Installer of the equipment. The Contractor shall furnish a letter from the manufacturer of all major equipment, which certifies that the installing contractor is the Authorized Installer and that the equipment has been installed according to factory intended practices. The Contractor shall also furnish a written guarantee from the manufacturer that they will have a service representative assigned to this area for the life of the equipment.
- H. All Audiovisual systems equipment supplied shall be listed by Underwriters Laboratories. A copy of the UL listing card for the proposed system shall be included with the contractor's submittal.
- I. Personnel: Use adequate numbers of skilled workers who are thoroughly trained and experienced with the specified requirements and the methods needed for the proper performance of the AV systems installation work specified herein.
  - 1. Designated Project Engineer: Provide a designated Project Engineer in responsible charge of the Design, CAD, In-House testing, and on-site commissioning of the Project during all phases of the work of this specification. This Project Engineer shall hold a current InfoComm CTS, and manufacturer certified and shall be the same individual through the execution of the work unless illness, loss of personnel, or other circumstances reasonably beyond the control of the Contractor intervene.
  - 2. Technicians shall have at least three (3) years of direct experience in similar work. The AV technicians assigned to this project shall be fully trained, qualified, and carry valid and current industry certifications regarding the installation, operation, and testing of Audiovisual Systems. At least one InfoComm CTS-I, and manufacturer certified, shall be assigned as Lead Technician to the project.
  - 3. Designated Project Manager Single Point of Contact: Provide a designated Project Manager in responsible charge and Single Point of Contact on the Project Site during all phases of installation and testing of the work of this specification. The Project Manager shall:



- a. Hold current InfoComm CTS-I, and manufacturer certified.
  - b. Initiate and coordinate tasks with the Government's Project Manager.
  - c. Provide day-to-day direction and on-site supervision of Contractor personnel.
  - d. Ensure conformance with all Contract provisions.
  - e. Participate in weekly site project meetings as needed.
  - f. Be the same individual through the execution of the work unless illness, loss of personnel, or other circumstances reasonably beyond the control of the Contractor intervene.
- J. All of the equipment in this specification shall be furnished and installed by the Authorized Factory Installer of the equipment with the most current software & firmware package available at the time of installation. At the time of the Government Acceptance of the installation, all equipment shall include any and all updated software or hardware revisions. In addition, when the software is available in disk format, a backup copy of the most up-to-date revision, in disk format, shall be handed to the Government at the completion of the project.
- K. Verifying Drawings and Job Conditions:
- 1. This Contractor shall examine all Drawings and Specifications in a manner to be fully cognizant of all work required under this Section.
  - 2. This Contractor shall visit the site and verify existing conditions. Where existing conditions differ from Drawings and adjustment(s) shall be made and allowances included for all necessary equipment to complete all parts of the Drawings and Specifications.

#### 1.4 APPROVALS, EQUALS, SUBSTITUTIONS, AND ALTERNATIVES

- A. Approvals: Where the words (or similar terms) "approved", "approval", "acceptable", and "acceptance" are used, it shall be understood that acceptance by the Government and Audiovisual Systems Design Consultant are required.
- B. Equal: Where the words (or similar terms) "equal", "approved equal", "equal to", "or equal by", "or equal" and "equivalent" are used, it shall be understood that these words are followed by the expression "in the opinion of the Government and Audiovisual Systems Design Consultant." For the purposes of specifying products, the above words shall indicate the same size, made of the same construction materials, manufactured with equivalent life expectancy, and having the same aesthetic appearance/style (includes the craftsmanship, physical attributes, color and finish), and the same performance.
- C. Substitution: Equipment specified herein has been reviewed and approved by the Government conforming to security requirements. For the purposes of specifying products "substitution" shall refer to the submittal of a product not explicitly approved by the project documents/specifications.
- 1. Substitutions of specified equipment shall be submitted and received by the Government and the Audiovisual Systems Design Consultant before the questions, clarifications and approved equals are due on Monday, July 17, 2023 for review and written approval. Regulatory Agency approval for all substitutions will be the sole responsibility of the Contractor. To receive consideration, requests for substitutions must be accompanied by documentary proof of its equality with the specified material. Documentary proof shall be in letter form and identify the specified values/materials alongside proposed equal values/materials. In addition, catalog brochures and samples, if requested, must be included in the submittal.
  - 2. In the event that written authorization is given for a substitution, after awarding of the contract, the Contractor shall submit to the Government and Audiovisual Systems Design Consultant quotations from suppliers/distributors of both the specified and proposed equal material for price comparison, as well as a verification of delivery dates that conform to the project schedule.
  - 3. In the event of cost reduction, the Government will be credited with 100 percent of the reduction, arranged by Change Order.
  - 4. The Contractor warrants that substitutions proposed for specified items will fully perform the functions required.
- D. Alternates/Alternatives: For the purposes of specifying products, "alternatives/alternates" may be established to enable the Government and Audiovisual Systems Design Consultant to compare costs where alternative materials or methods might be used. An alternate price shall be submitted in addition to the base bid for consideration. If the alternate is deemed acceptable, written authorization will be issued.

## 1.5 SHOP DRAWINGS/SUBMITTALS

- A. Shop Drawings/Submittals shall be submitted in digital sets accompanied by a Letter of Transmittal, which shall give a list of the number and dates of the drawings submitted. Drawings shall be complete in every respect and bound in sets.
- B. The Shop Drawings/Submittals submitted shall be marked with the name of the project, numbered consecutively, and bear the approval of the Contractor as evidence that the Contractor has checked the Drawings. Any Drawings submitted without this approval will be returned to the Contractor for resubmission.
- C. If the shop drawings show variations from the requirements of the Contract because of standard shop practice or other reasons, the Contractor shall make specific mention of such variations in the Contractor's letter of transmittal. If the substitution is accepted, the Contractor shall be responsible for the proper adjustment that may be caused by the substitution. Samples shall be submitted when requested.
- D. Only products listed as "Equal" within the contract documents, along with formally approved "Substitutions" will be reviewed. Products not conforming to these items will not be reviewed and will be returned to the Contractor for re-submittal.
- E. Review comments used in response to shop drawings/submittals are:
  - 1. "No Exception Taken" - Product approved as submitted.
  - 2. "Furnish as Corrected" - Re-submittal is not required, although the Contractor shall provide the submitted product with corrections as noted.
  - 3. "Revise And Resubmit" - Re-submittal required with corrections as noted.
  - 4. "Rejected" - Re-submittal required based upon the originally specified product.
- F. Shop drawings shall be submitted on the following but not limited to:
  - 1. AV system diagram.
  - 2. Equipment Rack Elevation
  - 3. Instructor Station (Lectern- if applicable)
  - 4. Touch Panel Layouts and pages
  - 5. All other products are called out on drawings that call for shop drawing submittal.

## PART 2 – PRODUCTS

### 2.1 MATERIALS

- A. Materials and Equipment: All AV System (AVS) materials and equipment, including custom-made equipment, shall be new and shall be listed by Underwriter's Laboratories (UL) and bear their label or be listed and certified by a Nationally Recognized Testing Lab (NTRL) that is also recognized by the local Authority-Having- Jurisdiction (AHJ).

### 2.2 SYSTEM FUNCTIONS AND CAPABILITIES:

- A. The AVS shall be utilized for presenting, viewing, and listening to multimedia presentations. The system shall utilize/integrate where indicated, computer, microphone, and other inputs for output to LCD/LED/Projection Displays, and Sound Reinforcement Systems. The AVS shall be able to integrate with existing or new conference call and video conferencing systems. The AV system shall be controlled by either a Touch Panel interface or with a control system processor. The control system shall be able to control all the functions of the AV equipment, Audio Volume, digital media switching, and Projectors. See AV drawings for more detailed information regarding specific system functionality.
- B. The AVS shall provide clear, natural sound uniformly distributed throughout the designated areas. The system shall utilize speakers as shown on the plans. These quantities shall be considered as the minimum quantity required. The AV system shall also be able to display High Definition Video to the Native Resolution of all displays without any distortion or artifacts.
- C. The system shall have adequate dynamic range without audible clipping or distortion to accommodate all types of program material. Audio, Digital Signal Processing shall be employed in the designated room to ensure smooth frequency response and high acoustical gain before feedback. When at maximum level, the system shall operate without audible distortion, rattles, and buzzes. All switching shall be silent and without pops and or transients.



- D. The system frequency response shall be within +/- 2dB from a curve that is flat from 80Hz to 4 kHz and decreasing 3dB per octave from a relative level of 0 dB from 4 kHz to 10 kHz. There shall be a minimum 12dB roll-off above 10 kHz and below 63 Hz. Uniformity of coverage of the system at seated ear height (42") shall be within +/- 3dB in the 4kHz 1/3 octave band at any seat location using pink noise as a test signal.
- E. System noise shall not exceed an equivalent input noise of -120dB based on a 20 kHz-noise bandwidth. The predominant noise component in the system output under any operating condition shall be that of the input stage.
- F. The sound level capability of program material levels produced in all seats shall be at least 75dB when measured with a scaled filter. There shall be at least 6dB of amplifier headroom.
- G. The system shall provide clear audio to all areas covered by the system. Each speaker shall be wired discretely to the correct channel on the amplifier. See AVS drawings for exact location.
- H. EDID and Color Space Management. EDID data exchange is a standardized means for a display to communicate its capabilities to a source device. It is the AV contractor's responsibility to address and resolve and manage all EDID and Color Space issues.
- I. HDCP (High-bandwidth Digital Content) is an encryption protocol for copy-protected video content such as Blu-Ray Disc, HD movie downloads, Cable TV & Satellite TV. It is the Contractor's responsibility for proper HDCP and Digital Rights Management (DRM) in all systems listed in the plans and this specification.

### 2.3 SOFTWARE PROGRAMMING

- A. Not Used

### 2.4 GENERAL PRODUCTS FOR SYSTEMS

#### CABLE – ALL SPACES

1. Speaker Cable, 70-Volt distribution, 2-Conductor, 16 AWG, unshielded pair, Brand: Extron, West Penn, Belden or equal.
2. Speaker Cable, 8 Ohm distribution, 2-Conductor, 12 AWG, unshielded pair, Brand: Extron, West Penn, Belden, or equal.
3. Analog Microphone/Line Level Installation Cable, 22 AWG conductor, jacketed, shielded, twisted-pair, Brand: Extron, West Penn, Belden, or equal.
4. Pre-Terminated HDMI, DVI Display Port cables: Extron, Crestron, or equal. (Note, cables must be rated for HDMI 1.4a specifications or better, capable of passing 1080p or 1920 x 1200 resolution at distances less than 35' without an active equalizer.)
5. Digital Video Switcher, CAT-6A, Shielded Twisted Pair Cable with braided shield and drain wire for HDBase-T Systems, Brand: Extron, Crestron, or to HDBase-T Standard equivalent (Quantity as required). With Extron Shielded RJ-45, or HDBase-T standard connectors. The contractor is responsible for maintaining the braided shield and drain wire from the plug per HDBase-T standard.
6. Control System Device Control (RS232, Relay or Contact Closure): (Dual 22 AWG shielded twisted pairs with individual drain wires, each pair is color-coded Red/Black and Green/White to simplify identification.) Plenum Rated: Extron, West Penn, Belden, or equivalent.
7. Any cable changes or substitutions must be submitted and approved before installation. The non-compliant cable that has been installed without approval will be replaced at the AV Contractor's expense.

## PART 3 – EXECUTION

### 3.1 GENERAL INSTALLATION DESCRIPTION

- A. The installation, configuration, and wiring of the system shall be executed in accordance with the drawings and the equipment manufacturer's installation instructions and guidelines. Should any variations in these requirements occur, the Contractor shall notify the Government and Audiovisual consultant before making any changes. It shall be the responsibility of the factory-authorized installer of the approved equipment to install the equipment and guarantee the system to operate as per plans and specifications.

- B. Furnish all Additional conduits, AV Back-boxes, conductors, equipment plugs, terminal strips, etc., and labor to install a complete and operable system.
- C. The cables within the rack or cabinets shall be carefully cabled and laced with Velcro wraps. All cables shall be numbered for identification. Cables should have enough slack to allow the removal of equipment for service without having to cut multiple Velcro ties or wire wraps. Power plugs need to be labeled at PDU.
- D. Splices of conductors in underground pull boxes are not permitted.
- E. The labor employed by the Contractor shall be regularly employed in the installation and repair of communication systems and shall be acceptable to the Government and Audiovisual design consultant to engage in the installation and service of this system.
- F. The Contractor shall thoroughly clean all equipment and materials. All exposed parts of the equipment, cabinets, and other equipment shall be left in a clean condition, unblemished, and free of all dirt, dust, smudges, spots, fingerprints, etc., The Contractor shall remove all debris and rubbish occasioned by the work from the site. The Contractor shall thoroughly clean all buildings of any dirt, debris, rubbish, marks, etc., caused by the performance of this work.
- G. The system must meet all local and other prevailing codes.
- H. All cabling installations shall be performed by qualified technicians.
- I. All cabling shall be splice free.
- J. To ensure the least amount of cable un-twisting, it is required that all cables shall be stripped using a special tool.
- K. The use of lubricants (i.e. Yellow 77) to facilitate the installation of cables in conduits is highly discouraged. If such a lubricant must be used, the Contractor shall verify the acceptability of the lubricant to be used with the cable manufacturer, before using such a lubricant.
- L. Under no circumstance are "channel locks" or other pliers to be used.
- M. Plenum-rated cable may be run exposed above ceilings, provided the cabling is supported independently of other utilities such as conduits, pipes, and ceiling support systems. The cables shall not be laid directly on the ceiling panels. The use of cable ties shall be done following the cable manufacturer's requirements. The cable jacket composition must meet local and all other prevailing fire and safety codes.
- N. Labeling
  - 1. Wiring Labels: At all connection points for all types of cable & wiring, a label strip shall be attached indicating the name/number of that cable or wire as follows:
    - a. At internal locations (inside racks, cabinets, or boxes), a pressure-sensitive label shall be used.
    - b. At external locations, a printed label covered with clear shrink wrap or an approved labeling system shall be used.
  - 2. Equipment Labels: All active components shall have labels at the front and rear. Labels shall be applied plumb and neat and shall not cover any equipment lights, recessed controls, or control labels.
    - a. Front labels shall indicate functional use of equipment.
    - b. Rear labels shall indicate system schematic reference designation.

- O. All firewalls penetrated by the Contractor shall be sealed by using a non-permanent fire blanket or another method in compliance with the current edition of the National Fire Protection Association (NFPA) and the National Electric Code (NEC) or other prevailing code. The Contractor must not use concrete or other non-removable substance for fire stopping on cable trays, wire ways, or conduits. Contractors who use this method will be required to replace all cables affected and provide the originally specified access to each affected area.
- P. Equipment Rack and Equipment Testing and Adjusting Procedures: Conduct procedures in the fabrication shop. Verify safe and proper operation of all components, devices, or equipment, establish nominal signal levels within the systems and verify the absence of extraneous or degrading signals. Make all preliminary adjustments and document the setting of all controls, parameters of all corrective networks, voltages at key system interconnection points, gains, and losses, as applicable. Submit test report with color photographs of each equipment rack, front, and back. Perform at least the following procedures:
1. Preliminary: Verify:
    - a. Grounding of devices and equipment. The integrity of the signal and electrical system ground connections.
    - b. Proper provision of power to devices and equipment.
    - c. Integrity of all insulation, shield terminations, and connections.
    - d. Integrity of soldered connections. Absence of solder splatter, solder bridges. e. Absence of debris of any kind, tools, etc.
    - f. Routing and dressing of wire and cable.
    - g. All wiring, including polarity and continuity, including conformance with wire designations on running sheets, field, and shop drawings.
    - h. Mechanical integrity of all support provisions.
  2. All new equipment racks shall be bolted to the floor/millwork by the Contractor once the Government representative determines the exact location for the new rack. Contractor to verify the original Middle Atlantic racks or equivalent are bolted to the floor and seismic bracing is installed to code. The earthquake mounting brackets for each rack kit shall be screwed to studs, not drywall. All equipment shall be serviceable in the rack final location – the need to unbolt racking equipment to access or service equipment is not acceptable.
- Q. Cleaning
1. Clean each section or area where the work was conducted after completion to permit immediate use of the area. Remove and discard all refuse, rubbish, and debris.
  2. The Contractor shall ensure that all recyclable and environmentally-hazardous waste materials are disposed of properly.
  3. Make good all existing structures, surfaces, and utilities affected by cutting, coring, mounting, drilling, or other new work.
  4. Clean all furnished equipment of dust, dirt, fingerprints, smudge, and other material prior to calling for a Substantial Performance of Work Review or Completion of Work Review.

### 3.2 PROTECTION

- A. During the installation phase and up to the date of achieving Substantial Performance of Work, protect finished or unfinished work against damage or loss. In the event of such damage or loss, immediately replace or repair such work or equipment at no cost to the Government.

### 3.3 SPECIFIC SYSTEM INSTALLATION REQUIREMENTS

- A. The installer shall, upon completion of the system, orient all antennas, and speakers, align all projectors, screens, and displays, adjust all controls, etc., to provide a system operating at maximum capability.
- B. Submit block diagram and shop drawing of equipment.
- C. Once initiated, installer must complete the onsite installation and commissioning of the system within 10 business days so as not to interfere with pre-scheduled meetings.

### 3.4 GENERAL TESTING REQUIREMENTS

- A. Provide all instruments for testing and demonstration in the presence of the Government's inspector that all the Audio, Digital Video, and Control parameters are as stated in the factory data sheets. Check all circuits and wiring to verify they are free of shorts and grounds.

### 3.5 SPECIFIC AUDIO SYSTEM TESTING REQUIREMENTS

- A. Furnish all laptops, software, equipment, and personnel to conduct these tests in accordance with the performance specification requirements. ANSI and EIA Standards.
- B. Audio Testing and Adjustment:
  - 1. Adjust all audio levels.
- C. Provide full flat panel monitor display calibration and adjustments for optimal picture quality for a single HDMI input. Provide proper aspect ratio configuration for both 16:9 and 16:10 sources. Use a test generator (I.E. Extron VTG or equal): for all setup verification, and verify proper image configuration with all inputs.
- D. Controls: Adjust all controls to achieve the specified performance. Provide shaft locks or covers for all level controls, as appropriate to prevent unauthorized gain changes. The audiovisual Contractor will confirm that all control system operations are properly programmed and repeatable.
- E. Testing Report: Provide a letter/report documenting the results of these preliminary tests, including amplifier gain/level settings, crossover filter settings, and AVS equalization curves for review by the AV Design Consultant.

### 3.6 ACCEPTANCE TESTS

- A. Qualification for Acceptance: Subsequent to completing preliminary testing, the Audiovisual Contractor shall furnish the Project Manager with the letter/report documenting the results of the preliminary tests and two (2) copies of "as-built" wiring diagrams of the entire system including the connection numbers, and their locations. The receipt of this documentation will constitute the Audiovisual Contractor's acknowledgment that the installation is complete and conforms to this specification, and is ready to be reviewed and tested by the AV Design Consultant. AV Contractor shall pay for all AV Design Consultant reviews and testing.
- B. Acceptance Test: The Consultant, the Government's Representative, and/or Project Manager shall be present during the acceptance testing and require the assistance and cooperation of the Contractor. Provide personnel who participated in the actual installation and preliminary testing and adjustment of the Audiovisual Systems.

1. Equipment cabinet keys and any tamper-proof fastener tools must be available to the AV Design Consultant. Delays associated with failure to access the equipment will be back-charged to the Contractor at the Audiovisual Systems Design Consultant's current hourly rates.
  2. Each major component shall be demonstrated to function, as specified.
  3. The Contractor shall provide all manufacturer-supplied configuration software necessary for communicating with DSP Audio Matrix Mixers, and the Modular Audiovisual Switchers. A review of system settings may be required for either of the programmable units at the Government and the Audiovisual Systems Design Consultant's request, and settings may be adjusted if necessary.
- C. Such tests may be performed on any piece of equipment or system. If any test shows the equipment or system is defective or does not comply with the specifications, the Contractor shall perform any remedies at his expense and pay the subsequent expenses of any retesting required.
- D. Delays: If the acceptance of the system is delayed because it does not meet the specification requirements, the Contractor shall reimburse the Government for all expenses of consultants retained to represent the Government during the final acceptance testing. This will include costs associated with travel to the site and include reimbursable business travel expenses.

### **3.7 SYSTEM DOCUMENTATION, TRAINING, AND FIELD SUPPORT**

- A. Operation and Maintenance Manuals: For each system, provide pdf copies of system manuals per system, for the Government, and the Audiovisual Systems Design Consultant. Manuals shall contain the following:
1. Service Reference Cover Sheet: Provide a cover sheet with the Contractor's name, address, Email, WEB Address, telephone, and Fax number.
  2. System Operation Instructions: Step-by-step operating instructions for the basic day-to-day use of the system including power activation, the connection of source devices, adjustment of volume levels, selection of sources, etc. Include illustrations and references to individual equipment manuals.
  3. Equipment Manuals: Include copies of individual equipment operation manuals separated by tabbed dividers. Order THE manuals in nominal signal path order (i.e. sources first, amplifiers/loudspeakers last), followed by control system manuals, followed by miscellaneous manuals.
  4. Equipment List: List all system equipment including, connectors and specialty hardware, by manufacturer and model, and serial number.
    - a. As-built Drawings: Provide one set, reduced 11"x17" foldout "as built" functional diagrams in clear plastic binder sleeves. Fold and insert drawings so that the drawing title is clearly visible at the front of the sleeve.
    - b. Provide software programmable device configuration files to the Government for all control system interfaces and computer-based files, and the DSP Audio Matrix Mixer. Store files on site in the system documentation binders in disk sleeves. Provide the files on CD-ROM.
  5. Training: Provide hours as needed of system training to operator(s) designated by the Government. Training time is to be non-contiguous, in multiple separate sessions. Training sessions are to be digitally recorded upon the Government request.

### 3.8 MISCELLANEOUS PROJECT REQUIREMENTS

- A. Plan meetings and schedule Within thirty (30) calendar days after the date of award of the Contract, an initial planning meeting will be held with the successful bidder to clarify all requirements (systems, services, distribution methods, etc.), identify responsibilities, and schedule the events that will transpire during the implementation of the project. Within one (1) week of this initial meeting, the Contractor shall provide a written report and project schedule to clearly document the events and responsibilities associated with the project.
- B. Site Cleaning: Throughout the progress of the project, the Contractor shall keep the working area free from debris of all types and remove from the premises all rubbish resulting from any work done by Contractor. On a daily basis and at the completion of its work, the Contractor shall, to the extent possible, leave the premises in a clean and finished condition.
- C. Safety Requirements: Contractor will utilize appropriate personnel and display warning signs, signals, flags and/or barricades at the work site to ensure adherence to safety regulations and as prudence requires.
- D. Upon approval of shop drawings, Contractor shall immediately place orders for all required materials, components, and supplies. In addition, Contractor shall secure and forward written confirmations (including orders and shipping dates) direct from each manufacturer/vendor to the Government's Project Manager.
- F. Contractor shall expedite shipment of all materials, components and supplies, as necessary to ensure the successful completion of the Project by the date required. All costs for expediting shall be included within Contractor's pricing.
- G. The system cost herein shall include administration/maintenance training for at least ten Government's representatives with a minimum allotment of sixteen (16) hours. All training shall include written and/or video materials that shall remain the property of the Government. If materials are written, they shall be provided in quantities sufficient for each person trained; if materials are video, one copy of each will be required. The administration/maintenance training shall include, but not be limited to, the following:
  - 1. Review of as-built documentation, including a site demonstration.
  - 2. All warranty information.

### 3.9 DAMAGES

- A. The Contractor will be held responsible for any and all damages to portions of the building caused by it, its employees or sub-contractors; including but not limited to:
  - 1. Damage to any portion of the building caused by the movement of tools, materials or equipment.
  - 2. Damage to any component of the construction of spaces.
  - 3. Damage to the electrical distribution system.
  - 4. Damage to the electrical, mechanical and/or life safety or other systems caused by inappropriate operation or connections made by the Contractor or other actions of Contractor.
  - 5. Damage to the materials, tools and / or equipment of the Government, its consultants, agents and tenants.

### 3.10 INSPECTIONS

- A. On-going inspections shall be performed during project installation by the Government's Project Manager. All work shall be performed in a high quality manner and the overall appearance shall be clean, neat and orderly. The following points will be examined and must be satisfactorily complied with:
1. Are all cables properly labeled, from end-to-end?
  2. Have all terminated cables been properly tested in accordance with the specifications for the specific category as well as tested for opens, shorts, polarity reversals, transposition and presence of AC and/or DC voltage?
  3. Have the pathway guidelines been followed? Are all cable penetrations installed properly and fire stopped according to code?
  4. Has the Contractor avoided excessive cable bending?
  5. Is Cable fill correct?
  6. Are terminations compatible with applications equipment?
  7. Are connectors properly turned right side up in the Jack Panels or faceplates without cables wrapped or twisted?
  8. Is the jacket maintained right up to the termination?
  9. Are identification markings uniform, permanent and readable?

### 3.11 COMPLETION OF WORK

- A. At the completion of the System, the Contractor shall restore to its former condition, all aspects of the project site and on a daily basis, shall remove all waste and excess materials, rubbish debris, tools and equipment resulting from or used in the services provided under this Contract. All clean up, restoration, and removal noted above will be by the Contractor and at no cost to the Government. If the Contractor fails in its duties under this paragraph, the Government may upon notice to the Contractor perform the necessary clean up and deduct the costs thereof from any amounts due or to become due to the Contractor. It shall be the Contractor's responsibility to remove trash from the areas it is working in and bring trash and debris to the Contractor provided dumpster.
- B. Final Punch Walk: The Contractor and the Government shall complete a final inspection to determinate if all conditions of the scope of work are completed to the Government's satisfaction. A "punch list" will be formulated within (2) days of the punch walk and be presented to the Contractor for completion prior to final project sign-off by the Government. If an item is missed during the punch walk or not included on the "punch list" for any reason, it does not release the Contractor from completing the scope of work as defined in the specification or drawings.
- C. Contractor shall submit complete Record Documentation as outlined in submittals section prior to project sign-off by the Government.

### 3.12 SYSTEM AND/OR NETWORK TESTING

- A. Upon completion of installation, Contractor shall execute all of the required tests as summarized in this specification. When all such tests have been completed to the Government's satisfaction and Manufacturer's specifications, Contractor shall give the Government written notice thereof.
- B. Contractor must assume responsibility of assuring that the system and network interface installed operates properly, including anyrequired coordination with other suppliers.

**END OF SECTION****OPTIONAL BID – THE Super Chief**

The respondent has the opportunity to include a scaled-down version of the meeting conferencing software that is to be installed in the board room. This secondary system would consist of 16 delegate microphones, one chair microphone, and the appropriate infrastructure to use these microphones exclusively in the SuperChief Conference room.



## PRICE PROPOSAL FOR TIME AND MATERIALS

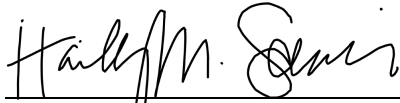
## Key Personnel

Name	Classification/Title	Job Function	Hours	Hourly Rate
<b>Key Personnel:</b>				
Please see "Proposed	Engineer	"	28	\$ 158.36
Project Team & Key	Programmer	"	16	\$ 200.00
Personnel"	Project Manager	"	20	\$ 141.70
	Technician	"	88	\$ 125.00
	Trainer	"	54	\$ 141.67
	Sub: Electrician OPTION 2	"	1 Quote	\$ 20,667.00
	Purchasing	"	1	\$ 1,709.00
				\$
				\$
				\$
Total Key Personnel				\$
Non-key Personnel				\$
Total Personnel				\$ 51,494.00

Project Total: \$166,185.79

Western A/V &amp; Security

Proposer



- Hailey Schellin, Account Executive

12/11/2023

Signature of Authorized Person

Date

**Please see "Audio Visual Investment Summary" for a more detailed proposal.**

Attachment: 23-1002967 Exhibit B (10388 : Award Contract No. 23-1002967 Board Room Equipment Upgrade)

# EXHIBIT B BEST AND FINAL OFFER



## ATTACHMENT B: PRICE PROPOSAL FOR TIME AND MATERIALS

**RFP23-1002967**

### Project Materials – FINAL QUANTITIES TO BE DECIDED BY SBCTA

Item No.	Manufacturer	Model Number	Description	QTY	Price /Unit	
			Microphone System			
1	SHURE	MXCW640	Wireless Conference Unit	40	\$1,260.00	= \$50,400
2	SHURE	MXCWAPT	Access Point Transceiver	2	\$3,153.00	= \$6,306
3	SHURE	MXC420	Gooseneck Microphones, 20 inch Black	40	\$175.00	= \$7,000
4	SHURE	MXCWNC5	Networked Charging Station	5	\$946.00	= \$4,730
			Audio System			
7	QSC	CORE 8 FLEX	Q-SYS network + analog I/O processor	1	\$2,778.00	= \$2,778
8	BOSE	MSA12X	Digital beam-steering line array column loudspeaker with onboard DSP and 600 watts	2	\$3,560.00	= \$7,120
9						
			Video Distribution			
11	CRESTRON	HD-MD402	4x2 4K60 4:2:0 AV Switcher	1	\$1,224.00	= \$1,224
12	CRESTRON	HD-TX-4KZ-101	DM Lite® 4K60 4:4:4 Transmitter for HDMI® Signal Extension over CATx Cable	4	\$223.00	= \$892.00
			Projector System (Option 1)			
15	PANASONIC	PT-VMZ71WU	1920x1200 3LCD, 7,000 lumens, 1.60:1 zoom, 15.4 lbs	1	\$3,729.00	= \$3,729
16			PROJECTOR SCREEN			
17	CRESTRON	HD-RX-4KZ-101	DM Lite® 4K60 4:4:4 Receiver for HDMI® Signal Extension over CATx Cable	See Supplemental Displays Section		
			Supplemental Displays			
20	SAMSUNG	QN55LS03BAFXZA	55" Class The Frame QLED 4K Smart TV	2	\$1,226.00	= \$2,452
21	CHIEF	MFQUB	Low Profile Floor Confidence Monitor Cart	2	\$570.00	= \$1,140
22	CRESTRON	HD-RX-4KZ-101	DM Lite® 4K60 4:4:4 Receiver for HDMI® Signal Extension over CATx Cable	4	\$223.00	= \$892.00
23						
			Video Conferencing System			
25	VADDIO	999-8250-000	AV Bridge 2x1	1	\$2,500.00	= \$2,500
26	PANASONIC	AW-UE20	PTZ Color Camera 4k	1	\$1,395.00	= \$1,395
27	PANASONIC	AW-RP60GJ5	COMPACT 3.5 LCD PTZ CONTROLLER	1	\$2,369.00	= \$2,369
28	CRESTRON	HD-TX-4KZ-101	DM Lite® 4K60 4:4:4 Transmitter for HDMI® Signal Extension over CATx Cable	1	\$223.00	= \$223.00
29	CRESTRON	HD-RX-4KZ-101	DM Lite® 4K60 4:4:4 Receiver for HDMI® Signal Extension over CATx Cable	1	\$223.00	= \$223.00
			Network Switch			
32	LUXUL	AMS-1816P	AV Series 18-Port Gigabit PoE+ L2/L3 Managed Switch	1	\$734.00	= \$734.00
			Equipment Rack			
35	AVFI	DSYZ6030RK-L	Multifunctional Desk with 12U equipment rack	OFE	OFE	= OFE
36	FURMAN	M-8X AR	15A Voltage Regulator	1	\$412.00	= \$412.00
37	AVFI	Rack Accessories	Rack Accessories	1	\$5,900.00	= \$5,900
			& Control System			
				<b>TOTAL WITH TAX</b>	<b>\$0.00</b>	

Attachment: 23-1002967 Exhibit B (10388 : Award Contract No. 23-1002967 Board Room Equipment Upgrade)

Taxes: \$9,226.79

E-Waste: \$16.00

Shipping: \$3,030.00

23-1002967

**Packet Pg. 108**

Jenny Herrera - Procurement Analyst SBCTA  
1170 W. 3rd Street, 2nd Floor  
San Bernardino, CA 92410-1715  
(909) 884-8276  
[jherrera@gosbcta.com](mailto:jherrera@gosbcta.com)

**Re: BOARD ROOM EQUIPMENT UPGRADE No. 23-1002967**

Dear Jenny,

Thank you for the opportunity to submit our Proposal for the above referenced project based on the specification sent to all bidders. Our proposal is valid 120 days (or longer if contract negotiations are in progress) from the date of submittal.

Western A/V & Security (WAVS), an S-Corp, specializes in the design, sale, installation, and maintenance of multimedia display systems. WAVS and its' Team have been providing turnkey audiovisual system solutions to the corporate, industrial, government and educational marketplace for 30+ years. WAVS is authorized to provide and install all components specified in this Proposal. Please see the attached document titled, "Relevant Project Experience - Recent Government & Municipality Projects" as proof that WAVS has proven and qualified experience in this niche client base.

Western A/V & Security will perform the work specified in this RFP with our staffing and resources that are based in our Orange office (listed below).

WAVS understands that the San Bernardino County Transportation Authority may request a negotiating process with this proposal.

**Statement of Compliance**

The Price includes all Engineering, Project Management, Installation, Programming, Equipment, Training, as well as the inclusion of all applicable Taxes and Freight Charges for the following specified systems:

**1) BOARD ROOM EQUIPMENT UPGRADE No. 23-1002967**

**Base Bid Price (\$166,185.79)**

Western A/V & Security's Price to furnish and install the specified sections above is **One Hundred and Sixty Six Thousand, One Hundred and Eighty Five Dollars, and Seventy Nine Cents (\$166,185.79)**, including all Electronic Waste Tax and Freight charges as detailed in the attached Pricing Summary. Sales Tax is also included in the above price. Please note, a subcontracted electrician is also included in the above price.

**Lead Times**

Western A/V & Security has run lead times on all of the A/V equipment specified, as of 12/12/23. The majority of the items are in stock, except for a few showing delivery in Quarter 1 of 2024.

**Electrician Work: Option 2 (\$20,667.00) (INCLUDED IN BASE BID PRICE)**

Western A/V & Security's Price to provide a subcontracted electrician that will provide and install the electrical power raceway for Boardroom AV system through the use of surface mounted raceway(s) on top of the carpet is **Twenty Thousand, Six Hundred and Sixty-Seven Dollars, and zero Cents (\$20,667.00)**. Lead time on this gear is 8 weeks from receipt of PO.

**Option 2 includes the following:**

- My Electrician plans to perform Option 2 (use surface mounted raceway on top of carpet).
- The wire mold will be anchored to the floor with ¼ in concrete wedge anchors.
- We will intercept/share the existing receptacle circuit in the board room near column speaker. Raceway will cross the walk way in 4 locations.
- Please be advised this does not include Data and low voltage tie in to existing system. But there will be an empty channel space in the wire mold for data to be ran by Western A/V.
- The wire mold will be split up into 2 divided sections. One section for intercepted/shared power and the second section for data installed by others.
- This does not include a pathway over to the data room near elevator.
- We will purchase and install wire mold raceway according to hand drawing attachment option 2 with bid.
- We will provide 4 receptacles in wire mold. We are assuming the hand drawing will fit the needs of the equipment.

**Warranty and Preventative Maintenance**

The AV Systems are warranted against all defects of materials and workmanship, as a system, as well as individual components, for period of **90 days** after date of acceptance, or first used (whichever comes first). If individual manufacturers, warranty their equipment for a longer period, the manufacturer's warranty will apply.

Western A/V & Security has also included the cost of five (5) optional years of our Service/Preventative Maintenance Contract:

1<sup>st</sup> Year= \$6,874.00

2<sup>nd</sup> Year= \$6,874.00

3<sup>rd</sup> Year= \$6,874.00

4<sup>th</sup> Year= \$6,874.00

5<sup>th</sup> Year= \$6,874.00

**RFP Addendum:**

Western A/V & Security agrees to, and has acknowledged the receipt of all documents, Q&A, and addenda including:

Addendum #1 received on 7/13/2023 HS (initials)

Q & A #1 received on 7/18/2023 HS (initials)

Preproposal Conference PowerPoint received on 7/18/2023 HS (initials)

Onsite Evaluation and Interview on 9/25/2023 HS (initials)

Onsite Evaluation and Interview on 12/5/2023 HS (initials)

**Subcontractors:**

1. My Electrician, Inc. This subcontractor will perform all High Voltage, C-10 required, needs for this project. Option 2 % of work = 12.4%.
2. Brian Alston from My Electrician, Inc has agreed to work as WAVS subcontracted electrician for all C-10, High Voltage needs on this project. Brian Alston has agreed that WAVS can utilize the description above as a memorandum required for this cover letter of the RFP.
3. Please note that My Electrician, Inc is a DVBE Certified Subcontractor.

**SBCTA:**

Western A/V & Security has not held any prime contracts with SBCTA in the past 5 years.

Please note that Western A/V & Security has NOT included the use of prevailing wage rates within this proposal, per the RFP requirements.

Thank you for your time and consideration and please feel free to call me if you have any questions or need further information at (714) 637-7272.

Sincerely,



**Hailey Schellin** (Account Executive)

Cell: 949-584-7028

[haileys@wav1.com](mailto:haileys@wav1.com)

I, Hailey Schellin, am the Account Executive authorized to negotiate and bind Western A/V & Security contractually. I also attest that all information in this proposal is true and correct.



**Jay Schellin** (CFO)

Office: 714-637-7272

[jays@wav1.com](mailto:jays@wav1.com)

I, Jay Schellin, am the Chief Financial Officer authorized to negotiate and bind Western A/V & Security contractually. I also attest that all information in this proposal is true and correct.

**Client:** San Bernardino County Transportation Authority

**Prepared by:** Hailey Schellin

**Date:** 12/12/2023

	MILESTONE	DATE
1.	Project Awarded – Notice to Proceed	1/3/24
2.	Project Team Kick Off Meeting	1/10/24
3.	Engineering Team Meeting On-Site	1/10/24
4.	Audio Visual Drawings	2/7/24
5.	AV/Electrical Equipment – Long Lead Procurement	1/17/24
6.	Touch Panel Build / Prep	1/24/24
7.	AV Equipment Procurement	1/31/24
8.	Electrical Work	3/20/24
9.	AV Cabling	4/1/24
10.	Install Displays	4/3/24
11.	On-Site Rack Fabrication	4/5/24
12.	Install AV Devices	4/9/24
13.	AV Terminations & Wiring Devices	4/11/24
14.	WAVS Equipment Set-Up & Updates	4/15/24
15.	On-Site Control Programming	4/17/24
16.	WAVS Testing & Troubleshooting	4/22/24
17.	Project Substantial Completion	4/24/24
18.	Training	4/24/24
19.	Audio Visual Closeouts & Documentation Delivery	4/29/24
20.	Project 100% Complete	4/29/24

**PLEASE NOTE:**

1.	With the consent of Western AVS & <i>San Bernardino County Transportation Authority</i> , this schedule can be adjusted.
2.	This schedule is based on Western AVS' current workload. Western AVS cannot guarantee these dates until a contract or PO has been issued.
3.	This schedule is based on typical equipment lead time orders. This schedule does NOT indicate any backordered equipment items. If there are equipment items that are backordered, this schedule will need to be revised.
4.	This schedule does NOT include any work done by the Facilities Department.

## EXHIBIT B

11.d



San Bernardino County Transportation Authority  
AV Upgrade

Representative Hailey Schellin  
Mobile 949.584.7028  
Office 714.637.7557  
Email HaileyS@wav1.com  
Revision 12/12/2023

**SBCTA**  
Typical of 1 - Proposal Includes 1

Item	Quantity	Manufacturer	Model	Description	Unit Price	Ext Price
<b>Display System</b>						
1	Panasonic	PT-VMZ71WU	1920x1200 3LCD, 7000 lumens, 1.60:1 zoom, 15.4 lbs		\$ 3,729.00	\$ 3,729.00
<b>Supplemental Displays</b>						
2	Samsung	QN55LS03BAFXZA	55" Class The Frame QLED 4K Smart TV21		\$ 1,226.00	\$ 2,452.00
2	Chief	MFQUB	Low Profile Floor Confidence Monitor Cart		\$ 570.00	\$ 1,140.00
<b>Signal Distribution and Switching System</b>						
1	Crestron	HD-MD4X2-4KZ-E	4x2 4K60 4:20:0 AV Switcher		\$ 942.00	\$ 942.00
4	Crestron	HD-TX-4KZ-101	DM Lite® 4K60 4:4:4 Transmitter for HDMI® Signal Extension over CATx Cable Projector (Projector, Display 1, Display 2, Camera)		\$ 223.00	\$ 892.00
4	Crestron	HD-RX-4KZ-101	DM Lite® 4K60 4:4:4 Receiver for HDMI® Signal Extension over CATx Cable		\$ 223.00	\$ 892.00
1	Crestron	HD-DA2-4KZ-E	1:2 HDMI® Distribution Amplifier w/4K60 4:4:4 & HDR Support		\$ 282.00	\$ 282.00
<b>Video Conferencing System</b>						
1	Vaddio	2999-8250-000	AV Bridge 2x1		\$ 2,500.00	\$ 2,500.00
1	Panasonic	AW-UE20	PTZ Color Camera 4k		\$ 1,395.00	\$ 1,395.00
1	Panasonic	AW-RP60GJ5	Compact 3.5 LCD PTZ Controller		\$ 2,369.00	\$ 2,369.00
1	Crestron	HD-TX-4KZ-101	DM Lite® 4K60 4:4:4 Transmitter for HDMI® Signal Extension over CATx Cable		\$ 223.00	\$ 223.00
1	Crestron	HD-RX-4KZ-101	DM Lite® 4K60 4:4:4 Receiver for HDMI® Signal Extension over CATx Cable		\$ 223.00	\$ 223.00
<b>Control System Addition</b>						
1	Crestron	RMC4	4-Series™ Control System		\$ 612.00	\$ 612.00
1	Crestron	TS-770-B-S	7 in. Tabletop Touch Screen, Black Smooth		\$ 1,406.00	\$ 1,406.00
<b>Microphone System</b>						
40	Shure	MXCW640	Wireless Conference Unit		\$ 1,260.00	\$ 50,400.00
2	Shure	MXCWAPT	Access Point Transceiver		\$ 3,153.00	\$ 6,306.00
40	Shure	MXC420	Gooseneck Microphone, 20 inch Black		\$ 175.00	\$ 7,000.00
5	Shure	MXCWNC5	Networked Charging Station		\$ 946.00	\$ 4,730.00
<b>Audio System</b>						
1	QSC	CORE 110f	Unified Core with 24 local audio I/O channels, 128x128 total network I/O channels with 8x8 Software-based Dante license included, USB AV bridging, dual LAN ports, POTS and VoIP telephony, 16x16 GPIO, 16 next-generation AEC processors, 1RU.		\$ 2,778.00	\$ 2,778.00
2	Bose	MSA12X	Digital beam-steering line array column loudspeaker with onboard DSP and 600 watts		\$ 3,331.00	\$ 6,662.00
2	Sweetwater	KM26735BK	K&M 26735 Round Base Speaker Stand - Black (One will hold a speaker and camera)		\$ 229.00	\$ 458.00
<b>Network Switch</b>						
1	Luxul	AMS-1816P	AV Series 18-Port Gigabit PoE+ L2/L3 Managed Switch		\$ 734.00	\$ 734.00
<b>Miscellaneous Rack Components</b>						
1	OFE	OFE	Multifunctional Desk with 12U equipment rack		OFE	OFE
1	Furman	M-8X AR	15A Voltage Regulator		\$ 412.00	\$ 412.00
1	AVFI	Rack Accessories	Rack Accessories (See Miscellaneous Materials)			
<b>SBCTA Equipment Sub-Total:</b>						<b>\$ 98,537.00</b>
<b>Miscellaneous Materials</b>						
					Cable & Connectors	\$ 2,218.00
					Installation Hardware & Accessories	\$ 1,109.00
					Equipment Rack Hardware (Lacing Bars, Blanks, Vents, etc.)	\$ 555.00
<b>Miscellaneous Materials Sub-Total:</b>						<b>\$ 3,882.00</b>
<b>Integration Labor</b>						
					Engineering & Drafting	\$ 4,434.00
					Control Programming	\$ 3,200.00
					Project Management	\$ 2,834.00
					Staging & Assembly	\$ 500.00
					Installation & Testing	\$ 10,500.00
					Training, Closing, & Commissioning	\$ 7,650.00
					Travel	\$ -
					Sub-Contracted Electrician	\$ -
					G & A	\$ 1,709.00
<b>Integration Labor Sub-Total:</b>						<b>\$ 30,827.00</b>





San Bernardino County Transportation Authority  
AV Upgrade

Representative Hailey Schellin  
Mobile 949.584.7028  
Office 714.637.7557  
Email HaileyS@wav1.com  
Revision 12/12/2023

SBCTA  
Typical of 1 - Proposal Includes 1

Item	Quantity	Manufacturer	Model	Description	Unit Price	Ext Price
Extended Warranty & Maintenance Agreement					Years	Price
				Extended Service Plan	0	\$ -
					Service Sub-Total	\$ -
<b>SBCTA Totals</b>						
				Total Equipment	\$	102,419.00
				Total Labor	\$	30,827.00
				Equipment and Labor Subtotal	\$	133,246.00
				Total Shipping	\$	3,030.00
				Additional Shipping for Overnight or Large Items	\$	-
				Subtotal	\$	136,276.00
				Sales Tax	8.75%	9,226.79
				Electronic Waste Fee 4" - 14" (\$4.00)	QTY: 1	\$ 4.00
				Electronic Waste Fee 15" - 34" (\$5.00)	QTY: 0	\$ -
				Electronic Waste Fee 35" and Greater (\$6.00)	QTY: 2	\$ 12.00
				Electronic Waste Fee Total	\$	16.00
				Total Service Agreement	\$	-
				Bond (if required)	\$	-
					\$	145,518.79

Attachment: 23-1002967 Exhibit B (10388 : Award Contract No. 23-1002967 Board Room Equipment Upgrade)

## EXHIBIT B

11.d



San Bernardino County Transportation Authority  
AV Upgrade

Representative Hailey Schellin  
Mobile 949.584.7028  
Office 714.637.7557  
Email HaileyS@wav1.com  
Revision 12/12/2023

Electrical Option 2

Typical of 1 - Proposal Includes 1

Item	Quantity	Manufacturer	Model	Description	Unit Price	Ext Price
Provide Electrical Power, Data, and Raceway for Boardroom Audio According to Layout Provided.						
Use Surface Mounted Raceway Ontop of Carpet						
Electrical Option 2 Equipment Sub-Total:						\$ -
<b>Miscellaneous Materials</b>						
Cable & Connectors					\$	-
Installation Hardware & Accessories					\$	-
Equipment Rack Hardware (Lacing Bars, Blanks, Vents, etc.)					\$	-
Miscellaneous Materials Sub-Total						\$ -
<b>Integration Labor</b>						
Engineering & Drafting					\$	-
Control Programming					\$	-
Project Management					\$	-
Staging & Assembly					\$	-
Installation & Testing					\$	-
Training, Closing, & Commissioning					\$	-
Travel					\$	-
Sub-Contracted Electrician					\$	20,667.00
G & A					\$	-
Integration Labor Sub-Total						\$ 20,667.00
<b>Extended Warranty &amp; Maintenance Agreement</b>						
				Years	Price	
Extended Service Plan				0	\$	-
Service Sub-Total						\$ -
<b>Electrical Option 2 Totals</b>						
Total Equipment					\$	-
Total Labor					\$	20,667.00
Equipment and Labor Subtotal					\$	20,667.00
Total Shipping					\$	-
Additional Shipping for Overnight or Large Items					\$	-
Subtotal					\$	20,667.00
Sales Tax					8.75%	\$ -
Electronic Waste Fee 4" - 14" (\$4.00)					QTY: 0	\$ -
Electronic Waste Fee 15" - 34" (\$5.00)					QTY: 0	\$ -
Electronic Waste Fee 35" and Greater (\$6.00)					QTY: 0	\$ -
Electronic Waste Fee Total					\$	-
Total Service Agreement					\$	-
Bond (if required)					\$	-
						\$ 20,667.00

Attachment: 23-1002967 Exhibit B (10388 : Award Contract No. 23-1002967 Board Room Equipment Upgrade)



Client San Bernardino County Transportation Authority  
Project Name AV Upgrade

Representative Hailey Schellin  
Mobile 949.584.7028  
Office 714.637.7557  
Email [HaileyS@wav1.com](mailto:HaileyS@wav1.com)  
Date 12/12/2023

## Project Contact

Contact Jenny Herrera  
Address 1170 W. 3rd Street, 2nd Floor,  
City, State, Zip San Bernardino, CA 92410-1715  
Phone 909-884-8276  
Mobile  
Email [jherrera@gosbcta.com](mailto:jherrera@gosbcta.com)

## Audio Visual Investment Summary

Room	Room Qty	Equipment	Shipping	Sales Tax	eWaste	Labor	Maintenance (90 Days)	Bond	Cost Per Room	TOTAL
SBCTA	1	\$ 102,419.00	\$ 3,030.00	\$ 9,226.79	\$ 16.00	\$ 30,827.00	\$ -	\$ -	\$ 145,518.79	\$ 145,518.79
Electrical Option 2	1	\$ -	\$ -	\$ -	\$ -	\$ 20,667.00	\$ -	\$ -	\$ 20,667.00	\$ 20,667.00
Base Project Total										\$ 166,185.79

## EXTENDED WARRANTY &amp; MAINTENANCE RENEWAL SCHEDULE

## STANDARD RENEWAL RATE \$6,874.00

	Year 1	Year 2	Year 3	Year 4	Year 5
Rate	\$6,874.00	\$6,874.00	\$6,874.00	\$6,874.00	\$6,874.00

**PROJECT TOTAL: \$166,185.79**

## NOTES:

This proposal does NOT include the use of prevailing wage rates, per the RFP requirements.

## Billing Terms:

**100% Equipment Upon Order, Progress Billing for Labor**

Client Authorized Signature

Printed Name &amp; Title

Date

This quote is valid for 30 days. The sales tax is subject to change—in the event of an increase, the client agrees to pay the current sales tax rate. This proposal is not to be copied, reproduced or forward to any third party as its contents are the property of Western Audio Visual.

Billing Inquiries:

Western Audio Visual | 1592 North Batavia Street, Suite 2, Orange, CA 92867 | P 714 637 7272

Attachment: 23-1002967 Exhibit B (10388 : Award Contract No. 23-1002967 Board Room Equipment Upgrade)

Client: San Bernardino County Transportation Authority

Prepared by: Hailey Schellin

Date: 1/31/2024

	MILESTONE	DATE
1.	Project Awarded – Notice to Proceed	3/6/24
2.	Project Team Kick Off Meeting	3/13/24
3.	Engineering Team Meeting On-Site	3/13/24
4.	Audio Visual Drawings	4/10/24
5.	AV/Electrical Equipment – Long Lead Procurement	3/20/24
6.	Touch Panel Build / Prep	3/27/24
7.	AV Equipment Procurement	4/3/24
8.	Electrical Work	5/22/24-5/31/24
9.	AV Cabling	7/8/24
10.	Install Displays	7/10/24
11.	On-Site Rack Fabrication	7/12/24
12.	Install AV Devices	7/16/24
13.	AV Terminations & Wiring Devices	7/18/24
14.	WAVS Equipment Set-Up & Updates	7/22/24
15.	On-Site Control Programming	7/24/24
16.	WAVS Testing & Troubleshooting	7/29/24
17.	Project Substantial Completion	7/31/24
18.	Training	7/31/24
19.	Audio Visual Closeouts & Documentation Delivery	8/5/24
20.	Project 100% Complete	8/5/24

**PLEASE NOTE:**

1.	With the consent of Western AVS & <i>San Bernardino County Transportation Authority</i> , this schedule can be adjusted.
2.	This schedule is based on Western AVS' current workload. Western AVS cannot guarantee these dates until a contract or PO has been issued.
3.	This schedule is based on typical equipment lead time orders. This schedule does NOT indicate any backordered equipment items. If there are equipment items that are backordered, this schedule will need to be revised.
4.	This schedule does NOT include any work done by the Facilities Department.

## ***Minute Action***

### AGENDA ITEM: 12

***Date:*** March 6, 2024

***Subject:***

California Department of Transportation Interstate 15 Pavement Rehabilitation Project

***Recommendation:***

Receive a presentation from California Department of Transportation, District 8, for project information related to the Interstate 15 Pavement Rehabilitation Project.

***Background:***

In late 2021, the California Department of Transportation (Caltrans), District 8, began construction on the Interstate 15 Pavement Rehabilitation Project (Project) from Oak Hill Road in the City of Hesperia, to Bear Valley Road in the City of Victorville, a length of approximately nine miles.

The Project involves replacement of the existing asphalt concrete pavement, with concrete pavement in the southbound and northbound lanes.

In September 2021, Caltrans awarded the construction contract in the amount of \$133,912,000 to Sully-Miller Contracting Company. The duration of the Project construction was estimated to be approximately three years and is anticipated to be completed by summer 2025.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was received by the Mountain/Desert Policy Committee on February 16, 2024.

***Responsible Staff:***

Kristi Harris, Director of Project Delivery

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

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*Entity: San Bernardino County Transportation Authority*

# Interstate 15 Pavement Rehabilitation Hesperia to Victorville



## Fact Sheet

### PROJECT DESCRIPTION

The project will rehabilitate and repave 59 lane miles and ramps and upgrade drainage systems on Interstate 15 (I-15) in San Bernardino County. The project spans from Oak Hill Road in Hesperia to just south of Bear Valley Road in Victorville.



### PROJECT NEED

The purpose of this project is to improve the safety performance and smoother roadway on Interstate 15 from Oak Hill Road to just south of Bear Valley Road in Victorville. Asphalt being replaced with concrete. Drainage systems will be upgraded for better water flow. All work is anticipated to be complete by Summer 2025, weather dependent. Caltrans, District 8 is advising the traveling public to anticipate potential lane and ramp closures for the duration of the project.

### TRAFFIC IMPACT

There will be lane and ramp closures, northbound and southbound, throughout the construction zone for the duration of the project. Connector closures may occur at the I-15 to US 395. Depending on the scope of work these lane and ramp closures will change accordingly with the possibility of reducing lanes to one available in each direction. Delays throughout the project area are anticipated. Inside lanes may close during inclement weather due to potential flooding during construction.

### PROJECT SCHEDULE

Construction hours will vary depending on direction.

#### Monday thru Friday

Opening Saturday mornings.

(Possible Saturday hours TBD)

**Southbound**  
6:00 p.m. to 6:00 a.m.

**Northbound**  
9:00 p.m. to 9:00 a.m.

Schedules can change due to inclement weather.

All work is anticipated to be complete by Summer 2025.

#### Project Contact

**Kimberly Cherry**  
Public Information Officer  
(909) 383-6290  
[Kimberly.Cherry@dot.ca.gov](mailto:Kimberly.Cherry@dot.ca.gov)





# Interstate 15 Pavement Rehabilitation Hesperia to Victorville



## Frequently Asked Questions

### Why is this project needed?

The purpose of this project is to improve the safety performance and smoother roadway on Interstate 15 from Oak Hill Road to just south of Bear Valley Road in Victorville. Drainage systems will be upgraded for better water flow.

### How much is this costing? How long will it last?

The project is approximately \$144 million and is anticipated to be complete in Summer of 2025.

### When will work occur?

Construction hours will vary depending on direction. Going southbound, the hours will be 6 p.m. to 6 a.m., and northbound will be 9 p.m. to 9 a.m., Monday through Saturday (morning). Daytime work will take place behind k-rail to perform electrical, saw cutting and various work operations in the project zone.

### How is traffic being controlled?

Lane and ramp closures in both directions during construction hours, possibly reduced to one lane. Inside lanes will close during inclement weather due to possible flooding. Potential I5/395. connector closures.

### Do I have access of the road during closures?

Yes, but at times the lanes may be reduced to one lane in each direction.

**What happens during an emergency?** If you are having a life-threatening emergency, call 911. An emergency responder plan is in place and continuously updated. Depending on the emergency, emergency personnel are given access to the needed area.

### How can I receive project information?

You can find project information on our Twitter and Facebook feeds. We update our social media accordingly.

You can contact the Public Information Officer: Kimberly Cherry (909) 383-6290.



Caltrans  
District 8

Mountain  
Desert Policy  
Committee

February 16,  
2024

Carolina  
Rojas

[Carolina.rojas@dot.ca.gov](mailto:Carolina.rojas@dot.ca.gov)

### Caltrans District 8

	4.8	Million Residents of Riverside and San Bernardino County		
	49	Incorporated Cities		
	28,650	Square Miles (Largest of the 12 Districts)		
	32	State Routes	4	Interstate Routes
	7,200	Lane Miles		
	1,700 Plus	Employees		





Timeline  
Fall 2021 – Summer 2025

Purpose  
To improve the safety performance, extend the life of the highway, and make a smoother roadway in a high-traffic corridor.

- Crews are currently performing drainage, striping, electrical and pothole repairs.
- Replacing asphalt with concrete.
- Night work is ongoing both north-bound and south-bound to allow for operations. Daytime operations continue behind k-rail.
- In February, on and off-ramp closures may occur for striping (Joshua and Main St.)
- Intermittent ramps and I-15/SR-395 connector closures may occur to perform work.

## Construction Progress



## Weather Forecast (Feb. 2024)

- All work is weather and temperature dependent.
- Recent and expected storm weather in the month of February per NWS.
- Lane closures may be required within the project zone. Lanes #1 and #2 are typically closed during rain weather to avoid flooding and safety hazards.



## Holiday Moratorium (February 16 - 20)

- No lane closures scheduled from Friday, February 16 at 6:00 AM through Tuesday, February 20 at 6:00 PM.
- *Unless in case of an emergency, weather dependent.*
- *Daytime work may occur behind k-rail, in the shoulder areas.*

## Neighboring Projects

I-15 SB Cajon Weigh Station  
Relocation

I-15 Bridge Deck  
Work (Cleghorn Road)

# To Receive Updates

## Subscribe to our newsletter!

Stay current on all Caltrans District 8 news and events by visiting us on social media and our website:

@Caltrans8

@Caltrans8

Caltrans8.info

### Public Information Officer

Kimberly Cherry  
909-383-6290  
[Kimberly.cherry@dot.ca.gov](mailto:Kimberly.cherry@dot.ca.gov)

## Caltrans District 8 – Stay Connected

For live traffic information please download our Quickmap app or visit [Quickmap.dot.ca.gov](http://Quickmap.dot.ca.gov):

ANDROID APP ON Google play

Available on the App Store

Visit [Rebuildingca.ca.gov](http://Rebuildingca.ca.gov) for Current SB 1 Information

Caltrans District 8 looks forward to working with you to provide a safe and reliable transportation network for the residents of San Bernardino and Riverside Counties.

Attachment: MtDesertCommittee02162024FINAL (10390 : Caltrans I-15 Pavement Rehabilitation Project)

Packet Pg. 126 5

## ***Minute Action***

### AGENDA ITEM: 13

***Date:*** March 6, 2024

***Subject:***

Major Projects Status Report through December 2023

***Recommendation:***

Receive the Major Projects Status Report for the period through December 2023.

***Background:***

The Major Projects Status Report for the period through December 2023, is a high-level summary of relevant project information. This information is presented to provide schedules, cost, funding, and work descriptions for current active projects being managed by the Project Delivery group. San Bernardino County Transportation Authority (SBCTA) staff would also like to highlight the following activities for this period:

**1. State Route (SR) 210 / Waterman Avenue Interchange Project:**

The proposed project will include widening the eastbound on-ramp from one to two lanes and converting one northbound and one southbound through lanes to become left turn lanes. The California Department of Transportation (Caltrans) will be doing a separate project to provide improvements to the westbound off-ramp. Both phased projects will improve local circulation on Waterman Avenue and improve freeway access for the area. The SBCTA Board of Directors (Board), at its July 2022 meeting, awarded a design contract to prepare the final design and perform environmental studies, as well as design support for construction. The environmental document was approved and a notice of exception was approved in July 2023. The Project 100% Plans, Specifications, and Estimates (PS&E) package was submitted to Caltrans for final review in November 2023, and SBCTA's design consultants are now updating the plans in response to comments received. The Project is scheduled to be Ready-to-List (RTL) in spring of 2024. Construction is anticipated to begin in late 2024 and is anticipated to take approximately eight months to complete. A Public Outreach program is in place and will be maintained during the construction phases.

**2. Interstate 10 (I-10) Mount Vernon Avenue Interchange Improvement Project:**

The I-10 Mount Vernon Avenue Interchange Improvement Project (Project), in the County of San Bernardino, is ranked No. 19 on the priority list under the Measure I 2010-2040 Freeway Interchange Program. Mount Vernon Avenue is a north – south arterial in the City of Colton, and connects to I-10 via a split tight diamond configuration in the westbound direction and hook ramps in the eastbound direction. The Project will replace the Mount Vernon Avenue overcrossing over I-10, which will also accommodate the future I-10 corridor widening. The Project Approval & Environmental Document (PA/ED) was achieved on April 19, 2022. The Project 65% PS&E milestone was completed in July 2022, the 95% PS&E was submitted to Caltrans on March 13, 2023, and the 100% PS&E package is anticipated to be submitted in May 2024 with final approval in July 2024. Staff finalized appraisals and submitted Just Compensation packages for the right-of-way (ROW) acquisitions in May 2023. Staff are in final negotiations with property owners and anticipate ROW certification in May 2024. The Project is scheduled to be RTL in summer of 2024. Construction is anticipated to begin in late 2024 and is



anticipated to take approximately two years to complete. A Public Outreach program is in place and will be maintained during the ROW and construction phases.

### **3. US 395 Phase 2 Widening Project:**

US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties, and an important agricultural route to and from the Central Valley. The first segment (US 395 Phase 1 Widening) between SR 18 and Chamberlaine Way was completed and opened for beneficial use in 2020. This “gap closure”, (US 395 Phase 2 Widening Project) between Interstate 15 (I-15) and SR 18 is the second of the three-phase project. Phase 3 between Chamberlaine Way and Desert Flower Road will be undertaken in the future as funding becomes available.

The Project will widen US 395 from two lanes to four lanes, with a continuous median, between I-15 and SR 18 (Palmdale Road), a distance of approximately seven miles. It will be a collaborative effort by SBCTA and Caltrans to close a critical gap on the US 395 in the Victor Valley area. A design firm has been selected and a contract was awarded at the July 6, 2022 Board meeting. A Cooperative Agreement between SBCTA and Caltrans was executed on September 8, 2023, making SBCTA the lead agency for design and ROW efforts with Caltrans providing oversight services at no cost to SBCTA. A ROW services firm has been selected and a contract was awarded at the May 3, 2023 Board meeting. A construction management services contract is anticipated to be advertised in April 2024.

The Geometric Approval Drawings are currently under final review by Caltrans and the 65% PS&E package is in progress and is anticipated to be completed in February 2024. The ROW Requirement Maps are being developed and will be submitted to Caltrans in February 2024. The remaining design work and ROW will take approximately one year to complete. The project is scheduled to be RTL in the spring of 2025. Construction is anticipated to begin in summer 2025 and is anticipated to take approximately two and one half years to complete. A Public Outreach program is in place and will be maintained during the ROW and construction phases.

#### ***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

#### ***Reviewed By:***

This item was received by the Board of Directors Metro Valley Study Session on February 15, 2024.

#### ***Responsible Staff:***

Kristi Harris, Director of Project Delivery

Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

## ***Minute Action***

AGENDA ITEM: 14

***Date:*** *March 6, 2024*

***Subject:***

Update on Activities of the Planning and Regional Programs Department

***Recommendation:***

Receive an update on the activities of the Planning and Regional Programs Department, providing services under both the San Bernardino County Transportation Authority and San Bernardino Associated Governments.

***Background:***

The Planning and Regional Programs Department encompasses three core activities:

- Regional and subregional transportation planning and sustainability programs (under the San Bernardino County Transportation Authority (SBCTA) umbrella)
- Air Quality and Mobility Programs (AQMP) (under the SBCTA umbrella, with a focus on Freeway Service Patrol, Call-box Operations, and Traveler Services/511 operations)
- Council of Governments (COG) programs (under the San Bernardino Associated Governments (SBCOG) umbrella)

One of the rather unique features of SBCTA/SBCOG is that the transportation authority and COG functions are housed under the same countywide operation, though SBCTA and SBCOG are separate legal entities. This offers a number of efficiencies in operation in terms of flexibility with staff assignments, coordinating technical work, and administrative management. The only other entity in Southern California where this is the case is the Imperial County Transportation Commission (ICTC) and this occurred only in 2020 as some of the COG functions were brought into the ICTC operation under Assembly Bill (AB) 335.

The AQMP and COG programs were folded into the Planning and Regional Programs Department beginning in Fiscal Year (FY) 2022/2023. A listing of some of the activities for each of these three core areas is provided below. The staff report will highlight a few of the key activities occurring in the current FY. The intent is to bring an update to the General Policy Committee at approximately six-month intervals.

### **Regional and Subregional Transportation Planning and Sustainability Programs (under SBCTA)**

Generally, the “regional” programs focus on planning activities associated with the Southern California Association of Governments (SCAG), as well as inter-county collaboration on a variety of topics. The “subregional” programs are focused on planning functions, sustainability activities, grant applications, etc. that are either countywide or cover a subarea of the county. Some of the more significant and recent activities under these programs include:

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

**Regional**

1. Provided technical input and comments to SCAG regarding the Draft 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS – “Connect SoCal”). The RTP/SCS is scheduled for approval in spring 2024. SBCTA staff has provided substantial information to SCAG on growth forecasts and project listings for the RTP/SCS over the last three years.
2. SBCTA staff provided comments on a variety of statewide and regional plans and guidelines, including: Caltrans System Investment Strategy (CSIS) and Guidelines for Senate Bill (SB) 1 grant programs from the California Transportation Commission.
3. Collaboration with SCAG on a variety of regional studies. An example is our collaboration with other counties, ports, and private sector on the SCAG Zero Emission Truck Infrastructure (ZETI) Study.
4. State Route SR-18 (SR-18) Project Study Report/Project Development Report (PSR/PDS) with Los Angeles Metro and California Department of Transportation (Caltrans) Districts 7 and 8.
5. Participation in the bi-monthly SCAG/County Transportation Commission Planning Directors coordination meetings.
6. Maintenance of the Inland Empire Comprehensive Multimodal Corridor Plan with Riverside County Transportation Commission (RCTC) (required for project eligibility on the SB1 Solutions for Congested Corridors Program (SCCP)).
7. Pursuing implementation of the bi-county (San Bernardino/Riverside) climate adaptation effort termed “Resilient IE.”
8. Carrying out the follow-up study to Resilient IE – the bi-county Emergency Evacuation Route Study, funded by a Caltrans planning grant.
9. Providing input to the next South Coast Air Quality Management District (SCAQMD) AQMP. Staff is also represented on the Technical Advisory Committee for the Mobile Source Air Pollution Reduction Review Committee, and monitors activities of the Mojave Desert Air Quality Management District as well.

**Subregional**

1. Collaborating with transit agencies, local jurisdictions, and other stakeholders in development of the Long Range Multimodal Transportation Plan (LRMTP), which began in FY 2022/2023 and was funded through a Caltrans planning grant.
2. Working with SCAG and local jurisdictions to maintain and apply the San Bernardino Transportation Analysis Model (SBTAM). SBTAM is the forecasting tool used to support traffic and environmental studies for all of SBCTA’s primary transportation projects. The model is used for local jurisdiction highway and development projects as well.
3. Providing guidance and technical support for local jurisdictions in the mitigation of Vehicle Miles Traveled (VMT) impacts for various transportation and development projects. The intent is to also develop and implement a VMT Mitigation Bank, subject to SBCTA Board of Directors approval.
4. Preparing applications for Federal and State infrastructure and planning grants, including Federal discretionary grants, SB1, and the Transit and Intercity Rail Capital Program (TIRCP), to secure funding for major transportation projects, supporting partnerships with Caltrans, SCAG, and other regional agencies. Actively pursue grant applications



across multiple sectors, to include planning, freight, transit, and active transportation. A key focus of the Planning Department has now become assistance, both internally and externally, with positioning projects to be competitive in grant funding programs and preparing the associated funding applications.

5. Supporting both the Transportation Technical Advisory Committee (TTAC) and the Planning and Development Technical Forum (PDTF), consisting of staff from local jurisdictions providing input on transportation and local government planning issues.
6. Supporting SBCTA project development efforts with traffic analyses and impact assessments.
7. Maintaining the policies in the Measure I 2010-2040 Strategic Plan and update the Strategic Plan narrative as necessary, together with the Fund Administration Department.
8. Preparing a priority list for Active Transportation, to assist in positioning San Bernardino County jurisdictions for competitive grant applications. A digital version of the Countywide Active Transportation Plan is hosted on the SBCTA website and mapping application.
9. Managing the Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Improvements program. Funding was awarded this FY under a call-for-projects. The next cycle of awards is expected to occur in FY 2025/2026.
10. Participating in subregional planning efforts led by local jurisdictions, SCAG, transit agencies or other agencies.
11. As needed, providing assistance to local jurisdictions to access and manage planning and project data disseminated by SBCTA through our Data Management Office (DMO).
12. Overseeing the Safe Routes to School Phase IV project and coordinating with Project Delivery on design and construction of the bicycle/pedestrian improvements awarded in the Caltrans Active Transportation Project cycles.
13. Completed the Regional Conservation Investment Strategy (RCIS) prepared under AB 2087. The RCIS was submitted and approved by the California Department of Fish and Wildlife (CDFW) in fall 2023.

### **Air Quality and Mobility Program (under SBCTA)**

The AQMP activities are set up to manage three specific traveler services, as described below. Each of the services requires constant attention to ensure that the travelers (our “customers”) can travel in a safe and convenient manner, especially when problems occur on their trip. Collaboration on these services takes place primarily with the California Highway Patrol (CHP) and Caltrans. Refinements to these programs can occur on a year-to-year basis, so as to be most cost-effective. One of the future challenges faced in the management of these services will be dealing with the significant increase in costs, particularly regarding the Freeway Service Patrol (FSP). This has already required the merger of two FSP beats and could require more consolidation in the future.

1. **Freeway Service Patrol** – The purpose of the FSP program is to fund, implement, and maintain a program to assist stranded motorists traveling on designated highways of San Bernardino County. The FSP Program is a partnership between SBCTA, CHP, and Caltrans. An important goal of this partnership and of the FSP Program is to keep the freeways moving and reduce the chance of secondary accidents. San Bernardino FSP

began full-time operations in January of 2006. The FSP Program operates a total of eight Beats along 98.38 centerline miles of highway in the Valley and portions of the Cajon Pass area, and assisted more than 77,000 motorists last fiscal year.

2. **Call Box System** – Another purpose of the AQMP is to maintain and operate a countywide motorist aid call box system responsive to the needs of motorists in San Bernardino County. The current system consists of approximately 777 call boxes along 1,800 centerline highway miles. As the Valley has urbanized, fewer call boxes have been needed, given the prevalence of mobile phones and good cell signals. Cell signal coverage in outlying areas is spotty, and is where most of the call boxes are now being located.
3. **SoCal 511** – SBCTA participates in the operation of the Southern California 511 (SoCal 511) traveler information phone service and GO511.com traveler information website. In the current fiscal year we have continued the transition to a regional 511 system merger with four other county commissions. The goal is to provide seamless regional traveler information through the SoCal 511 system for all commuters in the Southern California region.

### **Council of Governments (under SBCOG)**

The function of the COG is to promote and encourage regional collaboration among agencies in San Bernardino County and to conduct specific projects focused on local government services, sustainability, technology, equity, and quality of life that are of benefit to the member agencies. SBCOG actively participates in state and local sustainability and clean energy initiatives, thereby building stronger, more resilient, and prosperous communities.

The Board approved the Joint Powers Authority (JPA) amendment language and dues increase on January 3, 2024, and a separate update on the COG is provided elsewhere on this agenda. The participating jurisdictions are in the process of approving this amendment. The COG agenda item provides additional information on the status of the COG, but the following are listed as some of the key engagements of the COG in the current fiscal year:

1. Operation of the Inland Regional Energy Network (I-REN) in conjunction with Western Riverside COG and the Coachella Valley Association of Governments.
2. Preparation of the Early Action Plan as part of the Smart County Master Plan, funded by a contribution from the County of San Bernardino.
3. Planning and coordination of local agencies to plan and implement the Small Business component of the annual Business to Business event.
4. Planning and coordination of non-profit vendors to implement the Outdoor Equity Program.
5. Planning and coordination for the annual City/County Conference in conjunction with the Public Affairs Department.
6. Planning and coordination between SBCTA/SBCOG and local agencies to develop and implement an Equity Framework.
7. Participation in selected elements of the Countywide Vision implementation.
8. Hosting grant writing seminars for SBCOG member agencies.

9. Preparing grant applications that are of countywide interest and benefit. An example is the federal Climate Pollution Reduction Grant (CPRG) Program, a program of nearly \$5 billion managed by the Environmental Protection Agency. SBCOG is lead on the bi-county CPRG effort to bring funding for electric vehicle charging stations and building decarbonization to the Riverside-San Bernardino-Ontario Metropolitan Statistical Area. The state's Regional Early Action Plan (REAP) 2.0 grant program is another example of a countywide grant-funded effort. SBCOG also provided assistance to many of our local jurisdictions on preparation of their Housing Elements through REAP 1.0 funding.
10. Much of the local coordination for SBCOG occurs through the City/County Managers Technical Advisory Committee and the PDTF, designed for information-exchange among local planning departments in the county.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was received by the General Policy Committee on February 14, 2024.

***Responsible Staff:***

Steve Smith, Director of Planning & Regional Programs

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

## ***Minute Action***

AGENDA ITEM: 15

***Date:*** March 6, 2024

***Subject:***

San Bernardino Transportation Analysis Model “Plus” Final Report

***Recommendation:***

Receive information relating to the completion of the San Bernardino Transportation Analysis Model “Plus” transportation modeling project.

***Background:***

On April 6, 2022, the San Bernardino County Transportation Authority (SBCTA) awarded Contract No. 22-1002670 for the San Bernardino Transportation Analysis Model (SBTAM), “Plus” (SBTAM+) Project to Cambridge Systematics, Inc. (CS). This project was funded by a grant of \$443,535 which was awarded to SBCTA from the California Department of Transportation (Caltrans) as part of the State’s Senate Bill (SB) 1 Sustainable Communities Planning Grant. The total not-to-exceed amount for this contract was \$443,535. SBTAM is a critical tool for traffic forecasting for SBCTA’s own projects (for planning, environmental, and project development needs) and is employed broadly in San Bernardino County for local projects as well (roadways, General Plan development, and individual development projects).

The primary objective of SBTAM+ was to extend SBTAM’s functionality to meet Vehicle Miles Traveled (VMT) analysis requirements while streamlining access to model outputs and model based tools. This multimodal, comprehensive endeavor focused on:

1. Updating the transportation model to be consistent with the Southern California Association of Government’s (SCAG) adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
2. Improving SBTAM’s interface with the Federal Transit Administration’s Simplified Trips-on-Project Software (FTA STOPS).
3. Updating and refining SBCTA’s VMT Screening Tool.
4. Developing an on-line dynamic VMT/Land Use Analysis Tool.
5. Creating sample scenarios demonstrating how land use changes can reduce VMT.
6. Developing a framework for estimation of induced travel.
7. Designing a method for streaming access to SBTAM+ results.

The updated model has already been used for Long Range Multimodal Transportation Plan scenario testing and is slated to be used for the Town of Apple Valley’s Circulation Element and the City of Hesperia’s General Plan updates. Additionally, SBCTA staff expects to “go live” with online access to the results of this Project by March 2024.

Many of the features listed above will be freely accessible without having to sign a User Agreement. However, three features will require users to sign an agreement aimed at protecting SBCTA from improper use of restricted material. This includes:

*Entity: San Bernardino County Transportation Authority*

- **Vendor List (no fee).** This is a list of vendors with a current subscription to SBTAM modeling files. SBCTA does not endorse any one firm over another. Modeling services offered, and fees for those services, are set by the firms, and are not regulated by SBCTA. Any issues with services rendered must be resolved between the requestor and the firm. However, SBCTA asks to be notified should any model network or data edits be needed or disputes arise at [sbtam@gosbcta.com](mailto:sbtam@gosbcta.com) so that SBCTA is aware of the issue. While SBCTA does its best to keep this list current and accurate, some contact information may change without our knowledge.
- **Traffic Volume Map (no fee).** SBCTA will offer access to an interactive map depicting raw (not post-processed) SBTAM AM Peak Period (6am-9am), PM Peak Period (3pm-7pm), and Average Daily Traffic (ADT) volumes, both total volume with trucks and for trucks alone. This SBTAM output data will be available for the 2019 Base Year and the 2050 Baseline (fiscally constrained) forecast networks. This data should only be used by professionals who are familiar with model post-processing procedures. Consistent with the User Agreement, sharing the link to this data will not be permitted.
- **SBTAM Files (fee for most users).** A TransCAD license and modeling expertise are required to run SBTAM. Private industry vendors wishing to obtain access to a current version of SBTAM will be required to pay an initial cost currently estimated at \$5,000 and an annual maintenance fee of \$1,000. The annual subscription period will be for 365 days beginning the day the subscriber is provided access to the modeling files. Subscribers will have access to all model updates created during their subscription term. After the initial subscription fee is paid, failure to stay current on annual maintenance fees may result in having to re-pay the initial \$5,000 subscription fee. Costs are subject to change.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was received by the General Policy Committee on February 14, 2024. This item was also reviewed by the Transportation Technical Advisory Committee on February 5, 2024.

***Responsible Staff:***

Ginger Koblasz, Senior Planner

Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

## *Minute Action*

### AGENDA ITEM: 16

***Date: March 6, 2024***

***Subject:***

Transportation Development Act Article 3 Change Requests - Rialto, Rancho Cucamonga, San Bernardino, Chino, and Fontana

***Recommendation:***

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

A. Approve fourth extension to the City of Rialto's Fiscal Year (FY) 2017/2018 Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Facilities award for the Cedar Avenue Railroad Crossing Pedestrian Improvements Project in the amount of \$250,000 from December 31, 2023 to August 30, 2024, with no further extensions to be considered.

B. ~~Determine if~~ **Approve** minor scope reduction from 8' curvilinear sidewalk to 6' wide curb adjacent sidewalk, without commensurate funding reduction, ~~should be granted~~ to the City of Rancho Cucamonga's FY 2021/2022 TDA Article 3 Bicycle and Pedestrian Facilities award for the Haven Sidewalk Improvement Project in the amount of \$227,192.

C. ~~Determine if~~ **Approve** minor scope reduction from four to two bus stop improvements, without commensurate funding reduction, ~~should be granted~~ to the City of San Bernardino for their expired and rescinded FY 2019/2020 TDA Article 3 Transit Access award in the amount of \$26,936.

D. ~~Determine if~~ **Approve** major scope reduction from Class I to Class II and Class III bicycle facilities, without a commensurate funding reduction, ~~should be granted~~ to the City of Chino for their FY 2017/2018 TDA Article 3 Bicycle and Pedestrian Facilities award in the amount of \$353,081.

E. Approve fourth extension to the City of Chino for their FY 2017/2018 TDA Article 3 Bicycle and Pedestrian Facilities award for Sidewalk Retrofitting in the amount of \$353,081 and for Transit Access in the amount of \$87,000 from December 31, 2023 to December 31, 2024, with no further extensions to be considered.

F. ~~Determine if~~ **Approve** major scope reduction for installation of Rectangular Rapid Flashing Beacons (RRFBs) from seven to "three to four" locations, ~~should be granted~~ to the City of Fontana for their FY 2023/2024 TDA Article 3 Bicycle and Pedestrian Facilities Program award for Seven RRFBs in the amount of \$52,500.

***Background:***

San Bernardino County Transportation Authority (SBCTA) oversees the disbursement of 2% of the Local Transportation Funds (LTF) made available to counties and cities for facilities for the exclusive use of pedestrians and bicyclists, known as the Transportation Development Act (TDA) Article 3 Program. In August 1999, the SBCTA Board of Directors (Board) approved a policy that 80% of the Article 3 Program would be made available for projects that improve bicycle and pedestrian facilities. The remaining 20% would be available for projects that improve access to transit stops for pedestrians and persons with disabilities. SBCTA uses these funds to release a competitive call-for-projects available to member agencies every two years.

*Entity: San Bernardino County Transportation Authority*

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Periodically, SBCTA receives modification requests from award recipients that run into complications. Below are scope change and extension requests that have been submitted for Board consideration. Please see supporting documentation attached for additional details.

**City of Rialto**

The City of Rialto is requesting a fourth extension for their Fiscal Year (FY) 2017/2018 TDA Article 3 Bicycle and Pedestrian award for Cedar Ave Railroad Crossing Pedestrian Improvements. If approved, the revised deadline would change from December 31, 2023 to August 30, 2024.

## Project Information:

Project Description	TDA Article 3			Local Match	Total Project Cost	Deadline			
	Award Amount	Dispersed to Date	Balance Available			Original	Last Approved	Extension Requested	No. of Yrs. Extended (if approved)
Cedar Ave Railroad	\$250,000	\$225,000	\$25,000	\$428,000	\$678,000	2019-10-04	2023-12-31	2024-08-30	4.90

Original delays were attributed to the difficulty satisfying Southern California Regional Rail Authority's (SCRRA) requirements to restart work after COVID, particularly with setting up training which was required for project site access. Later delays were caused by difficulty with the contractor and subsequent contract negotiations with SCRRA to have them perform the work instead.

**City of Rancho Cucamonga**

The City of Rancho Cucamonga (City) is requesting a scope change for their FY 2021/2022 TDA Article 3 Bicycle and Pedestrian award for Haven Sidewalk Improvements from Banyan Street to Wilson Avenue. The project scope would reduce the 8' curvilinear sidewalk, intended to be used by both pedestrians and bicyclists, to a 6' wide curb adjacent pedestrian sidewalk. The City is requesting this change because (1) they already installed a Class II bicycle path along the same extents using City funds and (2) the City wishes to reduce the sidewalk's footprint for environmental conservation reasons.

## Project Information:

Project Description	TDA Article 3			Local Match	Total Project Cost	Deadline			
	Award Amount	Dispersed to Date	Balance Available			Original	Last Approved	Extension Requested	No. of Yrs. Extended (if approved)
Haven Sidewalk	\$227,192	\$0	\$227,192	\$122,334	\$349,526	2025-06-30	NA	NA	NA

Due to cost escalations that have occurred since the City submitted their application for this project, they are requesting the fund amount not be reduced commensurate with the scope reduction.

**City of San Bernardino**

The City of San Bernardino is requesting SBCTA reinstate their rescinded FY 2019/2020 TDA Article 3 Transit Access award and approve a scope reduction from four to two bus stop San Bernardino County Transportation Authority

## Board of Directors Agenda Item

March 6, 2024

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improvements without a commensurate funding reduction. The City of San Bernardino completed two of the bus stop improvements within the original award schedule and indicate staff turnover caused both a failure to invoice and a failure to respond to the rescission notification.

## Project Information:

Project Description	TDA Article 3			Local Match	Total Project Cost	Deadline			
	Award Amount	Dispersed to Date	Balance Available			Original	Last Approved	Extension Requested	No. of Yrs. Extended (if approved)
4 Stops	\$26,936	\$0	\$26,936	\$6,735	\$33,671	2022-12-31	NA	NA	NA

**City of Chino**

The City of Chino is requesting a third scope change and extension for their two FY 2017/2018 TDA Article 3 awards. The City of Chino was awarded a Bicycle and Pedestrian award in the amount of \$353,081 and a Transit Access Improvements award in the amount of \$87,000 for construction of a variety of bicycle, pedestrian, and transit improvements.

## Project Information:

Project Description	TDA Article 3			Local Match	Total Project Cost	Deadline			
	Award Amount	Dispersed to Date	Balance Available			Original	Last Approved	Extension Requested	No. of Yrs. Extended (if approved)
Bike/Ped	\$353,081	\$81,408	\$271,673	\$757,020	\$1,110,101	2019-10-04	2023-12-31	2024-12-31	5.20
Transit	\$87,000	\$0	\$87,000	\$87,000	\$174,000	2019-10-04	2023-12-31	2024-12-31	5.20

The City of Chino indicated in their letter submitted on December 11, 2023 that the “City’s portion of the project construction has already been completed; however, the City is waiting for the school district to submit its final invoices and file a notice of completion for the project”. Thus, they are asking that the current December 31, 2023 deadline be modified to December 31, 2024.

The scope according to the City of Chino’s original Bicycle and Pedestrian Improvement competitive application was “to construct a total of 8.5 miles of Class I Shared Use Path Bicycle routes (Exhibit A and B) along with 119 Pedestrian Facilities (Exhibit C)”. However, supporting documentation included in the application referred to the proposed paths as “Bicycle Boulevards” without defining “Bicycle Boulevards”. According to the City’s Active Transportation Plan these are “considered Class 3” routes. The previous two approved scope changes were focused on extents and did not mention classification.

“Bicycle Boulevards” are not an officially recognized bicycle classification, thus the application evaluators were unlikely to have picked up on the classification contradiction. However, the City of Chino argues that designating it a Class I was clearly an inadvertent error given the downtown project location which has streets too narrow to accommodate a Class I path without exorbitant right-of-way costs.



If approved, the end result for the Bicycle and Pedestrian Improvement award would be a scope change from constructing “a total of 8.5 miles of Class I Shared Use Path Bicycle routes” at the locations noted in Figure 1 to the project extents and classifications shown in Figure 2. The reason given for needing the first scope change was construction and right-of-way costs that exceeded the budget. These changes were to extents, not classification. The reason given for the second scope change request was to “utilize any remaining grant funds under both categories to reimburse the School Districts’ contractor following construction of the improvements”. The current scope change request is to “correct” the project classifications (Figure 2).

**Figure 1. Original FY 2017/2018 Bicycle & Pedestrian Improvement Application in Chino’s Award**

Street	Extents	Class*	Length (miles)
12th Street (St)	Park Ave to Chino Avenue (Ave)	I	0.6
B St	Monte Vista Ave to Benson Ave	I	1.6
10th St	Washington Ave to Chino Ave	I	1
Chino High School	Telephone Ave to Oaks Ave	I	1.1
C St	Monte Vista Ave to Magnolia Ave	I	1.6
Telephone Ave / 4th St / 5th St / G St	Francis Ave to Class I Bridge / Bike/Pedestrian Bridge to Schaefer Ave	I	2.6
<b>Total</b>			<b>8.5</b>

\*Also referred to as “Bicycle Boulevards” in the grand application.

**Figure 2: Reduced Bicycle/Pedestrian Scope Requested by Chino**

Street	Extents	Class	Length (miles)
7th St	B St to C St	III	0.1
9th St	B St to C St	III	0.1
12th St	B St to Chino Ave	II	0.4
10th St	Riverside Rd to Chino Ave	III	1
B St	Monte Vista Ave to 7th St	III	0.4
B St	9th St to Benson Ave	III	0.4
Benson Ave	Park Pl to Tronkeel Ave	III	0.1
C St	Monte Vista Ave to Sequoia Ave	III	1.4
Oaks Ave	Tronkeel Ave to Chino Ave	III	0.6
Park Place (Chino HS)	10th St to Benson Ave	III	0.4
Rosario St	Sequoia Ave to Magnolia Ave	III	0.1
Sequoia Ave	C St to Rosario St	III	0.1
Tronkell Ave	Benson Ave to Oaks Ave	III	0.2
Washington Ave	Telephone Ave to 10 St	III	0.4
<b>Total</b>			<b>5.7</b>

Figure 2: Reduced Bike/Ped Scope Requested

For reference, the common classifications, as defined by the California Department of Transportation (Caltrans) which do not include “Bicycle Boulevards” is as follows:

- Class I (Shared Use Path or Bike Path): A bikeway physically separated from any street or highway. Shared Use Paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. The Pacific Electric Trail is an example of this type of path (Figure 3).



Figure 3: Class I Example

- Class II (Bike Lane): A portion of roadway that has been designated by striping, signaling, and pavement markings for the preferential exclusive use of bicyclists (Figure 4).



Figure 4: Class II Example

- Class III (Bike Route): a generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel regardless of whether such facilities are designated for exclusive use for bicycles, or are shared with other transportation modes (Figure 5).



Figure 5: Class III Example showing a section of the City of Chino's completed project

### **City of Fontana**

The City of Fontana is requesting a scope reduction for installation of Rectangular Rapid Flashing Beacons (RRFBs) at “three to four” locations instead of seven for their FY 2023/2024 TDA Article 3 Bicycle and Pedestrian Facilities Program award for Seven RRFBs in the amount of \$52,500 due to escalating material and construction costs.

#### **Project Information:**

Project Description	TDA Article 3			Local Match	Total Project Cost	Deadline			
	Award Amount	Dispersed to Date	Balance Available			Original	Last Approved	Extension Requested	No. of Yrs. Extended (if approved)
Bike/Ped	\$52,500	\$0	\$52,500	\$17,500	\$70,000	2027-06-30	NA	NA	NA

#### ***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

#### ***Reviewed By:***

This item was reviewed and unanimously approved by the General Policy Committee on February 14, 2024.

#### ***Responsible Staff:***

Ginger Koblasz, Senior Planner

Board of Directors Agenda Item  
March 6, 2024  
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Approved  
Board of Directors  
Date: March 6, 2024  
Witnessed By:

San Bernardino County Transportation Authority



## **CITY OF RIALTO**

### **ENGINEERING SERVICES DEPARTMENT**

December 18, 2023

**via Email**

Ginger Koblasz, Senior Planner  
San Bernardino County Transportation Authority  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

08-SBD-0-RIA  
SR2SL-5205(018)

**SUBJECT: REQUEST FOR EXTENSION FOR THE FY2017/2018 CEDAR AVE RAILROAD CROSSING PED IMPROVEMENTS**

Dear Ms. Koblasz,

The City of Rialto is submitting this request for a deadline extension to complete the San Bernardino County Transportation Authority (SBCTA) Board of Directors approved Transportation Development Act (TDA) Article 3 grant funded project, the Cedar Avenue Railroad Crossing Ped Improvements, Allocation number L18-0702-0747-00 due to the following reason:

- The City of Rialto and SCRRA are executing a 1<sup>st</sup> Amendment to their agreement for SCRRA to complete the project.

The City of Rialto is requesting for SBCTA staff to recommend the General Policy Committee recommend the board to extend the deadline for this project in order to meet the following deadlines:

#### **PROJECT SCHEDULE**

<b>DATES</b>	<b>TASK DESCRIPTION</b>
January 12, 2024	<ul style="list-style-type: none"> <li>• Execute 1<sup>st</sup> amendment for SCRRA to complete the project</li> </ul>
August 30, 2024	<ul style="list-style-type: none"> <li>• SCRRA's Contractor to complete railroad crossing improvements and invoice.</li> </ul>

Should you have any questions regarding this project, please contact me at (909) 820-2531 or via email at [acervantes@rialtoca.gov](mailto:acervantes@rialtoca.gov)

Sincerely,

Art Cervantes  
Engineering Manager

cc: Project File



## CITY OF RANCHO CUCAMONGA

10500 Civic Center Drive | Rancho Cucamonga, CA 91730 | 1-909-477-2700 | www.CityofRC.

January 18, 2024

Ginger Koblasz  
San Bernardino County Transportation Authority  
1170 West Third Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

### **SUBJECT: TDA PROJECT SCOPE CHANGE REQUEST – HAVEN SIDEWALK IMPROVEMENT**

Dear Ms. Koblasz:

The City of Rancho Cucamonga is requesting that SBCTA consider approval of a scope change for the approved Haven Sidewalk Improvement project TDA Article 3 grant awarded in FY 21/22. The Original Scope and Proposed Change of Scope are outlined below.

#### **ORIGINAL SCOPE OF WORK:**

The Project includes construction of an 8-foot-wide curvilinear parkway sidewalk along the east side of Haven Ave. in front of Chaffey College from 250 feet north of Banyan St. to Wilson Ave.

#### **PROPOSED CHANGE OF SCOPE:**

Instead of constructing an 8-foot-wide curvilinear parkway way sidewalk, we now propose the revised Project to include construction of a 6-foot-wide curb adjacent sidewalk while keeping the same project limits.

The original scope of work intended to implement a combined use of the walkway for bicycle and pedestrians by constructing an 8-foot-wide curvilinear sidewalk. Since the original project proposal and TDA FY 21/22 grant award, the City has used its own funds to construct street improvements on Haven Avenue from Banyan Street to Wilson Avenue, to accommodate bicycles. These street improvements included asphalt overlay of the entire width of the street and the addition of a Class II bike lane for both north and south bound travel. In order to be consistent with the City's current General Plan vision to promote walking and bicycling while also being conscious of our environmental footprint, we have shifted away from the construction of meandering sidewalks and moved towards curb adjacent sidewalks to provide an environmentally friendly design by reducing the need for landscaping and irrigation.

The total estimated cost of the original Project was produced in August of 2021. Due to escalation in costs since that time, the City intends to use the awarded TDA funds in full to construct the Project with the proposed scope change.



## CITY OF RANCHO CUCAMONGA

10500 Civic Center Drive | Rancho Cucamonga, CA 91730 | 1-909-477-2700 | [www.CityofRC.us](http://www.CityofRC.us)

The City of Rancho Cucamonga is committed to completing this project and respectfully requests that SBCTA consider approval of this scope change request.

If you should have any questions related to this request, please don't hesitate to reach out to me at 909-774-4057 or [cesar.guevara@cityofrc.us](mailto:cesar.guevara@cityofrc.us).

Sincerely,

Cesar Guevara

Project Manager / Associate Engineer

cc: Justine Garcia, Deputy Director of Engineering Services  
Chi Chan, Assistant Engineer

Attachment: TDA Letters Combined (10370 : TDA Article 3 Change Requests - Rialto, Rancho, San Bernardino, Chino, and Fontana)





# City of San Bernardino

Public Works Department

## TDA Article 3 Grant, FY 19 - L20-SB-14 \$26,936 Bus Stop Improvements **Notice of Scope Change**

December 11, 2023

Attn: SBCTA

### **Change of Specifications:**

The City wants to omit the following bus stops:

5622: 5<sup>th</sup> St @ J street

60: Sierra Way @ Ralston Ave

The following stops were completed on 3/23/2021:

5691: Base Line St @ Sepulveda Ave

54: 9<sup>th</sup> St @ Medical Center Dr

### **Explanations:**

1. The City of San Bernardino finished the project within the original timeframe, however because the person(s) being in charge of this project left their employment with the city, the reimbursement claims were not filed on time.
2. A scope change is requested, since the grant funds were not enough to do the construction work on four bus stops. Only two out of four locations were done at a much higher cost than the total grant fund.
3. Emails from SBCTA were not responded/followed up, due to employees that were handling the project(s) leaving their employment with the City.
4. Same reason as No.3 above applies to the notices of recission not being responded in a timely manner.

Sincerely,

David Marghezi  
Public Works Engineering



EUNICE M. ULLOA  
Mayor

KAREN C. COMSTOCK  
Mayor Pro Tem



## CITY of CHINO

CURTIS BURTON  
CHRISTOPHER FLORES  
MARC LUCIO  
Council Members

DR. LINDA REICH  
City Manager

December 11, 2023

Carrie Schindler  
Deputy Executive Director  
San Bernardino County Transportation Authority  
1170 West 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

Dear Carrie,

I am writing on behalf of the City of Chino to formally request an extension of the grant deadline and a scope change for two (2) 2017 Transportation Development Act (TDA) Article 3 projects awarded to the City of Chino:

- 1) Bicycle and Pedestrian Facilities Program Fund – Construction of Bicycle Path and Pedestrian Facilities  
Award amount: \$353,081
- 2) Transit Stop Access Program Fund – Sidewalk Retrofitting with Accessibility Ramps  
Award amount: \$87,000

Since the initial grants were awarded, both the FY2017/2018 Sidewalk Retrofitting and the FY2017/2018 Transit and Bicycle/Pedestrian Facilities Grant underwent revisions to their scopes of work to include design and construction costs for the City's Chino High School Improvements Project. The City has also requested deadline extensions; on April 6, 2022, SBCTA approved the last extension extending the final deadline to December 31, 2023. During this period, the City has been working alongside the Chino Valley Unified School District to get the Chino High School Improvements project completed.

While the City's portion of the project's construction has already been completed, the City is waiting for the school district to submit its final invoice and file a notice of completion for the project. The City of Chino is eagerly awaiting the Chino Valley Unified School District's completion of these tasks; however, at this point, we do not foresee the school district being able to meet the grant's stipulated deadline of December 31, 2023. Therefore, the City of Chino is requesting the deadline be extended to December 31, 2024, for both grants which will provide a crucial buffer to ensure the comprehensive and successful implementation of these projects.

In addition to the requested extension, the City understands that a few inconsistencies from the original application to SBCTA for the 2017/18 Bicycle and Pedestrian Facilities Grant have come under question.

13220 Central Avenue, Chino, California 91710  
Mailing Address: P.O. Box 667, Chino, California 91708-0667  
(909) 334-3250 • (909) 334-3720 Fax  
Web Site: [www.cityofchino.org](http://www.cityofchino.org)



The original application indicated the project scope to include 8.5 miles of Class I Shared Use Path bicycle facilities which were further identified by exhibits from the Chino 2016 Bike and Pedestrian Master Plan. The inconsistency comes from the identified bicycle facilities indicated by the exhibits showing that “Bike Boulevards” would be constructed along these streets. The same Chino Bike and Pedestrian Master Plan exhibits, and narrative indicate that these locations are intended to be Class 3 bike route facilities and not Class 1. The current Chino staff is not aware of why Class I facilities were identified when all other evidence suggests the project locations were never intended to include such robust facilities. The original application included the following high-priority bicycle facilities as identified within the Chino 2016 Bike and Pedestrian Master Plan:

Street	Boundaries	Facility Type	Length	Rank
12 <sup>th</sup> Street	Park Ave. to Chino Ave.	Bike Blvd	0.6 mi	1
B Street	Monte Vista Ave. to Benson Ave.	Bike Blvd	1.6 mi	2
10 <sup>th</sup> Street	Washington Ave. to Chino Ave.	Bike Blvd	1.0 mi	3
Chino High School	Telephone Ave. to Oaks Ave.	Bike Blvd	1.1 mi	4
C Street	Monte Vista Ave. to Magnolia Ave.	Bike Blvd	1.6 mi	5
Telephone Avenue / 4 <sup>th</sup> Street / 5 <sup>th</sup> Street / G Street	Francis Ave. to Class I Bridge / Bike/Ped Bridge to Schaefer Ave.	Bike Blvd	2.6 mi	6

In addition to the facility identification within the Chino 2016 Bike and Pedestrian Master Plan, further evidence as to Chino’s intended use of the grant funds comes from a statement in the original application indicating that no additional right-of-way was necessary to complete the project (See Attachment “Original Application – Bike & PED Facilities – G7802, Page 2, Highlighted section). The identified street segments in Chino are among the oldest in the city with narrow local street segments in most of the identified project area. Construction of Class 1 facilities would be infeasible within the existing right-of-way in any of the identified areas. Sidewalks, on-street parking, and vehicle lanes occupy all the available right-of-way.

Only the segment along 12<sup>th</sup> Street accommodated the construction of Class 2 bike lanes. All other project routes only accommodated Class 3 shared-lane bike route facilities. These routes would have required substantial right-of-way acquisitions from several residential, commercial, and institutional properties or the removal of on-street parking along residential properties to accommodate Class 1 or 2 bike facilities. Class 1 or 2 bike facilities would have been infeasible given the timeframe and budget for the project as originally proposed. Construction of Class 1 or 2 bike facilities would also have imposed hardships on property owners for eliminating parking and right-of-way/easement acquisitions.

Finally, the last indication that Chino intended to use the grant funds for Class 2 & 3 facilities is indicated by the requested funding and total cost of the bicycle facilities identified within the project scope. The cost of constructing 8.5 miles of Class 1 bicycle facilities would be substantially more than the estimated requested amount. The City’s intent for funding requests for Class 3 facilities was to remain competitive with a reasonable funding request to provide opportunities for diverse projects from other agencies (i.e. share the piece of the pie instead of requesting a larger slice!). The Class 3 bike facilities are serving the community well already. It provides safer alternate modes of transportation especially around the schools with students who do not have the luxury of pickup/drop off via a vehicle. (See Exhibit B- Photo of the actual usage of the bike facility.)



While Chino understands that this grant was competitive, we believe the evidence above along with the subsequent scope and extensions approved by SBCTA represent a simple typographical error that was never intended to mislead our intentions in the use of the TDA Article 3 funding. Since the original application, Chino staff have applied for and were granted a series of extensions and scope modifications from the original application. In March of 2020, Chino requested a change in scope eliminating and adding roadway segments to the project area. The deadline was also requested to be extended to October 4, 2021. The scope change and time extensions were granted by SBCTA on September 14, 2020. Both the scope change and extensions were requested after further design and field review of the original project area caused concerns.

On December 2, 2020, Chino staff requested another scope change. This scope change was triggered by the Chino Valley Unified School District's reconstruction of Chino High School. The School District's project overlapped with parts of the TDA project and Chino staff saw an opportunity to collaborate and make better use of the TDA Article 3 funds to further enhance the non-motorized mobility improvements around the Chino High School project. A scope change request to use the funding to enhance the improvements already identified by the School District project intended to make better use of the funding by including pedestrian ramp improvements, completing bike facilities to the school, and avoid duplication of efforts by both projects. This request was granted in a letter by SBCTA on December 7, 2020. A third extension was requested on February 10, 2022, when Chino staff realized that the Chino High School project would not be completed on time. A second time extension to December 31, 2023, was requested and granted by SBCTA on April 8, 2022.

Please note that all of Chino High School Improvements are approved through the California State Division of State Architect, not through the City of Chino. This process added to the complications of timely project completion/close-out. The City of Chino has no input on the State's schedule of responses to the School District.

Although the various scope changes and time extensions have resulted in longer than anticipated implementation of various pedestrian and bicycle facilities, Chino staff has accomplished the scope of work currently granted by SBCTA. Final invoicing by the Schools District is still outstanding and once complete will result in final payment and use of the allocated TDA Article 3 grant funds. A final time extension was requested on June 13, 2023, to extend the TDA funding deadline to complete final invoicing with the Chino Valley Unified School District.

The project ultimately constructed the following bicycle facilities along these street segments:

Street	Boundaries	Facility Type	Length
7 <sup>th</sup> Street	B Street to C Street	Class 3	0.1 mi
9 <sup>th</sup> Street	B Street to C Street	Class 3	0.1 mi
12 <sup>th</sup> Street	B Street to Chino Ave.	Class 2	0.4 mi
10 <sup>th</sup> Street	Riverside Dr. to Chino Ave.	Class 3	1.0 mi
B Street	Monte Vista Ave. to 7 <sup>th</sup> Street	Class 3	0.4 mi
B Street	9 <sup>th</sup> Street to Benson Ave.	Class 3	0.4 mi
Benson Avenue	Park Pl. to Tronkeel Ave.	Class 3	0.1 mi
C Street	Monte Vista Ave. to Sequoia Ave.	Class 3	1.4 mi
Oaks Avenue	Tronkeel Ave. to Chino Ave.	Class 3	0.6 mi
Park Place (Chino H.S.)	10 <sup>th</sup> Street to Benson Ave.	Class 3	0.4 mi
Rosario Street	Sequoia Ave. to Magnolia Ave.	Class 3	0.1 mi
Sequoia Avenue	C Street to Rosario St.	Class 3	0.1 mi
Tronkeel Avenue	Benson Ave. to Oaks Ave.	Class 3	0.2 mi
Washington Avenue	Telephone Ave to 10 Street	Class 3	0.4 mi
<b>TOTAL LENGTH OF BIKE FACILITIES CONSTRUCTED:</b>			<b>5.7 mi</b>

These Class 2 and Class 3 bicycle facilities were always Chino's intention to construct and proceeded with the understanding that SBCTA had granted the funds for such purposes. Only within the narrative of the original application memorandum and forms were Class 1 facilities incorrectly indicated. We hope the details above show that Chino staff ultimately accomplished what they were granted to complete with the funding and that the SBCTA Boards consider Chino's request as a final scope change and time extension to continue to fund the improvements that have been completed. The facilities built were immediately used by our residents, especially school-aged children that walk and bike to nearby schools, parks, and transit facilities.

My tenure with the city has been brief. However, we appreciate SBCTA's funding collaboration in improving our community's healthy-city objectives by providing these bike facilities to our community.

Sincerely,



Hye Jin Lee, P.E.  
Director of Public Works  
City of Chino



EUNICE M. ULLOA  
Mayor

KAREN C. COMSTOCK  
Mayor Pro Tem



## CITY of CHINO

CURTIS BURTON  
CHRISTOPHER FLORES  
MARC LUCIO  
Council Members

DR. LINDA REICH  
City Manager

October 23, 2023

Carrie Schindler  
Deputy Executive Director  
San Bernardino County Transportation Authority  
1170 West 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410-1715

Dear Carrie,

I am writing on behalf of the City of Chino to formally request an extension of the grant deadline for the two Transportation Development Act (TDA) Article 3 projects awarded in October 2017, the Sidewalk Retrofitting with Accessibility Ramps Project and the Bicycle Path and Pedestrian Facilities Project.

Since the initial grants were awarded, both the FY2017/2018 Sidewalk Retrofitting and the FY2017/2018 Transit and Bicycle/Pedestrian Facilities Grant underwent revisions to their scopes of work to include design and construction costs for the City's Chino High School Improvements Project. The City has also requested deadline extensions; on April 6, 2022, SBCTA approved the last extension extending the final deadline to December 31, 2023. The City has been working alongside the Chino Valley Unified School District to get the Chino High School Improvements project completed.

The City's portion of the project construction has already been completed; however, the City is waiting for the school district to submit its final invoices and file a notice of completion for the project. The City of Chino is eagerly awaiting the Chino Valley Unified School District's completion of these tasks. However, the school district's closeout of the project goes through the Division of California State Architect which has its own lengthy process. Unfortunately, the City has no control of their schedule. At this point, we do not foresee the school district being able to meet the grant's stipulated deadline of December 31, 2023.

Therefore, the City of Chino is requesting the deadline be extended to December 31, 2024. This extension will provide a crucial buffer to ensure the comprehensive and successful implementation of these projects.

Also, as an introduction, I recently started as the City of Chino's new Public Works Director in September 2023. I look forward to meeting you in person and working with you and your team. We appreciate



13220 Central Avenue, Chino, California 91710  
Mailing Address: P.O. Box 667, Chino, California 91708-0667  
(909) 334-3250 • (909) 334-3720 Fax  
Web Site: [www.cityofchino.org](http://www.cityofchino.org)

SBCTA's collaboration and funding opportunities to help us complete much-needed improvements in the City of Chino as a service to the community.

Sincerely,

A handwritten signature in blue ink, appearing to read "Hye Jin Lee".

Hye Jin Lee, P.E.

Director of Public Works

City of Chino



## City Council

**Acquanetta Warren**  
Mayor

**Peter A. Garcia**  
Mayor Pro Tem

**John B. Roberts**  
Council Member

**Jesus "Jesse" Sandoval**  
Council Member

**Phillip W. Cothran**  
Council Member

January 30, 2024

San Bernardino County Transportation Authority  
1170 W. 3rd Street, 2nd Floor  
San Bernardino, CA 92410

Attention: Ginger Koblasz

RE: Rectangular Rapid Flashing Beacons (RRFBs) Project  
**Scope Reduction**

Dear Ms. Koblasz,

The City of Fontana is seeking to reduce the quantity of RRFBs that will be installed as part of the "7 Rectangular Rapid Flashing Beacons Project" which the City was successful in receiving funds from the 2023 TDA Article 3 Awards. Based on updated cost of materials and construction, the City is concerned with not having sufficient funds to install all seven locations with the appropriate RRFBs.

The City is proposing the installation of RRFBs at three to four (3-4) locations of the original seven (7). The chosen locations will be those that require the most attention and are considered to be most critical. It is in the City's best interest to continue with using the full approved funding amount for the project.

We would like to emphasize that it is still our utmost desire to bring this project to completion as it will bring a crucial benefit to residents and students that travel through the vicinity of these locations.

We appreciate the consideration and look forward to continuing working together.

Sincerely,

DEPARTMENT OF ENGINEERING

Jeffrey Kim  
Engineering Manager

## ***Minute Action***

### AGENDA ITEM: 17

***Date: March 6, 2024***

***Subject:***

Cooperative Agreement with the Southern California Regional Rail Authority for Design, Development, and Testing of the Zero Emission Multiple Unit Passenger Rail Vehicle and Support Services for Hydrogen Related Infrastructure

***Recommendation:***

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

A. Approve Cooperative Agreement No. 22-1002687 with the Southern California Regional Rail Authority, to provide design, development, and testing services and coordination for the implementation of the Arrow Maintenance Facility Hydrogen Upgrade Project, in an amount not-to-exceed \$1,349,640.00 to be funded with Transit and Intercity Rail Capital Program (TIRCP) funds.

B. Authorize the Executive Director or his designee to release contingency in an amount not-to-exceed \$134,964.00 to be funded with TIRCP funds.

***Background:***

The San Bernardino County Transportation Authority (SBCTA), in partnership with the Southern California Regional Rail Authority (SCRRA), expanded the public transit network in the San Bernardino Valley with the operation of the Redlands Passenger Rail, or Arrow, starting on October 24, 2022. One of SBCTA's initiatives is to reduce greenhouse gas (GHG) emissions and improve air quality. The diesel multiple units (DMUs) purchased for the Arrow Service are powered via a Tier 4 diesel engine "generator" providing power to electric motors at the wheels. SBCTA recognized an opportunity to convert the power generator to an alternative propulsion technology in an effort to produce a low or zero-emission multiple unit (ZEMU) that could run on the existing heavy rail infrastructure, thus reducing air quality impacts while furthering the use of our existing rail infrastructure. This effort is consistent with and supports Metrolink's Climate Action Plan and has a direct benefit to Metrolink-related general work to be done by SCRRA staff on other zero emission vehicle efforts and the mandate to convert off-road vehicles to zero emission by 2035.

In April 2018, the California State Transportation Agency (CalSTA) awarded SBCTA \$30 million in Transit and Intercity Rail Capital Program (TIRCP) funds to research and develop a ZEMU rail vehicle and construct the infrastructure to fuel and maintain the ZEMU. Just like the DMUs, SCRRA will be the operator of the ZEMU.

On June 7, 2023, staff provided a ZEMU project update to the Board. The ZEMU vehicle assembly was completed in mid-2022 and unveiled at InnoTrans, an international trade and visitor fair for transport technology, in September 2022. Dynamic testing in Switzerland began in December 2022 and completed in May 2023. The vehicle arrived in the US in August 2023 and was transported to the Federal Railroad Administration's (FRA) Transportation Technology Center (TTC) in Pueblo, Colorado, to be recommissioned in preparation for testing. In late September 2023, the ZEMU was transported to Orlando, Florida, to be showcased at the American Public Transportation Association (APTA) TRANSform Conference & Expo in

*Entity: San Bernardino County Transportation Authority*



## Board of Directors Agenda Item

March 6, 2024

Page 2

October 2023. The ZEMU is currently in TTC undergoing additional testing and is scheduled to arrive in San Bernardino in May 2024, where further testing will be performed on the existing railroad infrastructure.

While the ZEMU vehicle development continues, infrastructure required to support the operation of a hydrogen vehicle progresses simultaneously. The Board awarded the contract to procure major electrical equipment on June 7, 2023, and the contracts for the hydrogen fueling station and the Arrow Maintenance Facility (AMF) retrofit on November 2, 2023 and December 7, 2023, respectively.

As the project delivery team continues to advance the project towards initiating AMF construction and vehicle testing in San Bernardino, SCRRA's continued support is essential in completing the ZEMU project and incorporating the ZEMU vehicle into revenue operations. On October 20, 2021, Work Order No. 9 under Cooperative Agreement No. 15-1001125 was executed to include Positive Train Control analysis and compatibility of the system between the DMU and the ZEMU by SCRRA and its consultant. This cooperative agreement details further responsibilities as it relates to the entire ZEMU project.

Cooperative Agreement No. 22-1002687 includes design development services and vehicle testing support to be performed by SCRRA and its consultants to assist SBCTA in the delivery and implementation of the ZEMU project, including completing the AMF Hydrogen Upgrade Project design and bid documents, testing of the ZEMU vehicle, and other close-out activities.

The estimated cost, including a ten percent contingency, for SCRRA services is \$1,484,604, to be funded with TIRCP funds.

***Financial Impact:***

The Project is included in the adopted Budget for Fiscal Year 2023/2024 and funded with Transit Intercity Rail Capital Program grant funds in Program 30, Transit.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 15, 2024. SBCTA General Counsel and Risk Manager have reviewed this item and the draft cooperative agreement.

***Responsible Staff:***

Joy Buenaflor, Deputy Director of Transit & Rail Programs

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

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San Bernardino County Transportation Authority

## General Contract Information

Contract No: 22-1002687 Amendment No.: \_\_\_\_\_

Contract Class: Payable Department: Transit

Vendor No.: 02003 Vendor Name: Southern California Regional Rail Authority

Description: Zero Emission Multiple Unit Initiative

List Any Related Contract Nos.: \_\_\_\_\_

Dollar Amount							
Original Contract		\$	1,349,640.00	Original Contingency		\$	134,964.00
Prior Amendments		\$	-	Prior Amendments		\$	-
Current Amendment		\$	-	Current Amendment		\$	-
Total/Revised Contract Value		\$	1,349,640.00	Total Contingency Value		\$	134,964.00
	Total Dollar Authority (Contract Value and Contingency)					\$	1,484,604.00

## Contract Authorization

Board of Directors Date: 03/06/2024 Board Item # 10372

## Contract Management (Internal Purposes Only)

Other Contracts \_\_\_\_\_ Sole Source? N/A No Budget Adjustment \_\_\_\_\_

State \_\_\_\_\_ Professional Services (Non-A&E) \_\_\_\_\_ N/A \_\_\_\_\_

## Accounts Payable

Estimated Start Date:				10/05/2023		Expiration Date:				12/31/2026		Revised Expiration Date:					
NHS:				No		QMP/QAP:				N/A		Prevailing Wage:				N/A	
												Total Contract Funding:		Total Contingency:			
		Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level		Revenue Code Name		\$	1,349,640.00		\$	134,964.00	
GL:	2565	30	0315	0336	52005	42206502			TIRCP - PS&E				1,349,640.00			134,964.00	
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Joy M. Buenaflor

Victor Lopez

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes:

Attachment: CSS - 22-1002687 SCRRA (10372 : SCRRA ZEMU Cooperative Agreement No. 22-1002687)

**COOPERATIVE AGREEMENT NO. 22-1002687**  
**BETWEEN**  
**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**  
**AND**  
**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**FOR**  
**THE ZERO EMISSION MULTIPLE UNIT INITIATIVE**

This Cooperative Agreement (“AGREEMENT”) is effective this \_\_\_\_\_ day of \_\_\_\_\_ 2023, by and between the SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, 1170 W. 3rd Street, San Bernardino, CA 92410, (“SBCTA”), and the SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY, 900 Wilshire Blvd., Suite 1500, Los Angeles, California 90017 (“SCRRA”). SBCTA and SCRRA are sometimes individually referred to as “PARTY”, and collectively referred to as “PARTIES”.

**RECITALS**

WHEREAS, SCRRA is a five-county joint exercise of powers authority, created pursuant to California Public Utilities Code Section 130255 and California Government Code Section 6500 et seq., to build, maintain, administer, and operate the “METROLINK” commuter train system on railroad right-of-way owned by the member agencies that are parties to the Joint Exercise of Powers Agreement, and through other shared use and joint operation agreements. The Member Agencies are comprised of the following: Los Angeles County Metropolitan Transportation Authority (“MTA”), Ventura County Transportation Commission (“VCTC”), Orange County Transportation Authority (“OCTA”), San Bernardino County Transportation Authority as the successor in interest to San Bernardino Associated Governments (“SANBAG”), and Riverside County Transportation Commission (“RCTC”); and

WHEREAS, by operation of law, SBCTA is the successor to the interests of SANBAG under the METROLINK JPA pursuant to Senate Bill 1305 effective January 1, 2017; SBCTA owns a portion of the property comprising the railroad right-of-way in San Bernardino County on which SCRRA operates Metrolink commuter rail service, and is a Member Agency signatory to the Joint Exercise of Powers Agreement; and

WHEREAS, SCRRA (through the Joint Exercise of Powers Agreement) and the BNSF Railway operate trains and rail equipment on portions of the right-of-way owned by SBCTA, in accordance with easements, Shared Use Agreements, Acknowledgement Agreement No. 22-1002751, and the “Intercity Agreement” between SCRRA, the Member Agencies, BNSF, and AMTRAK; and

WHEREAS, the tracks on which SCRRA and the BNSF operate are part of the General System of Railroad Transportation, the network of standard gauge track over which goods may be transported throughout the nation and passengers may travel between cities and within metropolitan and suburban areas, and SCRRA is responsible for compliance with all federal and state regulations governing the General System of Railroad Transportation; and

WHEREAS, SBCTA and SCRRA entered into Memorandum of Understanding No. 20-1002367 memorializing specific terms for the Arrow service including, but not limited to, cost allocation and control of assets; and

WHEREAS, SBCTA desires to improve air quality, mitigate climate change in accordance with SCRRA’s Climate Action Plan, and enhance rail service in San Bernardino County by advancing deployment of Zero Emission Multiple Unit (ZEMU) passenger rail vehicles that can operate on existing SCRRA infrastructure; and

WHEREAS, SBCTA desires that the initial ZEMU passenger rail vehicle, including the use of a hybrid hydrogen-battery propulsion system, operate on the Redlands Passenger Rail Corridor as part of the Arrow Service operated by SCRRA following SBCTA-led FRA approval and vehicle corridor testing; and

WHEREAS, upgrades, to be completed by SBCTA, to the existing Arrow Maintenance Facility to accommodate hydrogen operation, including installation of modular hydrogen fueling infrastructure, referred to as the “Arrow Maintenance Facility (AMF) Hydrogen Upgrade Project” (“PROJECT”) are needed; and

WHEREAS, on July 11, 2018, the SBCTA Board of Directors determined the procurement and conversion of the additional Arrow Passenger Rail Service vehicle was subject to a Categorical Exemption under the California Environmental Quality Act (CEQA), 14 California Code of Regulations Section 15060 (c) (2), Preliminary Review, with the subsequent Notice of Exemption being filed with the San Bernardino County Clerk on July 16, 2018; and

WHEREAS, on September 1, 2021, the SBCTA Board of Directors adopted a resolution certifying the Environmental Impact Report for the AMF Hydrogen Upgrade Project needed to support maintenance of the ZEMU; and

WHEREAS, consistent with Section 130255 of the Public Utilities Code and in order to manage the railroad operating environment in accordance with Federal Railroad Administration's Safety and Operating Rules, SBCTA desires SCRRA's continued participation in the SBCTA-led ZEMU development including modification to the AMF, pursuant to this agreement; and

WHEREAS, SBCTA and SCRRA desire to cooperate for the purpose of advancing PROJECT and to define the scope of SCRRA's involvement in the coordination, review, and assistance in completing the PROJECT and to acknowledge other necessary steps SBCTA and SCRRA must follow to implement the PROJECT; and

WHEREAS, SBCTA and SCRRA entered into Work Order No. 9 in accordance with Cooperative Agreement Contract No. 15-1001125, defining the roles and responsibilities for each party when SCRRA provides support activities for SBCTA rail corridor improvements in San Bernardino County, in an amount of \$100,000, and now SCRRA desires a cooperative agreement and additional funding for SCRRA's support activities related to the ZEMU Initiative;

NOW, THEREFORE, it is mutually understood and agreed by SBCTA and SCRRA as follows:

#### **ARTICLE 1. DEFINITIONS**

- A. "Operating Railroads" means any passenger or freight-related railroad company(s) operating on SCRRA operated track(s), including the BNSF Railway Company (BNSF).
- B. "ZEMU vehicle" means the Zero Emission Multiple Unit hybrid hydrogen-battery powered rail vehicle.
- C. "ZEMU Initiative" means the various project tasks required to implement a ZEMU vehicle into passenger service operations, which include, but is not limited to, the design and testing of the ZEMU vehicle, design and construction of the AMF Hydrogen Upgrade Project.

- D. “SCRRA operated right-of-way” is that portion of the San Gabriel Subdivision for which SCRRA currently controls, administers, operates, and/or maintains the railroad track, structures, signals, communication systems, and appurtenances in San Bernardino County, inclusive of the Arrow Maintenance Facility.
- E. “DESIGN/DEVELOPMENT SERVICES” and “VEHICLE TESTING SUPPORT” are the support activities performed by SCRRA to assist SBCTA in the delivery and implementation of the ZEMU Initiative.
- F. AMF Hydrogen Upgrade Project means the hydrogen fueling infrastructure to be installed at the AMF and the physical changes needed to AMF to accommodate maintenance of the ZEMU in the facility. Procurement of the fueling infrastructure is planned to be via a design, build, and maintain contract and include supplying the hydrogen fuel.

## **ARTICLE 2. SCOPE OF SERVICES**

- A. This AGREEMENT defines the scope of SCRRA’s and SBCTA's involvement during implementation of the ZEMU Initiative, including modifications to the AMF and development and deployment of ZEMU vehicle, including review and assistance in completing both the modifications to the AMF and deployment of the vehicle. See Attachment B for SCRRA Services and Estimate.

## **ARTICLE 3. DELEGATED AUTHORITY**

The actions required to be taken by SCRRA in the implementation of this AGREEMENT are delegated to its Chief Executive Officer or their designee, and the actions required to be taken by SBCTA in the implementation of this AGREEMENT are delegated to its Executive Director or their designee, subject to the limitations set forth in Article 7 “Maximum Obligation”.

## **ARTICLE 4. OBLIGATIONS OF SBCTA**

SBCTA agrees:

- A. To manage, administer, and schedule the development of the ZEMU rail vehicle and AMF modifications, except work performed by SCRRA in support of the ZEMU Initiative as defined in Article 5.

- B. To fund one hundred percent (100%) of SCRRA's costs specifically related to implementation of the ZEMU Initiative as identified in Attachment B. The costs identified in Attachment B are estimates and may vary and do not relieve SBCTA of the responsibility to fund one hundred percent (100%) of SCRRA's approved cost related to implementation of the ZEMU Initiative in accordance with Article 5, Section L.
- C. Upon execution of this AGREEMENT, to provide a deposit to SCRRA in an amount of \$337,410.00 or twenty-five percent (25%) of the amount of the total estimate of \$1,349,640.00 contained in Attachment B, SCRRA Scope of Services and Estimate.
- D. To reimburse SCRRA within 30 days following receipt of properly formatted, as provided in Article 5., Section K., below, quarterly SCRRA invoices for support related DESIGN/DEVELOPMENT SERVICES and/or VEHICLE TESTING SUPPORT expenditures until the total AGREEMENT amount remaining to be paid is equivalent to the deposit, at which time the deposit shall satisfy SBCTA's remaining reimbursement obligation.
- E. To prepare contract documents, issue construction contracts, and provide construction management services for the AMF Hydrogen Upgrade Project.
- F. To prepare and submit electronic files of the various design milestone submittals for the AMF Hydrogen Upgrade Project for SCRRA review upon completion.
- G. To incorporate into the PROJECT design the most current SCRRA design manuals, standards, guidelines and other documents in effect at each submittal phase, unless site specific considerations require a deviation, in which case SBCTA will provide a justification to SCRRA. If a construction contract's Notice to Proceed (NTP) exceeds 24 months from the time of final submittal, SBCTA will revise the design to incorporate SCRRA standards in effect at that time, subject to site specific considerations. Once final plans are approved by SCRRA, SBCTA shall only incorporate revised standards if such standards are being deployed across the Metrolink system within the ZEMU implementation schedule.

- H. Although SBCTA does not anticipate needing any additional or new easement(s), should such a need arise, SBCTA shall notify SCRRA of any such easements obtained to facilitate the work required to construct the PROJECT and for other features as may be required.
- I. To require its consultants and contractors, prior to the performance of the AMF Hydrogen Upgrade Project, to execute and comply with any necessary Right of Entry forms (Form 5, 6, 37) and permits from SCRRA required for entry onto SCRRA operating right-of-way and the AMF.
- J. To acquire necessary permits from the City of San Bernardino, including but not limited to, the City's fire department and any other applicable public agency, for the modifications at the Arrow Maintenance Facility as a result of the AMF Hydrogen Upgrade Project.
- K. To lead the testing and commissioning activities of the ZEMU vehicle so that passenger service operations using ZEMU vehicle can commence upon Conditional Acceptance by SBCTA. To coordinate with SCRRA on all related activities to obtain a Letter of Concurrence from the Federal Railroad Administration (FRA) for passenger service operations using the ZEMU vehicle.
- L. To draft, review, and submit all necessary documents required by the FRA of the Railroad or operator to safely operate the ZEMU vehicle.
- M. To be responsible, along with the ZEMU vehicle manufacturer, for FRA compliance and 49 CFR 238.111(b) approval by the FRA.
- N. To develop an assignment agreement needed for the transfer of maintenance of the ZEMU vehicle and for the purposes of providing SCRRA access to the vehicle warranty rights and authorities related to the hydrogen fueling infrastructure maintenance and fuel supply provisions.
- O. To fund 100% any PTC hardware or software changes and validation efforts that are required for the SCRRA's PTC system to accommodate the ZEMU operating characteristics. SBCTA will direct the vehicle manufacturer to accommodate ZEMU vehicle changes that are required for the PTC system to be safe and compliant.
- P. To lead the development, review and submittal of all testing documents required by the FRA of the Railroad or FTA.



- Q. To develop the Safety Verification and Certification Program for the ZEMU vehicle relative to operation on the Arrow corridor.
- R. To develop an Operational Hazard Analysis for the ZEMU Project, taking into account impacts to SCRRA's existing systems and service.
- S. To develop a Safety and Security Certification Plan for the ZEMU Project, pursuant to SCRRA's System Safety Program Plan requirements, which is to include:
  - a. The hazard management process to conduct safety hazard analyses and safety hazard resolution.
  - b. A list of all safety and security design criteria that will be used in the planning, design, and construction of the project.
  - c. A list of certifiable elements and sub-elements.
  - d. A description of safety certification audits conducted in accordance with written checklists to verify compliance.
  - e. The format and list of safety certification checklists as they become available.
  - f. A list of safety certification schedule milestones.
  - g. Procedure for updates.
- T. To assist SCRRA with the preparation of and updates to the System Safety Program Plan, Passenger Train Emergency Preparedness Plan, and the Pre-Revenue Service Safety Validation Plan.

## ARTICLE 5. OBLIGATIONS OF SCRRA

SCRRA agrees:

- A. To participate in technical workshops conducted by the ZEMU vehicle manufacturer and SBCTA, including the bi-weekly vehicle technical meetings, the hazard analysis process, as well as the FRA quarterly meetings and subject matter expert meetings, with the goal of developing a FRA-compliant ZEMU (with the understanding that FRA compliance and 49 CFR 238.111(b) approval is the responsibility of SBCTA and the ZEMU vehicle

- manufacturer), obtaining a Letter of Concurrence from the FRA for passenger service operations, and ensuring compliance with SCRRRA standards and requirements.
- B. To participate in reviewing all necessary documents required by the FRA of the Railroad or operator to safely operate the ZEMU vehicle.
  - C. To review the AMF Hydrogen Upgrade Project engineering documents (plans, specifications, estimates and supporting reports) for construction, operation and maintenance of the ZEMU as they pertain to existing SCRRRA engineering standards, design criteria and safety. Reviews to be performed at 90% and 100% completion stages.
  - D. SCRRRA will employ the necessary resources to reliably ensure PTC functionality as deemed appropriate by SCRRRA staff.
  - E. SCRRRA may elect to provide specialist consultant support to advise upon the integration and operation of the ZEMU vehicle into SCRRRA's network of the track signal, communication, positive train control, security and dispatching systems, so as to ensure interoperability between SCRRRA's systems and the proposed ZEMU system; advise upon system definition, FRA compliance requirements and supporting documentation; provide support system design reviews; and assist SBCTA in coordination with system vendors. Consultant support may also be employed by SCRRRA for detailed review of AMF Hydrogen Upgrade Project plans and drawings if deemed necessary by SCRRRA staff.
  - F. To provide, subject to SCRRRA's existing Right of Entry processes, Railroad protective and inspection services, including flagging, railroad safety training of SBCTA and its Consultant and Contractors working on the railroad right of way, and location and marking of all SCRRRA signal and communications cables, on an as-needed basis.
  - G. To participate and support completion of the Safety Verification and Certification Program for the ZEMU vehicle relative to operation on the Arrow corridor.
  - H. To facilitate the First Responder Training for the ZEMU as part of SCRRRA's annual emergency training program.
  - I. To include the ZEMU vehicle under SCRRRA's various insurance policies, or self-insurance programs, including, but not limited to, Liability and Property Insurance Coverage and

maintain coverage of the ZEMU and ongoing operations starting on the date of physical delivery to the AMF.

- J. To prepare Contract Task Orders (CTOs) for SCRRA Engineering Consultants and Contractors and other tasks as may be required to manage and coordinate SCRRA interests.
- K. To provide all SCRRA-related interdepartmental administrative support for the ZEMU Initiative.
- L. To submit to SBCTA quarterly invoices of costs incurred by SCRRA and its Consultants and Contractors for DESIGN/DEVELOPMENT SERVICES and/or VEHICLE TESTING SUPPORT on the basis of items set forth in **Attachment B** and per guidelines required by funding sources identified in **Attachment C**. Invoices shall be delivered to SBCTA within thirty (30) days of the end of the preceding quarter. The first quarter will begin the first day of the month that this AGREEMENT is executed. Invoices shall include detailed information, including description, date of the expense, business purpose and amount. SCRRA shall attach supporting documents substantiating the invoice such as itemized receipts, paid consultant invoices or paid credit card statements. Invoices shall also contain a progress report detailing work accomplished for the invoice period consistent with the report template in **Attachment D**.
- M. To monitor the expenditure of committed funding under AGREEMENT and notify SBCTA ninety (90) days in advance of the potential need for additional funding recognizing the requirement for SBCTA Board of Directors approval to allocate additional funding.
- N. SCRRA shall, following receipt of all required documentation, information, and training, including but not limited to engineering drawings and manuals, update the SCRRA System Safety Program Plan and the SCRRA Passenger Train Emergency Preparedness Plan.
- O. SCRRA shall have no obligation to:
  - a. Conduct or witness all testing related to the ZEMU, except for PTC.
  - b. Submit documentation to the FRA, with the exception of the Pre-Revenue Service Safety Validation Plan and PTC.

- c. Obtain approval for the 49CFR 238.111(b) test plan, or any of the requirements contained within 49CFR 238.111(b), or for any other FRA submittals.

## **ARTICLE 6. MUTUAL OBLIGATIONS**

- A. Both SBCTA and SCRRA agree that each will cooperate and coordinate with the other in the activities covered by this AGREEMENT and any other supplemental agreements that may be required to facilitate the purposes of this AGREEMENT.
- B. Review and acceptance of submittals by SCRRA shall not relieve SBCTA, its consultants and Engineer of Record, nor its contractors, of responsibility for the design and construction of the AMF Hydrogen Upgrade Project, including responsibility for errors and omissions in submittals, and construction deviations from accepted design plans.
- C. SBCTA and SCRRA agree to comply with all applicable federal, state, and local laws, statutes, ordinances, and regulations of any governmental authority having jurisdiction over the PROJECT;
- D. SBCTA and SCRRA agree to collaborate in obtaining a Letter of Concurrence from the FRA to operate the ZEMU vehicle;
- E. SBCTA and SCRRA agree to work cooperatively to advance the PROJECT within the estimated 18-month commissioning and testing period, which includes the time allotted for implementation of the AMF Hydrogen Upgrade Project and budget as set forth in Article 7 of the AGREEMENT,;
- F. Neither party shall unreasonably withhold approval of any request or submittal of any report nor other information required under this agreement;

## **ARTICLE 7. MAXIMUM OBLIGATION**

Notwithstanding any provisions of this AGREEMENT to the contrary, SBCTA and SCRRA agree that SBCTA's maximum payment obligation per this AGREEMENT (including SCRRA's direct and indirect costs) shall not exceed \$1,349,640,00 for the ZEMU Initiative support unless this AGREEMENT is amended by a writing signed by both PARTIES.

**ARTICLE 8. AUDIT AND INSPECTION**

SBCTA or its designee shall have the right to conduct audits of SCRRA support activities for activities covered by this AGREEMENT and invoiced by SCRRA for reimbursement. SCRRA staff will assign support at their discretion based upon their evaluation of project need. SCRRA commits to provide timely response to any request for additional support which may be made by SBCTA. SCRRA shall establish and maintain proper accounting procedures, appropriate internal controls, and a complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, SCRRA shall permit the SBCTA or its authorized representative(s) to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of four (4) years after final close out of PROJECT. SBCTA shall also have the right to reproduce any such books, records and accounts. Contracts with SCRRA's contractors shall include the above provision with respect to audits. SCRRA shall reimburse SBCTA for any expenditure that is found not to be incurred in support of the AGREEMENT.

**ARTICLE 9. INDEMNIFICATION**

- A. SCRRA shall indemnify, defend and hold harmless SBCTA, its officers, directors, members, affiliated entities, employees, contractors and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, or damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by SCRRA, its officers, directors, employees, contractors or agents in connection with or arising out of the performance of this AGREEMENT.
- B. SBCTA shall indemnify, defend and hold harmless SCRRA, its officers, directors, member agencies, employees, contractors and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, or damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by SBCTA, its officers, directors, employees, contractors or agents in connection with or arising out of the performance of this AGREEMENT.

- C. Each PARTY will require that at every stage of the cooperative endeavor, there is adequate and appropriate insurance coverage for the PARTY to meet its defense and indemnification obligations as set out herein. Each PARTY will require that its' consultants, contractors and subcontractors of any tier performing work pursuant to this AGREEMENT maintain appropriate and adequate commercial insurance, including without limitation, railroad protective liability coverage, where applicable or prudent, and to have the other PARTY and the Operating Railroads named as additional insureds on all such insurance coverage.
- D. The indemnification and defense obligations of this AGREEMENT shall survive its expiration or termination.

#### **ARTICLE 10. ADDITIONAL PROVISIONS:**

- A. This AGREEMENT shall continue in full force and effect through December 31, 2026, unless modified or terminated earlier by mutual written consent by both PARTIES. The term of this AGREEMENT may only be extended upon mutual written agreement by both PARTIES.
- B. Either PARTY may initiate proceedings to terminate this AGREEMENT by giving thirty (30) days written notice; however, this AGREEMENT shall not be terminated without mutual agreement of both PARTIES.
- C. SBCTA's and SCRRA's signatories hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTIES and that, by so executing this AGREEMENT, the PARTIES hereto are formally bound to the provisions of this AGREEMENT.
- D. This AGREEMENT may be amended in writing at any time by the mutual consent of both PARTIES. No amendment shall have any force or effect unless executed in writing by both PARTIES.

- E. Notices: Any notices, requests or demands made between the PARTIES pursuant to this AGREEMENT should be sent via email or hard copy to be directed as followed:

To SCRRA: 2704 N Garey Ave  
Pomona, CA 91767

Attention: Justin Fornelli  
Chief of Program Delivery  
Email: FornelliJ@scrca.net  
Telephone: (213) 393-5034

To SBCTA: 1170 W. 3rd Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

Attention: Joy M. Buenaflor  
Deputy Director of Transit and Rail Programs  
Email: jbuenaflor@gosbcta.com  
Telephone: (909) 884-8276

- F. The headings of all sections of this AGREEMENT are inserted solely for the convenience of reference and are not part of and not intended to govern, limit or aid in the construction or interpretation of any terms or provision thereof.
- G. The provisions of this AGREEMENT shall bind and inure to the benefit of each of the PARTIES and all successors or assigns of the PARTIES.
- H. If any term, provision, covenant or condition of this AGREEMENT is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this AGREEMENT shall not be affected thereby, and each term, provision, covenant or condition of this AGREEMENT shall be valid and enforceable to the fullest extent permitted by law.
- I. This AGREEMENT may be executed and delivered in any number of counterparts, each of which, when executed and delivered, shall be deemed an original and all of which together shall constitute the same agreement. Facsimile signatures are permitted.



- J. Either PARTY shall be excused from performing its obligations under this AGREEMENT during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to: any incidence of riots, wars, sabotage, acts of terrorism, civil disturbances, insurrection, explosion, pandemics, quarantines, acts of God, acts of government or governmental restraint, and natural disasters such as floods, earthquakes, landslides, and fires; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other PARTY, when the PARTY seeking excuse gives a 5-day notice to the other PARTY and presents satisfactory evidence of the cause for excuse of performance to the other PARTY, and provided further that such nonperformance is unforeseeable, beyond the control of and not due to the fault or negligence of the PARTY not performing.
- K. Neither this AGREEMENT, nor any of the PARTIES' rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to give or withhold consent to such subsequent assignment.
- L. Nothing in this AGREEMENT shall be deemed or construed to authorize or require any PARTY to issue bonds, notes or other evidences of indebtedness under the terms of this Cooperative Agreement, or for any other purpose.
- M. This AGREEMENT shall be construed and interpreted under the laws of the State of California.
- N. Disputes must be resolved in accordance with the procedure set forth in the SCRRA Joint Exercise of Powers Agreement. Should litigation arise out of this AGREEMENT for the performance thereof, each PARTY shall be responsible for its own costs and expenses, including attorney's fees.
- O. This AGREEMENT, including any exhibits and documents incorporated herein and made applicable by reference, constitute the complete and exclusive statement of the terms and



conditions of this AGREEMENT between SBCTA and SCRRA concerning SCRRA's participation in the design of the PROJECT.

- P. Attachment A (Project Location), Attachment B (SCRRA Scope of Services and Estimate), Attachment C (Funding Sources/Requirements), and Attachment D (Invoice Progress Report Template) are attached to and incorporated into this AGREEMENT by this reference.

This AGREEMENT shall be made effective upon execution by both PARTIES.

IN WITNESS WHEREOF, the PARTIES hereto have caused this AGREEMENT to be entered into as of the date set forth above.

SOUTHERN CALIFORNIA REGIONAL  
RAIL AUTHORITY

SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY

By: \_\_\_\_\_  
Darren M. Kettle  
Chief Executive Officer

By: \_\_\_\_\_  
Dawn M. Rowe  
President, Board of Directors

Approved as to form:

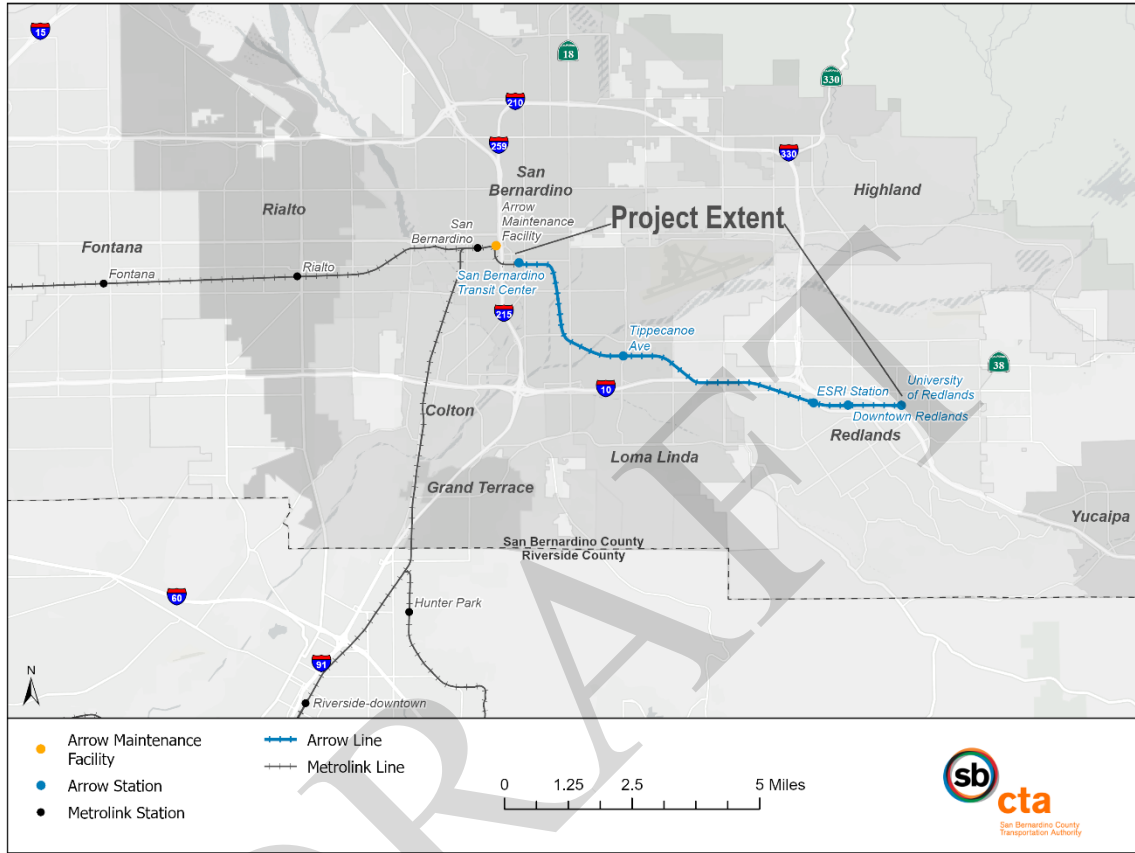
Approved as to form:

By: \_\_\_\_\_  
Don O. Del Rio  
General Counsel

By: \_\_\_\_\_  
Julianna K. Tillquist  
General Counsel

# ATTACHMENT A

## Project Location



Attachment: 20230804-ZEMU Coop Agreement 22-1002687 (10372 : SCRRA ZEMU Cooperative Agreement No. 22-1002687)

## ATTACHMENT B

### SCRRA Services and Estimate

Cost	Hrs or Wks	Rate/hr	Total	Notes
Metrolink Staff Time - Design Development (Hrs.)	948	\$350	\$331,800	
Metrolink Staff Time - Testing Support (Hrs.)	536	\$350	\$187,600	
Flagging Support (Wks.)	10	\$20,000	\$200,000	Est. \$20K/wk starting June 2024
Dispatching (Wks.)	28	\$1,080	\$30,240	Est. \$1.08/mi @ 1000 miles/wk starting June 2024
Consultant On-Call/Testing/Studies/Etc	--	--	\$500,000	
PTC Testing Support	--	--	\$200,000	Wabtec support at Pueblo and CA
<b>Sub total</b>			<b>\$1,449,640</b>	
WO #13			\$100,000	
<b>Total</b>			<b>\$1,349,640</b>	

Attachment: 20230804-ZEMU Coop Agreement 22-1002687 (10372 : SCRRA ZEMU Cooperative Agreement No. 22-1002687)

## ATTACHMENT C

### Funding Sources/Requirements

SCRRA's consultants and contracts used on ZEMU Initiative must meet State procurement guidelines and requirements. The project funding sources are identified below.

Caltrans - Transit and Intercity Rail Capital Program

South Coast Air Quality Management District - Hydrogen Infrastructure Partnership Program

Local – State Transit Assistance Funds

DRAFT

# ATTACHMENT D

## Invoice Progress Report Template

Contract No.: 0000		Reporting Period:		Page of	
Description:				SCRRA Project No.:	
Project Manager:					
Total Contract Amount:	Tasks	Description	Amount	Date	Status % complete
TOTAL AUTHORIZED					Complete
Key Milestones:					
	Description	Scheduled	Comments		Actual
1					
2					
3					
4					
5					
6					
7					
8					
9					
Progress during Reporting Period:					
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
Projected Activities for Upcoming Period:					
1					
2					
3					
4					
5					
6					
7					
8					
Changes in Scope:					
1					
Actions Required by SCRRA:					
1					
2					
3					
4					

By  
Date:

\_\_\_\_\_

Attachment: 20230804-ZEMU Coop Agreement 22-1002687 (10372 : SCRRA ZEMU Cooperative Agreement No. 22-1002687)

## ***Minute Action***

### AGENDA ITEM: 18

***Date:*** March 6, 2024

***Subject:***

San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2023/2024 First Quarter

***Recommendation:***

Receive and file the First Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2023/2024.

***Background:***

Multimodal services are an important part of how people travel throughout San Bernardino County. This is reflected in projects and programs that 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).

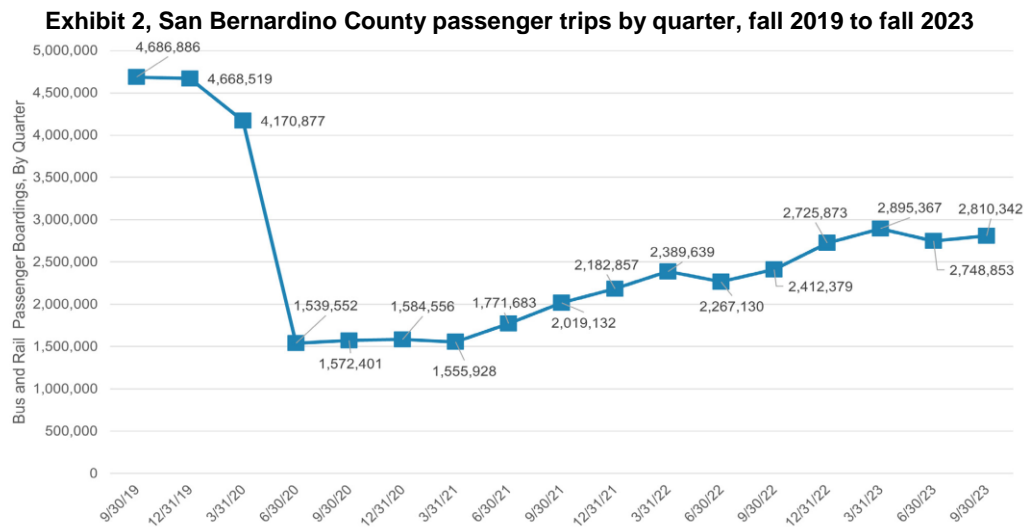
The primary source of data used in the Report is from TransTrack. TransTrack is a countywide transit performance software that the San Bernardino County (County) transit operators, except SCRRA, use to provide operations and financial data on a monthly basis. This allows SBCTA to pull data reports independently from the transit operators. The other data sources for this report came from SBCTA's rideshare program database, transit operators' staff, and 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 the Arrow Service data through TransTrack for consistency.

Throughout the first quarter of Fiscal Year (FY) 2023/2024, San Bernardino County bus and rail transit operators provided 2.8 million trips system wide (as shown in Exhibit 2 on the following page). This was an increase of more than 60,000 trips from the prior quarter.

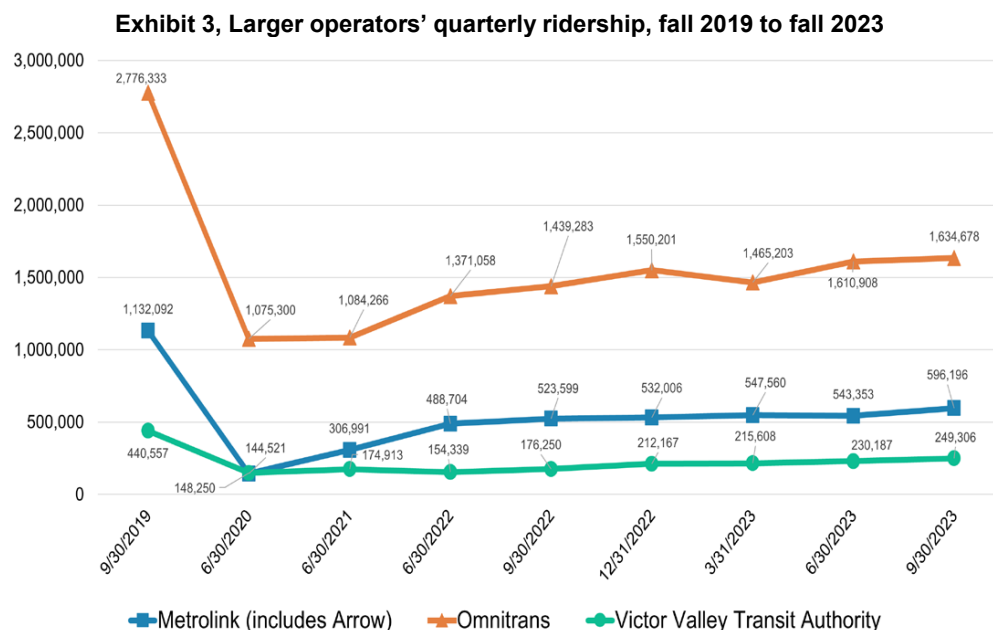
## Board of Directors Agenda Item

March 6, 2024

Page 2



Among the larger operators, Omnitrans' steady growth continued, its 1.6 million trips reflecting an additional 24,000 boardings, a 1.5% increase from the prior quarter (as shown in Exhibit 3 below). Metrolink boardings of 596,000 represented an increase of more than 50,000 trips from the prior quarter. The San Bernardino Line saw a 7% increase over the prior quarter, while the Inland Empire Orange County line saw a larger 16% increase during the two quarter period. An additional 22,000 trips were made on the new Arrow Service, which are included in Metrolink's total in Exhibit 3. Victor Valley Transit Authority's (VVTa) recovery continued, following a long-period of minimal growth, adding 8% more trips this first quarter of FY 2023/2024, serving almost 250,000 passenger boardings.



Mountain Transit seasonal ridership is down from its winter highs, dropping to almost 61,000 trips, but 21% above the 50,000 trips provided in the first quarter of last year (as shown in Exhibit 4 on the following page). Basin Transit's ridership of 44,000 trips reflects a slight drop from the prior quarter, but is nonetheless 7% above the prior year, in the first quarter of

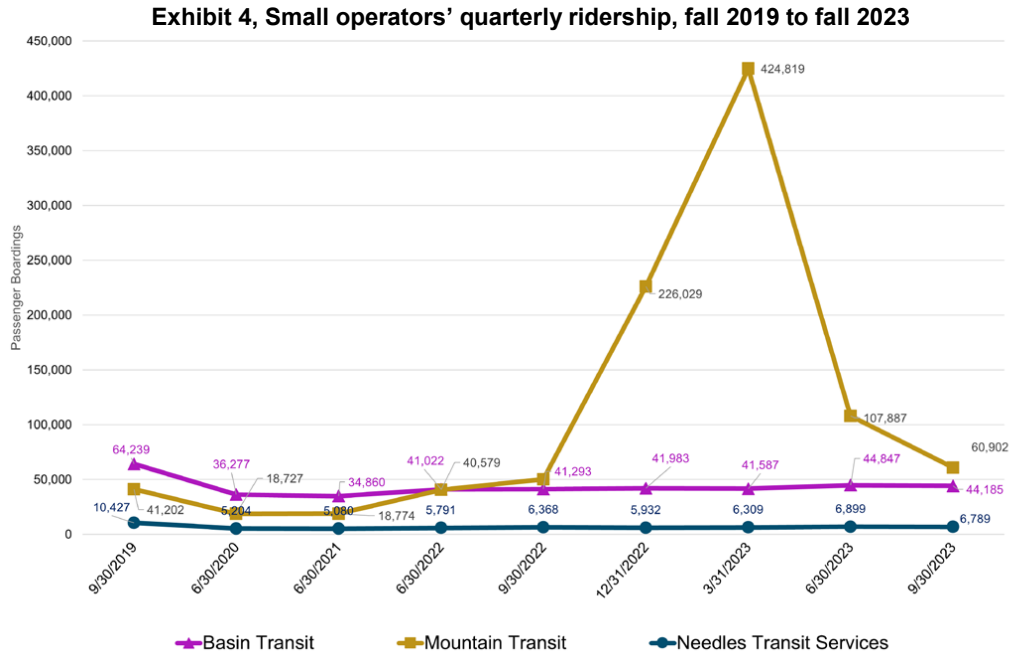
San Bernardino County Transportation Authority

## Board of Directors Agenda Item

March 6, 2024

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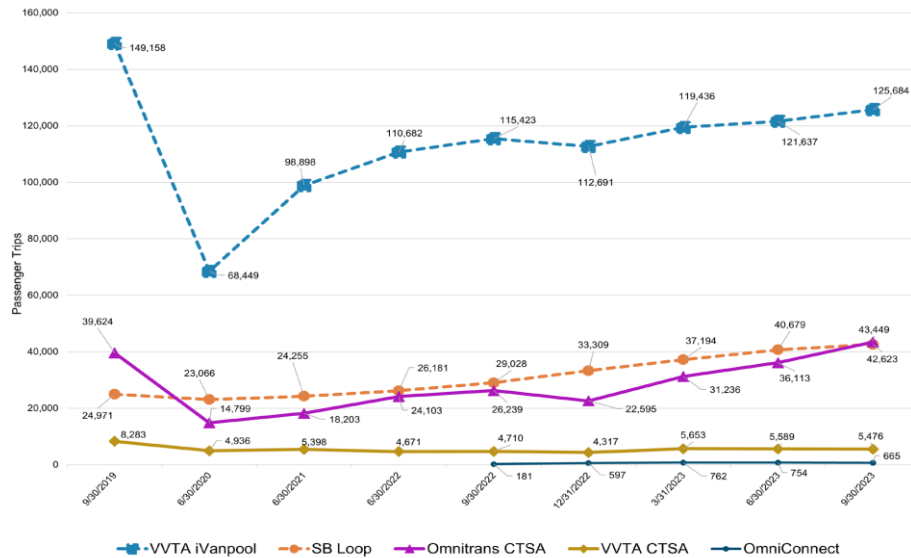
FY 2022/2023. Needles Transit Services' ridership of almost 6,800 in this first quarter is down about 100 trips from the prior quarter, related to hot summer weather. It is however, up over 400 trips, or 6.5%, from the first quarter of FY 2022/2023.



The vanpool programs, VVTA's Vanpool and SBCTA's SB Loop, together provided nearly 169,000 passenger trips in the first quarter of FY 2023/2024, and is up 17%, or 25,000 trips, over this period the year before (as shown in Exhibit 5 on the following page). The Consolidated Transportation Services Agencies (CTSA) of Omnitrans and VVTA are recovering ridership as their more vulnerable populations slowly return to transit. Omnitrans CTSA served 43,000 trips this quarter, compared with 26,000 a year ago. VVTA's smaller CTSA provided almost 5,500 trips this quarter, up from 4,700 trips in the year prior. Finally, the new OmniConnect shuttles serving downtown San Bernardino and Ontario International Airport commenced service just a year ago and provided almost 700 trips this quarter.



**Exhibit 5, Smaller transportation programs' quarterly ridership, fall 2019 to fall 2023**



## Current Initiatives

Since its launch in October 2023, SBCTA's "Where Will You Go" campaign encourages riders to use the multimodal network to connect to regional destinations and report on their adventures. SBCTA's new transit landing page, [Where Will You Go? - SBCTA \(gosbcta.com\)](https://www.gosbcta.com), highlights the campaign, including a short and entertaining animated video showing all the places you can go on transit from San Bernardino. The webpage also features a trip planner that makes it easy to plan one's trip from anywhere within the County to a myriad of destinations both within and beyond the County. This revitalized transit webpage is newly seeing high traffic. The page received 5,200 views in October 2023, an increase of over 2000% from September 2023. It continues to be one of the most visited pages on the SBCTA website, making it to the first or second spot in views in November and December.



LEGISLATIVE PLATFORM	MEASURE / FUNDING	NEWS & EVENTS	GIS	FINANCIAL INFORMATION	ABOUT US	English		
	MEETINGS & AGENDAS	DOING BUSINESS	PROJECTS	PLANNING & SUSTAINABILITY	FUNDING	SBCOG	COMMUTER SERVICES	

## Where Will You Go?

Riding public transit in the San Bernardino region is easier than you think.



### Plan Your Trip

**START**  
Address/Stop/Landmark

**END**  
Address/Stop/Landmark

**DEPART**      **DATE**      **TIME**  
DEPART AT      01/30/24      03:20pm

**Let's Go!**

## Board of Directors Agenda Item

March 6, 2024

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In October 2023, VVTA celebrated 30 years of service with a lively community celebration, the unveiling of a special anniversary bus, and free rides for the month of October on all bus services. The celebration at VVTA's headquarters focused on VVTA's three-decade commitment to serving the High Desert community and key achievements of Expansion of Services, Modernization, Environmental Initiatives, Community Engagement and Accessibility. Nancie Goff, CEO of VVTA spoke to these accomplishments and affirmed VVTA's commitment to "continue to connect communities, enhance lives, and build a brighter, more sustainable future for the Victor Valley region." Adding to the festivities, the San Bernardino County Board of Supervisors designated October 20 as "Victor Valley Transit Day" for the next five years. Staff congratulated VVTA and its partners for continuing to serve with excellence.

**Financial Impact:**

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

**Reviewed By:**

This item was received by the Transit Committee on February 15, 2024.

**Responsible Staff:**

Nancy Strickert, Transit Manager

Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

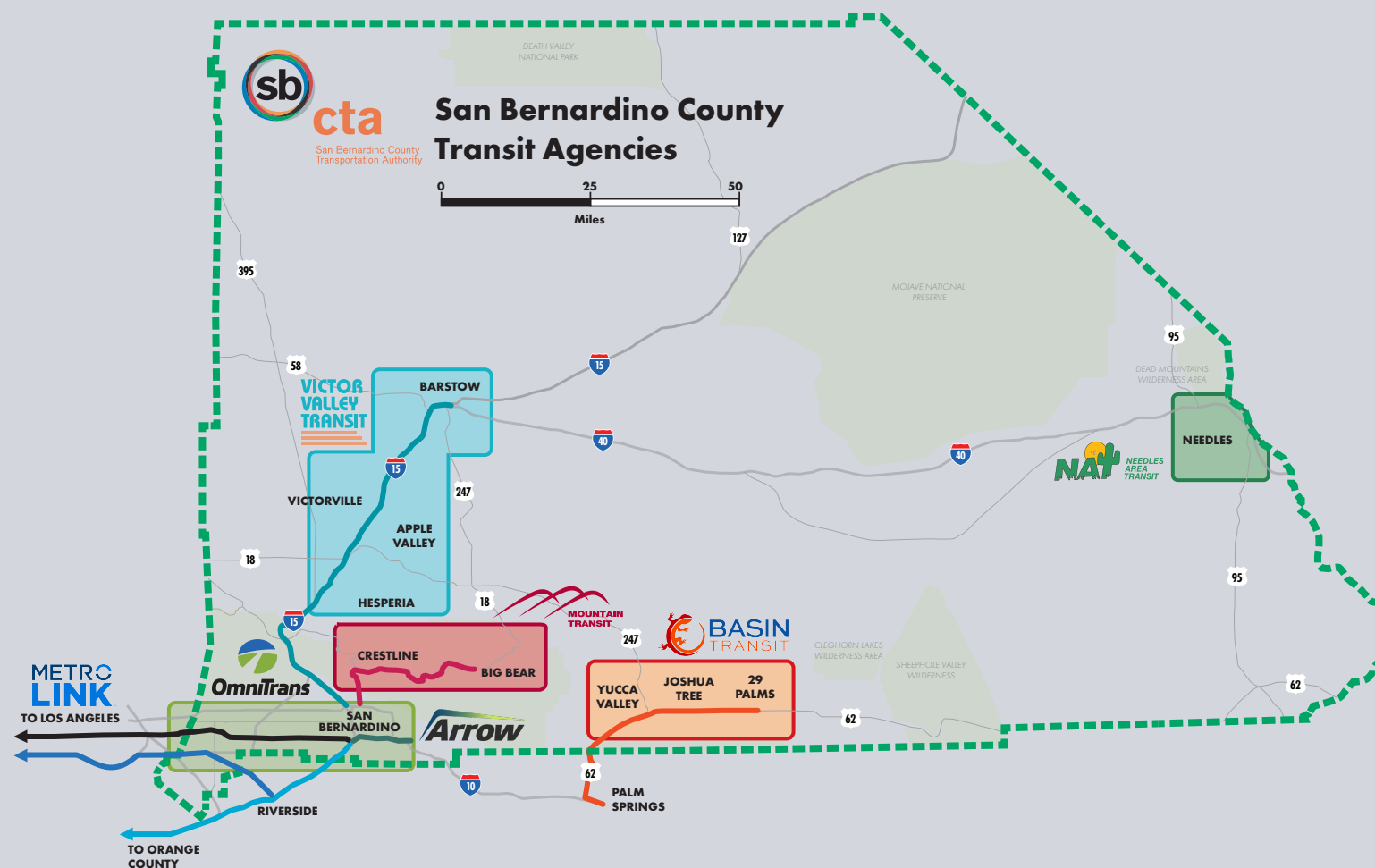


cta

San Bernardino County  
Transportation Authority

# San Bernardino County Multimodal Transportation Quarterly Update

18.a



*First Quarter Fiscal Year 2023/2024  
Volume 5, Number 1*

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# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

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## Introduction

All of San Bernardino County's public transit programs are showing steady, continuing recovery of ridership from low points in the summer of 2020, near the outset of the COVID-19 pandemic. This iteration of the SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT (Volume 5, Number 1), first quarter (July, August, September) of Fiscal Year 2023/2024 (FY 23/24) contrasts performance with the fourth quarter of the previous year, FY 2022/2023 (FY 22/23). Three years of public transportation performance provide additional context. Current initiatives by SBCTA and the operators to grow ridership and enhance community-level and regional transit services 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.

## The County's Public Transportation Modes and Programs

San Bernardino County, during this quarter, is served by six public transit operators, providing rail, fixed-route bus services, microtransit and Americans with Disabilities Act (ADA) complementary paratransit services. The new Metrolink Arrow

### Exhibit 1, San Bernardino County public transit bus operators



San Bernardino-Redlands train service commenced in October 2022. Its third full quarter of service is presented in this report. The six service areas of the County's 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. Metrolink launched the Arrow service in October 2022, adding nine additional miles, four new stations and new Diesel Multiple Unit (DMU) trains, and connecting Downtown San Bernardino with the University of Redlands.
- **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.
- **Basin Transit (previously Morongo Basin Transit Authority)** – 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 Transit Services** – Providing services within the City of Needles and limited connections into Arizona.

Three additional modes of transportation support San Bernardino County residents:

- **Consolidated Transportation Service Agencies (CTSAs) programs** – Specialized transportation services administered by Omnitrans and VVTA.
- **Vanpool programs** – Programs are operated by San Bernardino County Transportation Authority (SBCTA) and VVTA.
- **IE Commuter** – A rideshare program of SBCTA and Riverside County Transportation Commission (RCTC).



# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

## Commentary

### Continuing Ridership Growth

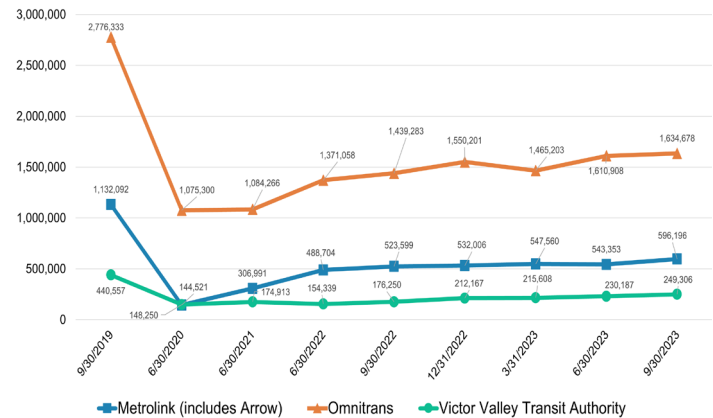
The good news of continuing ridership recovery systemwide is presented in the nine-quarter picture of Exhibit 2, from the pre-pandemic fall of 2019 through the fall of 2023, first quarter of the FY 23/24 year. While passenger boardings are still about 1.8 million below that first quarter of FY 19/20, steady ridership growth continues through these more recent quarters.

Schools were coming back into session during these July-August-September months and SBCTA's "Student Free Fare" bus operator policy for grades Kindergarten through 12th grade was heavily promoted. First quarter FY 23/24 bus and rail ridership of 2.8 million boardings across all modes reflected a 60,000 trips increase from the immediate prior year quarter, 4th quarter of FY 22/23.

Among the larger operators, Omnitrans' steady growth continued, its 1.6 million trips reflecting an additional 24,000 boardings, a 1.5% increase from the prior quarter.

Metrolink boardings of 596,000 represented an increase of more than 50,000 trips from the prior quarter. The San Bernardino Line saw a 7% increase over the prior quarter, while the IEOC line saw a larger 16% increase during the two-quarter period. An additional 22,000 trips were made on the

**Exhibit 3, Larger operators' quarterly ridership, fall 2019 to fall 2023**

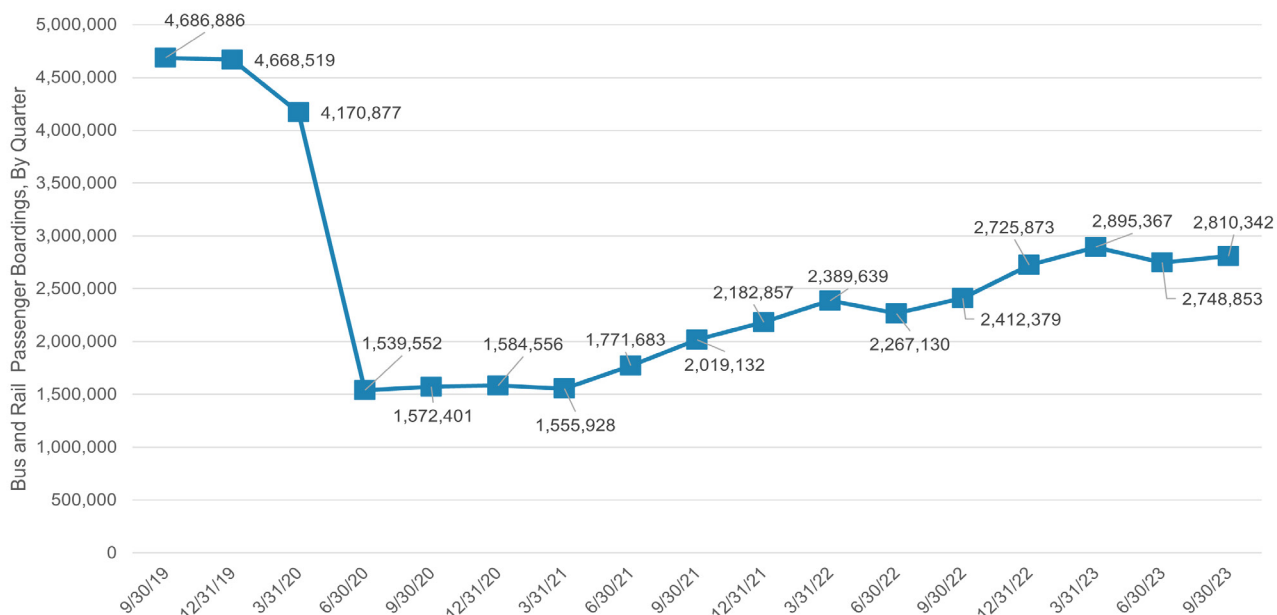


new Arrow service, trips included in Metrolink's total depicted in Exhibit 3.

VVTA recovery continued, following a long-period of minimal growth, adding 8% more trips this first quarter of FY 23/24, serving almost 250,000 passenger boardings.

Exhibit 4 shows the County's smaller transit operators with somewhat different ridership experiences from that of the larger operators. Mountain Transit's seasonal ridership is down from its winter highs, dropping to almost 61,000 trips, but 21% above the 50,000 trips provided in the first quarter of last year.

**Exhibit 2, San Bernardino County passenger trips by quarter, fall 2019 to fall 2023**





# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

Basin Transit's ridership of 44,000 trips reflects a slight drop from the prior quarter, but is nonetheless 7% above a year prior, the first quarter FY 22/23.

And Needles Area Transit's ridership of almost 6,800 in this first quarter is down about 100 trips from the prior quarter, perhaps related to hot summer weather. It is however up over 400 or 6.5% from the first quarter of FY 22/23.

**Exhibit 4, Small operators' quarterly ridership, fall 2019 to fall 2023**

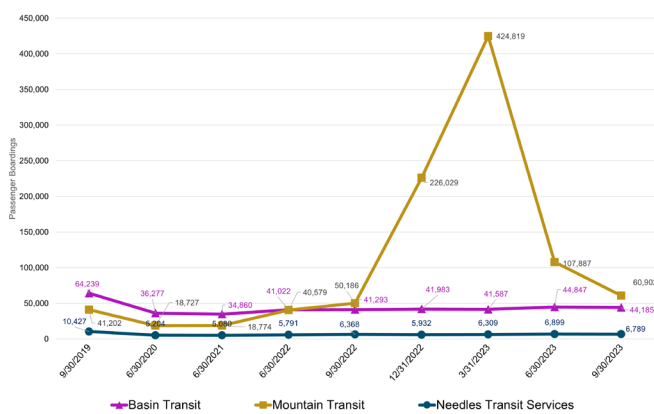
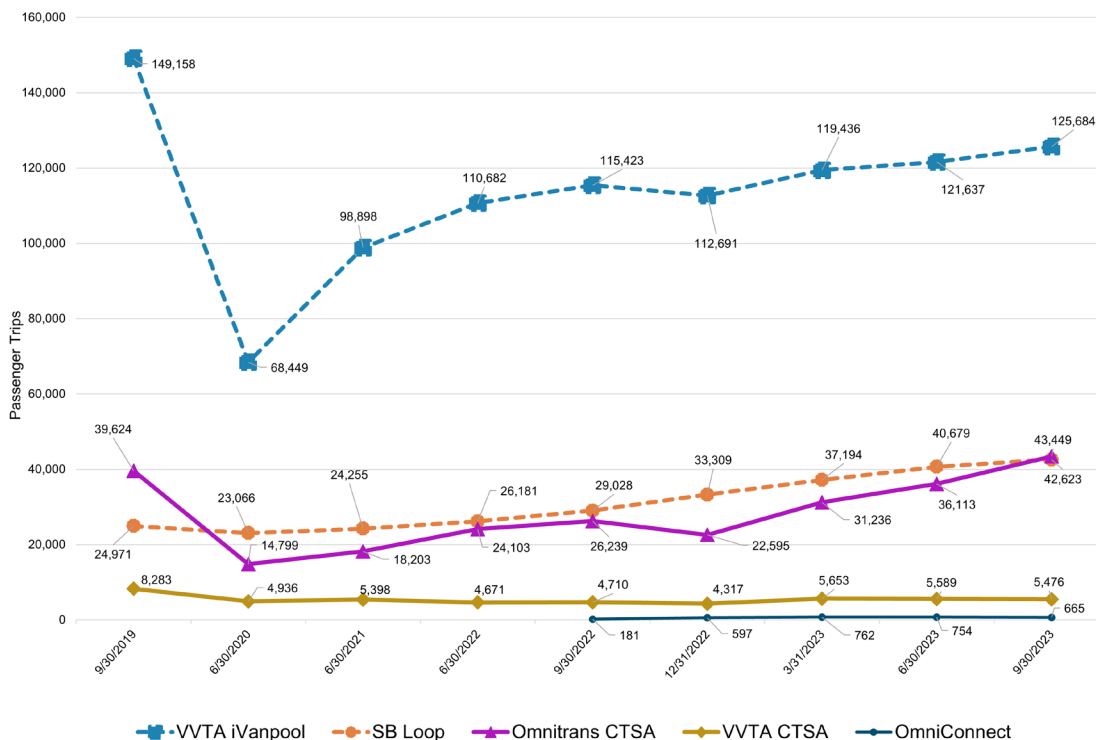


Exhibit 5 presents the quarterly ridership experience of two vanpool programs, the OmniConnect service and the CTSA programs (consolidated transportation services agencies) of Omnitrans and VVTA. The vanpool programs, VVTA's iVanpool and SBCTA's SB Loop, are represented by the dotted lines in Figure 5. These are continuing to recover ridership, together providing nearly 169,000 passenger trips this first quarter of FY 23/24, and up 17%, or 25,000 trips, over this period the year before.

The CTSA's of Omnitrans and VVTA are recovering ridership as their more vulnerable populations slowly return to transit. Omnitrans CTSA served 43,000 trips this quarter, compared with 26,000 a year ago. VVTA's smaller CTSA provided almost 5,500 trips this quarter, up from 4,700 trips a year ago.

Finally, the new OmniConnect shuttles serving downtown San Bernardino and Ontario airport commenced service just a year ago and provided almost 700 trips this quarter.

**Exhibit 5, Smaller transportation programs' quarterly ridership, fall 2019 to fall 2023**



## Current Initiatives

This section reports on initiatives and activities by SBCTA and San Bernardino County operators to increase mobility, grow ridership and improve coordination among transit programs and providers.

### *SBCTA'S Regional Campaign Promotes All the Places You Can Go*

Since its launch in October 2023, SBCTA's "Where Will You Go" campaign encourages riders to use the multimodal network to connect to regional destinations and report on their adventures. Messaging that riding public transit is "easier than you think," the campaign presents the travel possibilities of the robust, multimodal transportation hub that is the San Bernardino Transit Center. The new campaign features the six bus systems and three train lines that convene at the San Bernardino Transit Center.

SBCTA's new transit landing page, [gosbcta.com/transit](https://gosbcta.com/transit), highlights the campaign, including a short and entertaining animated video showing all the places you can go on transit

from San Bernardino. The webpage also features a trip planner that makes it easy to plan one's trip from anywhere within the County to a myriad of destinations both within and beyond the County.

This revitalized transit webpage is newly seeing high traffic. The page received 5,200 views in October 2023, over 2000% increase in views than September 2023. It continues to be one of the most visited pages on the SBCTA website, making it to the first or second spot in views in November and December.

Riders are also responding to the promotional sweepstakes offered each quarter. By reporting on their regional trip on the County's multimodal network, they could win a gift card or other prize. To date, 11 riders have submitted their regional travel stories, sharing about their trips across the County for recreation, work, appointments and to visit friends. Of these entries, six riders transferred at the San Bernardino Transit Center. These entries represented trips on Metrolink, Omnitrans, VVTA and Beaumont Transit in Riverside County.

**Exhibit 13, SBCTA's redesigned public transit webpage, highlighting the "Where Will You Go" campaign**

**Public Transit & Rail** | Rideshare/Vanpool | Park & Ride | Call Boxes | Freeway Service Patrol | IE511 | Commuter News

### Where Will You Go?

Riding public transit in the San Bernardino region is easier than you think.

**Plan Your Trip**

START  
Address/Stop/Landmark

END  
Address/Stop/Landmark

DEPART AT: 01/12/24 02:45pm

**Let's Go!**

**Where Did You Go?**

Tell us about your regional trip for a chance to win a gift card or other prize!

We want to hear about your regional public transit trip using one or more public transit operators in San Bernardino County. Did you run an errand, take a leisure trip, commute to work, visit friends or family or simply explore the region and your transit options?

**Tell us about your trip**

**San Bernardino Transit Center**

The San Bernardino Transit Center is the safe, convenient location for accessing transit throughout San Bernardino County and beyond.

The center includes a customer service desk and ticket machines, real-time arrival and departure information, indoor and outdoor seating, public restrooms, drinking fountains, bike racks, and around-the-clock security.

In keeping with SBCTA sustainability initiatives, the building is LEED-Gold certified and features solar power.

**Bus** **Rail** **First/Last Mile Transit shuttles**



# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

## VVTA Celebrates 30 Years with Free Rides!

In October 2023, Victor Valley Transit Authority celebrated 30 years of service with a lively community celebration, the unveiling of a special anniversary bus, and free rides for the month of October on all bus services.

The celebration at VVTA's head quarters focused on VVTA's three-decade commitment to serving the High Desert community and key achievements of Expansion of Services, Modernization, Environmental Initiatives, Community Engagement and Accessibility. Nancie Goff, CEO of VVTA spoke to these accomplishments and affirmed VVTA's commitment to "continue to connect communities, enhance lives, and build a brighter, more sustainable future for the Victor Valley region. Adding to the festivities, the San Bernardino County Board of Supervisors designated October 20 as "Victor Valley Transit Day" for the next five years.

Riders joined the celebration by riding VVTA bus services — fixed route, Direct Access, Micro-Link, Route 15, and Commuter — for free all month. VVTA provided 117,700 free on-way trips, a 88% percent increase over September's 62,500 trips on those services.

Congratulations to VVTA and its partners for continuing to serve with excellence.

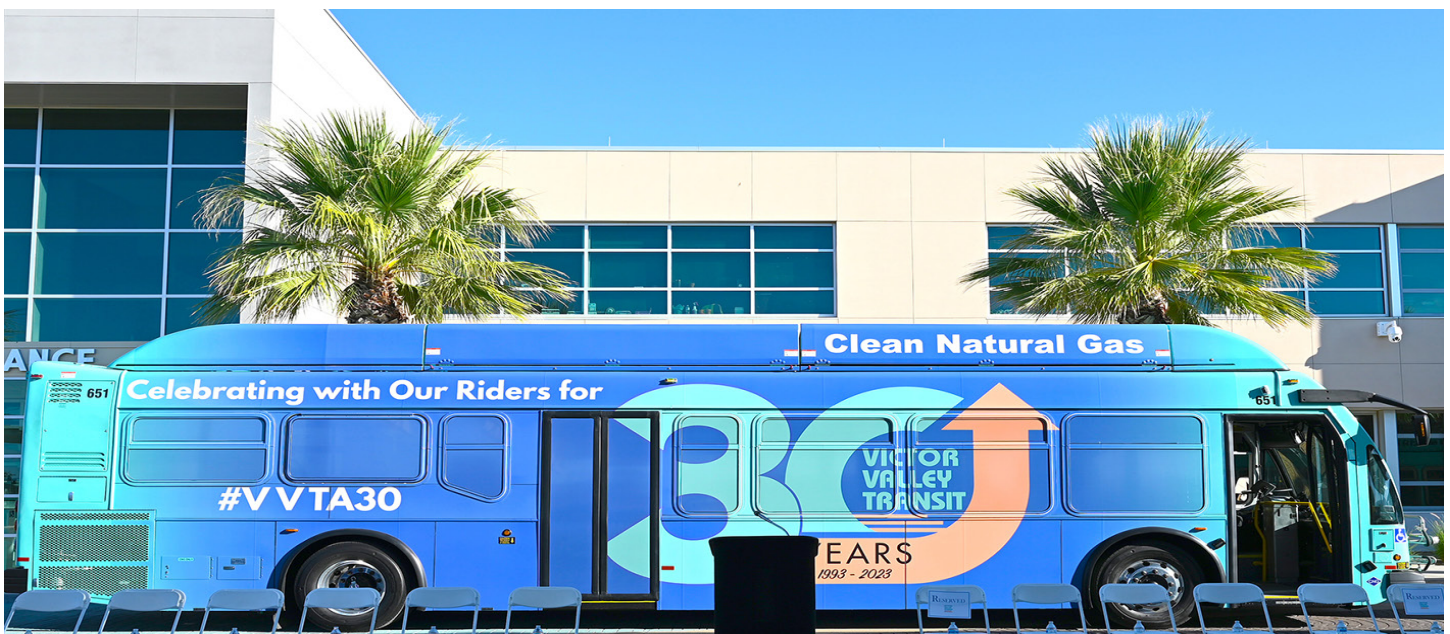
**Exhibit 15, Anniversary flag and VVTA Drivers**



**Exhibit 16, County Board of Supervisors proclaim October 20 as "Victor Valley Transit Day" for the next five years.**



**Exhibit 14, VVTA's special anniversary bus is adorned with the message, "Celebrating with our Riders for 30 Years."**



## SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

### Short Range Transit Plan Underway for Needles Transit Services

SBCTA is funding the development of a Short Range Transit Plan (SRTP) for Needles Transit Services. The SRTP will guide fixed route and Dial-A-Ride services for the next five years. The consultant team will assess operating and capital needs, service plans and budgets to recommend service improvements and project priorities. Needles Community Services Manager Cheryl Sallis reports that “this plan will move our transit services forward as we respond to changes from the pandemic, explore future possibilities, and prioritize transit projects over the next five years with a goal of improving the public transportation experience for all riders.”

A significant component of SRTP is public and stakeholder input about the future of public transit in Needles. SBCTA staff and the consultant team conducted a robust outreach effort in November 2023 to solicit input. The team held a community open house at the Senior Citizen Center, spent a day riding Needles Area Transit and interviewed community organizations and services. A community-wide survey was mailed to all residents, along with their utility bill, to further broaden input. The survey can be completed on paper or online.

The SRTP will include a capital plan, fare analysis, and marketing review. It is anticipated to be completed in June 2024.

Exhibit 17, Flyers promoting the Community Open House and Household Survey input opportunities

**Community Open House**

**NEEDLES AREA TRANSIT NAT**

**Join us to talk about Needles Transit Services!**

**Tuesday, November 7**  
**6 PM - 8 PM | Senior Center**  
**1699 Bailey Avenue**

We're planning for the next five years of service and want to know how Needles Transit Services can better serve you. Drop by to talk to the team and enjoy a slice of pizza!

 **NEEDLES DIAL-A-RIDE SERVICES**

 **NEEDLES AREA TRANSIT**

**HELP IMPROVE PUBLIC TRANSIT IN NEEDLES**

**for the NAT, Dial-A-Ride and Arizona Medical and Shopper Shuttles**

Please take this online survey by using the weblink below or scanning the QR code.

**[www.surveymonkey.com/r/SurveyNeedles](https://www.surveymonkey.com/r/SurveyNeedles)**



Needles Transit Services  
Short-Range  
Transit Plan  
FY 2025-2030

 **NAT** **NEEDLES AREA TRANSIT**

 **cta**  
San Bernardino County  
Transportation Authority



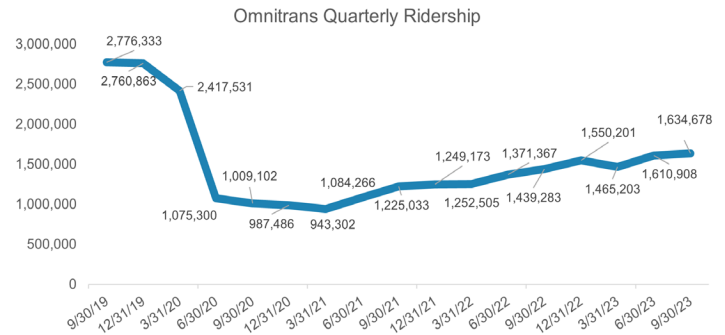
# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



## Commentary and Trends

Total ridership for Omnitrans grew slightly during the first quarter of FY 23/24 by almost 24,000 trips or one percent over the fourth quarter of FY 22/23. At 1.6 million trips, this is the highest quarterly ridership since the third quarter of FY 19/20. Fixed-route trips carried the systemwide increase while demand response service experienced a modest 1% decrease in ridership.

Omnitrans fixed-route service added four additional vehicles to peak service during the first quarter, contributing to a 3% increase in revenue hours, 2% increase in revenue miles and a 10% increase in operating cost. The fixed-route cost per trip increased by 14% to almost \$11, while the demand response cost per trip decreased by 11% to just under \$83.



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)	1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23	Current Year FY 23/24	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	<b>1,610,908</b>	<b>1,634,678</b>	<b>1%</b>
Fixed-Route Trips <sup>2</sup>	1,572,389	1,596,551	2%
Demand Response Trips	38,519	38,127	-1%
<b>SYSTEM Performance</b>			
Revenue Hours	145,978	149,852	3%
Passengers per Rev Hour	11.0	10.9	-1%
Revenue Miles	2,002,416	2,043,208	2%
Passengers per Rev Mile	0.80	0.80	-1%
Passenger Miles	8,604,020	8,206,785	-5%
Average Trip Length (miles)	5.34	5.02	-6%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$18,758,312	\$20,688,672	10%
Passenger Revenue	\$6,164,200	\$5,419,276	-12%
Farebox Recovery Ratio Systemwide	32.9%	26.2%	-20%
Cost per Revenue Mile	\$2.18	\$2.52	16%
Subsidy/Pass Trip – Systemwide	\$7.82	\$9.34	19%
Fixed-Route Cost per Trip	\$9.64	\$10.98	14%
Demand Response Cost per Trip	\$93.53	\$82.86	-11%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service	(Includes sbX)	(Includes sbX)	
Fixed-Route	105	109	
Demand Response	40	40	
<b>Total Vehicles in Peak Service</b>	<b>145</b>	<b>149</b>	

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during January 2024.

<sup>2</sup> OmniConnect performance data are also counted as fixed-route trips for Omnitrans services and should not be double counted.



# OmniConnect Shuttle Services:

## ONT Connect

## SB Connect

# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

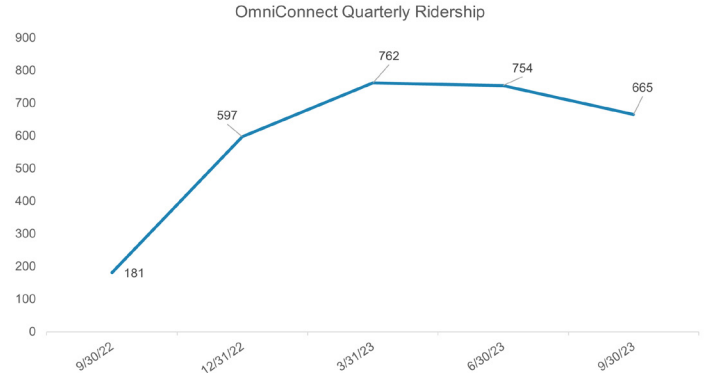
## Public Transit Bus Operators

## Commentary and Trends

OmniConnect provides shuttle service between the Ontario Airport and Metrolink stations on the ONT Connect and from the San Bernardino Transit Center to downtown San Bernardino employment locations on the SB Connect.

OmniConnect routes 300 and 380 completed their first full year of service during the first quarter of FY 23/24. During the first quarter of FY 23/24, OmniConnect ridership fell by 16% compared to the fourth quarter of FY 22/23.

OmniConnect saw reductions in revenue hours (19%), revenue miles (12%) and operating costs (24%) compared to the third quarter of FY 22/23. While ridership has declined over the past six months, revenue hours and miles and operating cost all increased by 8% in the first quarter.



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)		1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23		Current Year FY 23/24	% change from 4th Quarter
<b>Total Passenger Trips<sup>2</sup></b>	<b>794</b>		<b>665</b>	<b>-16%</b>
Route 300 SB Connect	198		169	-15%
Route 380 ONT Connect	596		496	-17%
<b>Performance</b>				
Revenue Hours	1,847		2,001	8%
Passengers per Rev Hour	0.4		0.3	-23%
Revenue Miles	17,158		18,600	8%
Passengers per Rev Mile	0.05		0.04	-23%
<b>OPERATIONS Expense</b>				
Total Operating Cost	\$223,735		\$241,567	8%
Passenger Revenue	\$40,186		\$43,264	—
Farebox Recovery Ratio	18.0%		17.9%	—
Subsidy per Pass Trip	\$231.17		\$298.20	29%
<b>FLEET Characteristics</b>				
Vehicles in Peak Service	2		2	
Service Area Square Mileage	31		31	
Vehicles per Square Mile	0.1		0.1	

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during January 2024.

<sup>2</sup> OmniConnect performance data are also counted as fixed-route trips for Omnitrans services and should not be double counted.

# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

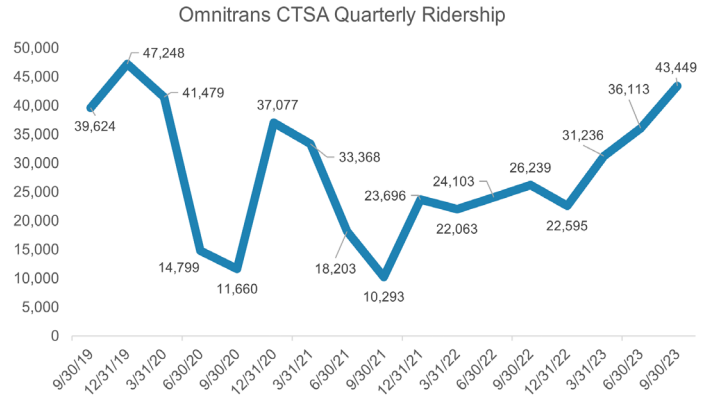


## Consolidated Transportation Services Agency

### Commentary and Trends

Omnitrans' CTSA programs increased overall ridership by 20% during the first quarter of FY 23/24, largely due to a 123% increase in TREP mileage reimbursement provided trips. The Uber/Taxi Ride Program experienced an increase of almost 900 trips, a 29% improvement from the previous quarter. Travel trainings doubled at to 43 trainingg provided.

Service providers in the Regional Mobility Partnership program increased ridership by 11%, adding 3,256 more trips than the previous quarter where growth is observed in all but two programs. The 43,449 total CTSA trips is the highest total since the second quarter of FY 19/20 prior to the stay-at-home orders of the COVID-19 pandemic.



### Performance

	4th Quarter (Apr-May-Jun)		1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23		Current Year FY 23/24	% change from 4th Quarter
<b>TOTAL TRIPS</b>	<b>36,130</b>		<b>43,449</b>	<b>20%</b>
TREP Mileage Reimbursement Trips	2,592		5,780	123%
Uber/Taxi Ride Program Trips	3099		3,991	29%
Travel Training Program*	17		43	153%
Regional Mobility Partnership (RMP) Trips	30,422		33,678	11%
<i>Anthesis</i>	10,839		11,185	3%
<i>Lutheran Social Services</i>	683		825	21%
<i>City of Grand Terrace</i>	163		73	-55%
<i>AgingNext</i>	5,436		5,903	9%
<i>OPARC</i>	8,521		9,166	8%
<i>City of Chino</i>	2,135		2,474	16%
<i>Highland Senior Center</i>	1,153		1,325	15%
<i>Loma Linda University Adult Day Health</i>	1,492		1,432	-4%
<i>City of Ontario**</i>	0		1,295	—
<i>City of Rialto**</i>	0		0	—
<i>FAP**</i>	0		0	—

\* Reporting numbers are for number of individuals trained.

\*\*New Regional Mobility Partnership contracts have been executed. Partners are in the process of starting their programs.

Attachment: Final\_ SBCTA FY23\_24\_ 1st Quarter\_ 2 1 24 (10375 : San Bernardino County Multimodal Transportation Quarterly Update)



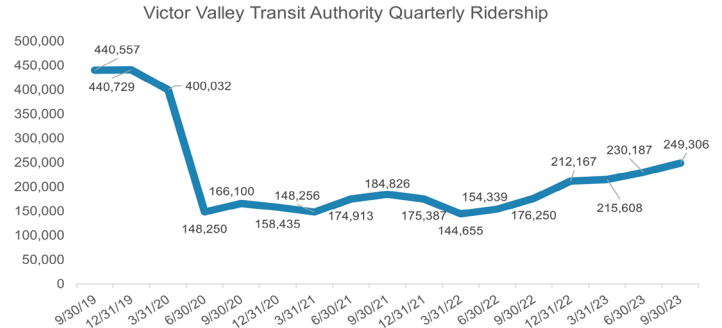
# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

## Commentary and Trends

VVTA continues to show improvement in ridership with another quarter growth, increasing total trips provided by 8% to almost 250,000 trips. This represents VVTA's highest trip total of the pandemic recovery period.

Fixed-route transit added 20,000 more trips representing an 11% increase while commuter trips experienced an 11% decrease in ridership. Demand response trips held steady while operating one less vehicle in peak service.

Nominal decreases in total revenue hours, revenue miles and operating cost helped to improve productivity and lower overall per trip costs.



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)	1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23	Current Year FY 23/24	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	<b>230,187</b>	<b>249,306</b>	<b>8%</b>
Fixed-Route Trips	187,993	207,956	11%
Commuter Bus Trips	9,311	8,314	-11%
Demand Response Trips	32,883	33,036	0%
<b>SYSTEM Performance [excludes vanpool revenue hours &amp; miles]</b>			
Revenue Hours	61,689	61,588	0%
Passengers per Rev Hour	3.7	4.0	8%
Revenue Miles	1,094,029	1,088,960	0%
Passengers per Rev Mile	0.21	0.23	9%
<b>OPERATIONS Expense [excludes vanpool expense &amp; revenue]</b>			
Total Transit Operating Cost	\$8,026,232	\$7,969,519	-1%
Passenger Revenue	\$503,957	\$460,389	-9%
Farebox Recovery Ratio Systemwide	6.3%	5.8%	-8%
Cost per Revenue Mile	\$7.34	\$7.32	0%
Subsidy/Pass Trip – Systemwide	\$32.68	\$30.12	-8%
Fixed-Route Cost per Trip	\$52.64	\$29.55	-44%
Commuter Bus Cost per Trip	\$23.21	\$27.53	19%
Demand Response Cost per Trip	\$49.64	\$48.31	-3%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service	Includes 12 Electric Vehicles	Includes 12 Electric Vehicles	
Fixed-Route	47	47	
Commuter	6	6	
Demand Response	35	34	
<b>Total Vehicles in Peak Service</b>	<b>88</b>	<b>87</b>	
Service Area Square Mileage	1,082	1,082	
Vehicles per Square Mile	0.07	0.07	

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during January 2024.





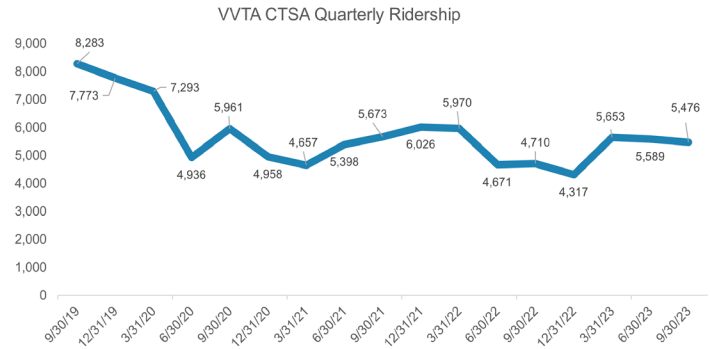
# Consolidated Transportation Services Agency

## SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

### Commentary and Trends

VVTA's CTSA programs experienced a slight decrease in ridership of 1% during the first quarter of FY 23/24, a loss of only 53 total trips. The decrease of 214 trips (14%) in the Fare Media Scholarship Program was the primary cause of the slight decrease, along with a slight decline in travel training trips. All other CTSA programs showed signs of improvement.

The TRIP mileage reimbursement program increased slightly by 2% with a 6% increase in miles reimbursed. The non-profit transportation providers increased ridership by 13%, or 126 total trips, with all individual providers experiencing improvements in use.



### Performance

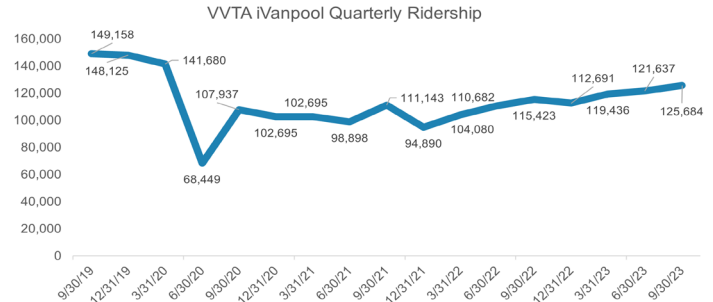
	4th Quarter (Apr-May-Jun)	1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23	Current Year FY 23/24	% change from 4th Quarter
<b>TOTAL TRIPS</b>	<b>5,529</b>	<b>5,476</b>	<b>-1%</b>
TRIP Program	2,959	3,022	2%
Nonprofit Providers	934	1,060	13%
<i>Foothill AIDS Project</i>	294	343	17%
<i>Abundant Living Church</i>	525	571	9%
<i>Trona Community and Senior Center</i>	83	101	22%
<i>Bonnie Baker Senior Center</i>	32	45	41%
Travel Training Program	139	111	-20%
Fare Media Scholarship Program	1,497	1,283	-14%
<b>TOTAL MILES</b>	<b>79,163</b>	<b>83,876</b>	<b>6%</b>
TRIP Program	79,163	83,876	6%
<b>TOTAL HOURS</b>	<b>86</b>	<b>68</b>	
Transit Ambassador Program	86	68	-21%



## SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

### Commentary and Trends

VVTA's vanpool program continues to grow, adding eight additional vanpools and providing 4% more trips than in the previous quarter, for a total of 125,684 unlinked passenger trips. This may reflect slow, but steady increases in numbers of persons returning to their work sites, at least some days each week. All vanpools are eligible to receive up to \$500 per month in program subsidy, which grew by 5% during the first quarter. Passenger participation fees that cover the remaining vanpool costs also increased by 9%. The additional vanpools helped to generate more than 4,000 additional revenue hours and more than 50,000 additional revenue miles.



### Performance

	4th Quarter (Apr-May-Jun)	1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23	Current Year FY 23/24	% change from 4th Quarter
<b>Performance</b>			
Number of Vanpools	187	195	4%
Revenue Miles	1,298,557	1,348,557	4%
Revenue Hours	25,130	26,702	6%
Unlinked Passenger Trips	121,637	125,684	3%
Passenger Miles	6,244,162	6,287,793	1%
Subsidies Disbursed	\$331,948	\$348,481	5%
Participation Fees	\$299,170	\$325,432	9%

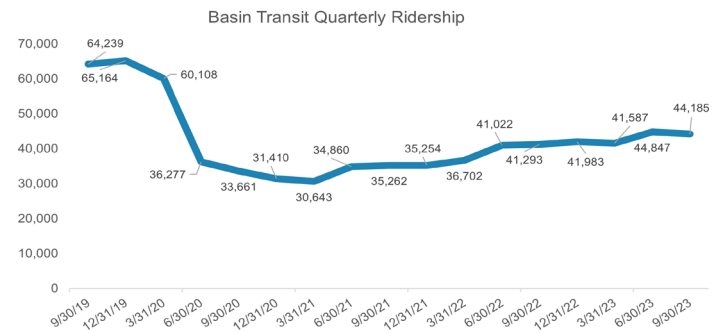


## SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

### Commentary and Trends

Basin Transit's had a slight decrease in ridership during the first quarter of FY 23/24, providing almost 700 fewer trips than the previous quarter. While fixed-route service generated a nominal increase in ridership, commuter bus service experienced a decrease of 30% compared to the fourth quarter of FY 22/23. Demand response service remained unchanged from the previous reporting period. Revenue hours and revenue miles dropped slightly while passenger trips per revenue hour and passengers per mile remained constant. Total operating cost decreased by 5%, while passenger revenue experienced an increase of 23%, improving farebox recovery by almost 30%, from 6.6% to 8.6%, over the previous

quarter. The TREP mileage reimbursement program served five more clients but provided 10% fewer trips and reimbursed 4% fewer miles than during the fourth quarter of FY 22/23.



### Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)	1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23	Current Year FY 23/24	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	<b>44,847</b>	<b>44,185</b>	<b>-1%</b>
Fixed-Route Trips	38,654	38,769	0%
Commuter Bus Trips	2,633	1,850	-30%
Demand Response Trips	3,560	3,566	0%
<b>SYSTEM Performance</b>			
Revenue Hours	7,645	7,513	-2%
Passengers per Rev Hour	5.9	5.9	0%
Revenue Miles	153,555	150,291	-2%
Passengers per Rev Mile	0.29	0.29	0%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$1,106,956	\$1,054,626	-5%
Passenger Revenue	\$73,599	\$90,522	23%
Farebox Recovery Ratio Systemwide	6.6%	8.6%	29%
Cost per Revenue Mile	\$7.21	\$7.02	-3%
Subsidy/Pass Trip – Systemwide	\$23.04	\$21.82	-5%
Fixed-Route Cost per Trip	\$20.79	\$19.60	-6%
Commuter Bus Cost per Trip	\$31.14	\$51.35	65%
Demand Response Cost per Trip	\$52.42	\$56.03	7%
<b>TREP Mileage Reimbursement Program</b>			
TREP Clients	181	186	3%
TREP Trips	1,168	1,054	-10%
TREP Miles Reimbursed	23,502	22,654	-4%
Mileage Reimbursement Cost	\$7,051	\$6,796	-4%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service			
Fixed-Route/Commuter	9	9	
Demand Response	4	4	
<b>Total Vehicles in Peak Service</b>	<b>13</b>	<b>13</b>	
Service Area Square Mileage	1,300	1,300	
Vehicles per Square Mile	0.01	0.01	

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during January 2024.

# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



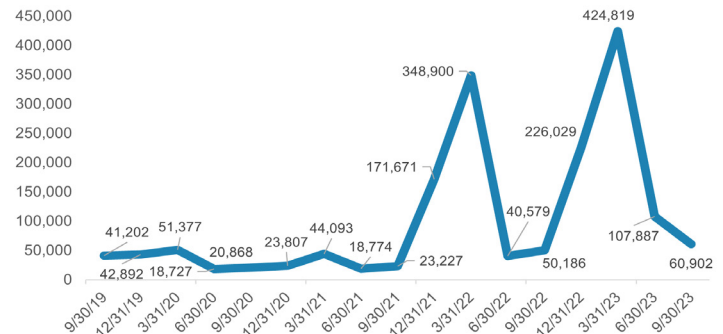
## Commentary and Trends

Mountain Transit's ridership decreased during the first quarter of FY 23/24 due to the yearly summer month decline in tourism and the late snowfall in the Spring of FY 22/23 included in the ridership for the previous quarter. No seasonal vehicles were in service compared to the 12 vehicles operating in the fourth quarter of FY 22/23.

Revenue hours fell by 2%, while Passengers per revenue hours dropped from 8.5 to 4.9 compared to the fourth quarter of FY 22/23. While service levels were slightly reduced, operating costs increased by 11% increasing per trip costs across all modes. The lack of revenue from the ski season

tourists resulted in a revenue decrease of 89%, triggering a decline in farebox recovery ratio from 39% to 3.8% of operating cost in this first quarter.

Mountain Transit Quarterly Ridership



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)	1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23	Current Year FY 23/24	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	<b>107,887</b>	<b>60,902</b>	<b>-44%</b>
Fixed-Route Trips	101,654	55,837	-45%
Commuter Bus Trips	2,460	1,804	-27%
Demand Response Trips	3,773	3,261	-14%
<b>SYSTEM Performance</b>			
Revenue Hours	12,707	12,436	-2%
Passengers per Rev Hour	8.5	4.9	-42%
Revenue Miles	189,517	188,872	0%
Passengers per Rev Mile	0.57	0.32	-43%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$1,426,963	\$1,580,154	11%
Passenger Revenue	\$556,980	\$60,355	-89%
Farebox Recovery Ratio Systemwide	39.0%	3.8%	-90%
Costs per Revenue Mile	\$7.53	\$8.37	11%
Subsidy/Pass Trip – Systemwide	\$8.06	\$24.95	209%
Fixed-Route Cost per Trip	\$10.37	\$18.80	81%
Commuter Bus Cost per Trip	\$53.01	\$149.20	181%
Demand Response Cost per Trip	\$64.14	\$80.19	25%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service			
Fixed-Route	12	12	
Demand Response	4	4	
Off the Mountain	2	2	
Seasonal Service	12	0	
Airport Shuttle	1	1	
<b>Total Vehicles in Peak Service</b>	<b>31</b>	<b>19</b>	
Service Area Square Mileage	269	269	
Vehicles per Square Mile	0.05	0.05	

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during January 2024.



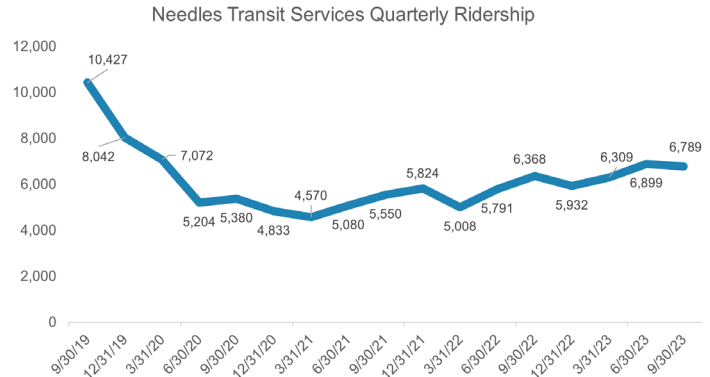
# Needles Transit Services

## SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

### Commentary and Trends

Needles Transit Services experienced a minor decrease in total trips provided, a loss of only 2% for the first quarter of FY 23/24, but still encouragingly higher than the previous quarters during this pandemic recovery period. Despite the slight decrease in ridership, revenue hours increased by 8% and revenue miles increased by 2%.

Operating costs rose 7%, while passenger revenue also increased, bringing the farebox recovery ratio to 12.8%, up from 7.3% in the fourth quarter of FY 22/23. Higher operating costs resulted in more expensive costs per trip for both fixed-route and demand response services.



### Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)		1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23		Current Year FY 23/24	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	6,899		6,789	-2%
Fixed-Route Trips	5,155		5,145	0%
Demand Response Trips	1,744		1,644	-6%
<b>SYSTEM Performance</b>				
Revenue Hours	1,153		1,247	8%
Passengers per Rev Hour	6.0		5.4	-9%
Revenue Miles	15,515		15,774	2%
Passengers per Rev Mile	0.44		0.43	-3%
<b>OPERATIONS Expense</b>				
Total Operating Cost	\$139,039		\$148,356	7%
Passenger Revenue	\$10,152		\$18,974	87%
Farebox Recovery Ratio Systemwide	7.3%		12.8%	75%
Costs per Revenue Mile	\$8.96		\$9.41	5%
Subsidy/Pass Trip – Systemwide	\$18.68		\$19.06	2%
Fixed-Route Cost per Trip	\$19.97		\$23.07	16%
Demand Response Cost per Trip	\$14.88		\$18.03	21%
<b>FLEET Characteristics</b>				
Vehicles in Peak Service				
Fixed-Route		1		
Demand Response		1		
<b>Total Vehicles in Peak Service</b>		2		
Service Area Square Mileage		31		
Vehicles per Square Mile		0.06		

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during January 2024.

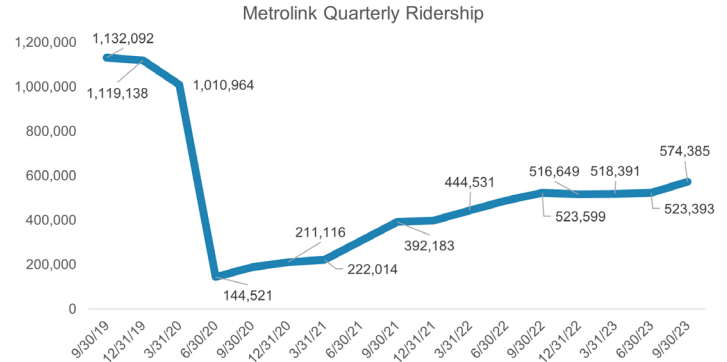
# METROLINK

## Commentary and Trends

Metrolink ridership continues to recover as both the San Bernardino and Inland Empire Orange County Lines show improvement. Ridership on the San Bernardino Line (SBL) increased 7% and the Inland Empire Orange County Line (IEOCL) increased by 16% compared to the previous quarter.

Boardings increased on all lines with San Bernardino County Stations where notably, boardings at IEOCL stations grew by 24%. Passenger miles traveled increased on the SBL line by 9% and improved by 8% on the IEOCL.

Annual operating cost for FY 2023 on the San Bernardino and IEOCL lines totaled \$91,908,049 combined. Operating costs are not yet available for FY 23/24.



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)	1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23	Current Year FY 23/24	% change from 4th Quarter
SYSTEM Passenger Boardings by Line			
TOTAL San Bernardino Line (SBL)	390,387	419,534	7%
TOTAL Inland Empire Orange County Line (IEOCL)	133,006	154,851	16%
Boardings at San Bernardino County Stations:			
San Bernardino Line	129,537	130,757	1%
IEOC Line	3,853	4,761	24%
Riverside Line	7,410	7,440	0%
FINANCIAL - Total San Bernardino Line w/ MOW <sup>1</sup>			
Operating Cost SB Line	\$60,642,993	N/A	
Farebox Revenue SB Line	\$10,185,806		
Farebox Recovery Ratio SB Line	16.8%		
FINANCIAL - Total IEOC Line w/ MOW <sup>1</sup>			
Operating Cost IEOC Line	\$31,265,056	N/A	
Farebox Revenue IEOC Line	\$3,056,172		
Farebox Recovery Ratio IEOC Line	9.8%		
PERFORMANCE MEASURES - San Bernardino Line			
Passenger Miles	13,912,879	15,142,471	9%
Average Passenger Trip Length	35.9	36.1	1%
PERFORMANCE MEASURES - IEOC Line			
Passenger Miles	4,972,080	5,379,951	8%
Average Passenger Trip Length	33.6	34.7	3%
SERVICE LEVELS			
San Bernardino Line			
# of trains per weekday WB	18	18	
# of trains per weekday EB	18	18	
# of trains per Saturday WB/EB	8	8	
# of trains per Sunday WB/EB	8	8	
IEOC Line - with stops in San Bernardino County			
# of trains per weekday WB	7	7	
# of trains per weekday EB	7	7	
# of trains per weekend WB	2	2	
# of trains per weekend EB	2	2	

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



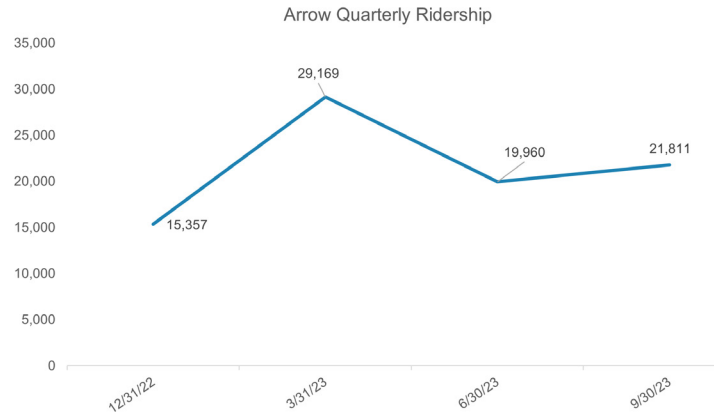


## Commentary and Trends

Metrolink's Arrow service launched on October 24, 2022, adding nine miles of track and four new stations. Arrow connects Downtown San Bernardino with the University of Redlands Metrolink Station, with stops at three stations. This analysis compares performance from the fourth quarter of FY 22/23 to the first quarter of FY 23/24.

Nearing the end of the first full year of service, Arrow ridership provided 21,822 trips in the first quarter of FY 23/24, an increase of 9% over the previous quarter. This increase is encouraging following a decline in ridership once the free University of Redlands student passes and general fare discounts ended. Passenger miles, or the cumulative sum of the distances ridden by each passenger, grew by 9% during this reporting period.

Financial information and additional performance measures will be reported here in subsequent Quarterly Reports.



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)	1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 22/23	Current Year FY 23/24	% change from 4th Quarter
Passenger Boardings			
Total Passenger Boardings	19,960	21,811	9%
FINANCIAL			
Operating Cost	\$9,529,050	N/A	
Farebox Revenue	\$170,389		
Farebox Recovery Ratio	1.8%		
PERFORMANCE MEASURES - Arrow			
Passenger Miles	135,394	147,839	9%
Average Passenger Trip Length	6.9	6.8	-1%
SERVICE LEVELS			
# of trains per weekday WB	25	25	
# of trains per weekday EB	25	25	
# of trains per Saturday WB/EB	16	16	
# of trains per Sunday WB/EB	16	16	

<sup>1</sup> 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

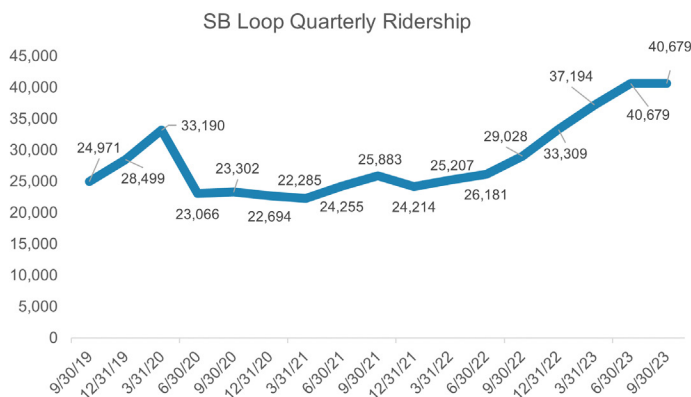


## Commentary and Trends SB Loop

SB Loop is the vanpool program for the County. It provides up to 50% or a maximum of \$600 per month to organized vanpools towards the lease of a qualifying vehicle. SB Loop's service area includes trips with destinations in the San Bernardino Valley, the Mountain Communities, the Colorado River Basin, and the Morongo Valley. During the first quarter of FY 23/24, SB Loop supported 79 vanpools that provided 42,623 trips, an increase of 5% from the fourth quarter of FY 22/23. Support for these trips consisted of \$132,068 in disbursed subsidies, a 46% increase from the previous quarter and represented a subsidy per passenger trip of \$3.10. Vanpool participants contributed \$312,890 towards the cost of operating vanpools. The overall cost per trip for SB Loop was \$10.44, an increase of 2% from the fourth quarter of FY 22/23.

## Performance

SB Loop	4th Quarter (Apr-May-Jun)	1st Quarter (July-Sug-Sep)	% change from FY 22/23 4th quarter
<b>SYSTEM Totals</b>			
Number of Vanpools	79	79	0%
Vanpool Passenger Trips	40,679	42,623	5%
<b>SYSTEM Performance</b>			
Passenger Miles	1,662,820	1,698,817	2%
Passengers/Miles	40.9	39.9	-2%
<b>OPERATIONS Expense</b>			
Subsidies Disbursed	\$90,599	\$132,068	46%
Participation Fees	\$326,130	\$312,890	-4%
Subsidy per Passenger Trip	\$2.23	\$3.10	39%
Average Cost per Passenger Trip	\$10.24	\$10.44	2%



## Rideshare

IE Commuter is a rideshare program of the Riverside County Transportation Commission and SBCTA, working to reduce traffic and improve air quality in the region by helping businesses develop employee rideshare programs.

IE Commuter added two additional employers during the first quarter serving 818 total work sites. The number of total IE Commuter accounts and active accounts for ridesharing were down this quarter as the total number of participants decreased from 1,291 in the fourth quarter of FY 22/23 to 1,216 during this quarter.

Ridesharing activities resulted in 190,190 vehicle trip reductions and more than 2.9 million reduced VMT (vehicle miles traveled), more than doubling the total from the previous quarter. The reduction of single occupancy trips resulted in a reduction of almost 4.9 million pounds of greenhouse gas emissions almost four times the reductions during the previous quarter.

## Performance

IE Commuter	4th Quarter (April-May-June)	1st Quarter (July-Aug-Sep)	
	Prior Year FY 22/23	Current Year FY 23/24	% change from 4th quarter
<b>PROGRAM Totals</b>			
Total Number of Employers	106	108	2%
Total Number of Employer Worksites	798	818	3%
Total Number of IE Commuter Accounts	111,881	103,374	-8%
Number of Accounts Active for Ridematching	15,225	14,580	-4%
<b>EMPLOYER Totals*</b>			
Total Employers Surveyed	16	7	-56%
Total Commuters Surveyed	7,595	15,751	107%
Vehicle Trip Reductions (VTR)	71,071	190,190	168%
Vehicle Miles Traveled (VMT) Reduced	1,126,405	2,905,978	158%
Greenhouse Gas Emissions (GHG) Reduced (lbs)	1,313,099	4,863,749	270%
<b>INCENTIVE Totals</b>			
Total Participants	1,291	1,216	-6%
Vehicle Trip Reductions (VTR)	27,752	15,756	-43%
Vehicle Miles Traveled (VMT) Reduced	988,165	580,495	-41%
Greenhouse Gas (GHG) Emissions Reduced Lbs	1,131,849	613,661	-46%

\*Employer totals fluctuate month-to-month due to varying dates employers are required to survey per local air district rules.



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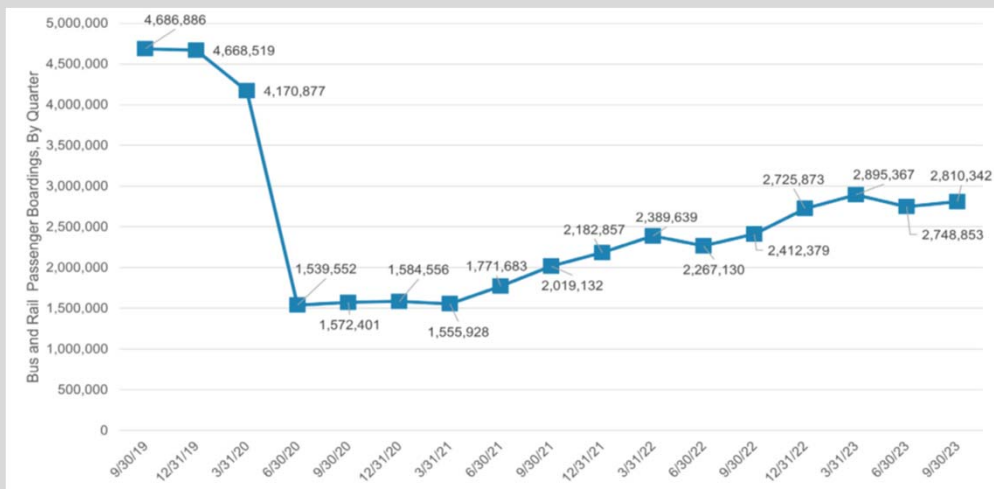
2/7/2024

# FY 2023/2024 First Quarter Multimodal Transportation Quarterly Update

Nancy Strickert  
Transit Manager



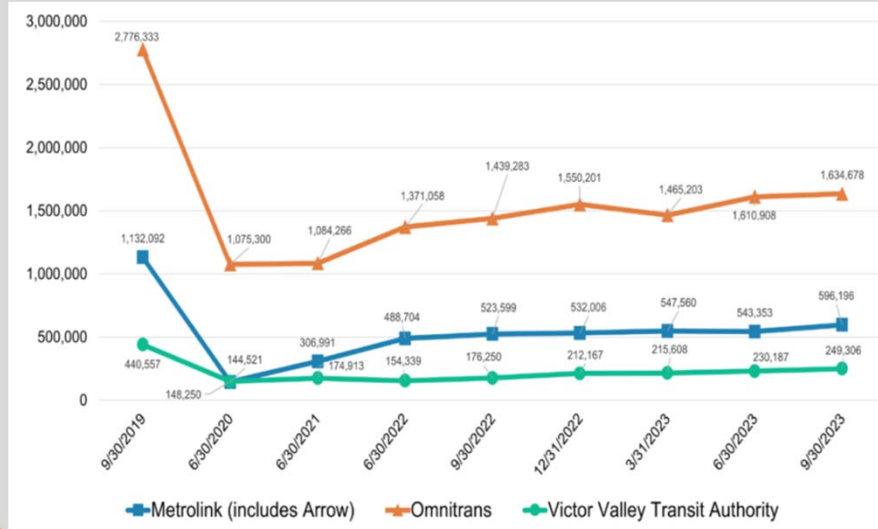
## Countywide Quarterly Ridership Total (All Modes)



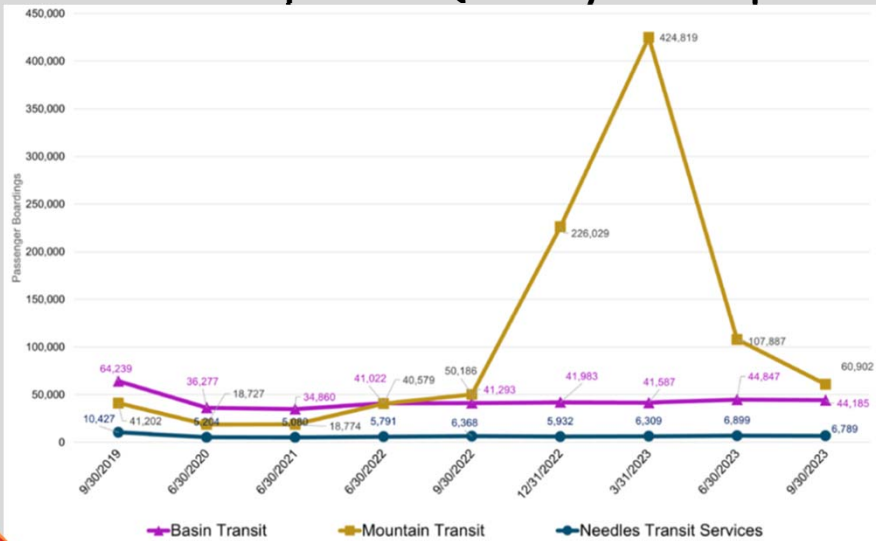
Attachment: 23.24 first Quarterly Update PP (10375 : San Bernardino County Multimodal Transportation Quarterly Update)

2/7/2024

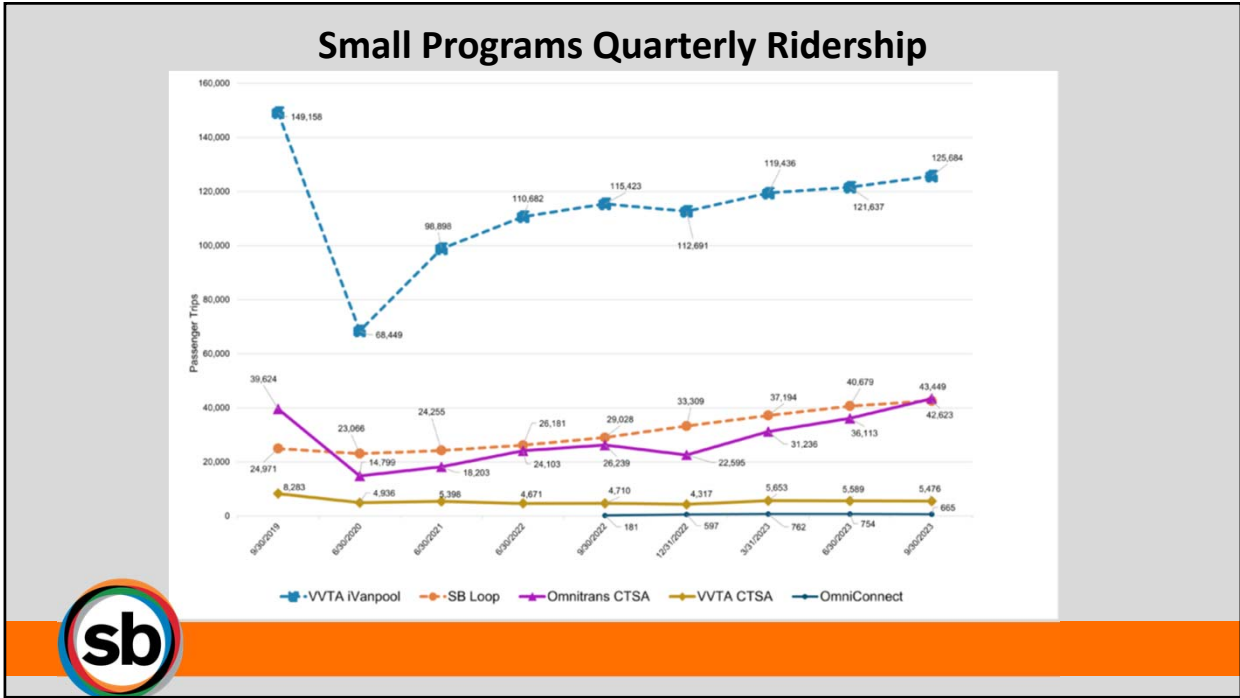
## Large Operators Quarterly Ridership



## Small Operators Quarterly Ridership



2/7/2024



### Current Initiatives

[LEGISLATIVE PLATFORM](#)
[MEASURE | FUNDING](#)
[NEWS & EVENTS](#)
[GIS](#)
[FINANCIAL INFORMATION](#)
[ABOUT US](#)
[English](#)

[MEETINGS & AGENDAS](#)
[DOING BUSINESS](#)
[PROJECTS](#)
[PLANNING & SUSTAINABILITY](#)
[FUNDING](#)
[SBOG](#)
[COMMUTER SERVICES](#)

#### Where Will You Go?

Riding public transit in the San Bernardino region is easier than you think.

#### Plan Your Trip

START  
Address/Stop/Landmark

END  
Address/Stop/Landmark

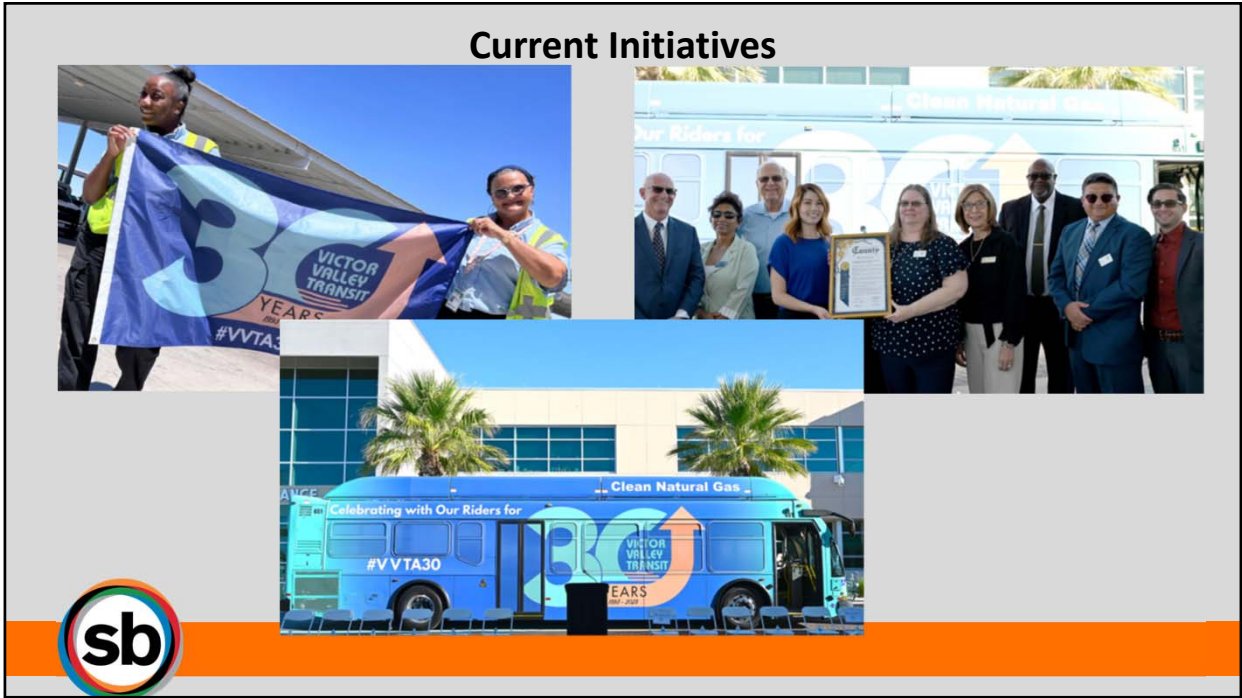
DEPART DATE TIME

DEPART AT 01/30/24 03:20pm

[Let's Go!](#)

Attachment: 23.24 first Quarterly Update PP (10375 : San Bernardino County Multimodal Transportation Quarterly Update)

2/7/2024



## *Minute Action*

### AGENDA ITEM: 19

***Date: March 6, 2024***

***Subject:***

Update on Council of Governments Member Dues Increase and Joint Powers Authority Amendment

***Recommendation:***

Receive an update on the progress of member agencies approving Amendment No. 4 to the San Bernardino Associated Governments Joint Powers Authority Agreement and the member dues increase.

***Background:***

On January 3, 2024, the San Bernardino County Transportation Authority / San Bernardino Associated Governments Board of Directors took action to approve a capacity and budget increase for San Bernardino Council of Governments (SBCOG) of \$1,500,000. Member dues would capture the cost, and the method by which dues are assessed will change pending member agency approval via Amendment No. 4 to the San Bernardino Associated Governments (operating as SBCOG) Joint Powers Authority agreement. This item is a quick update on the progress of Amendment No. 4 being adopted by the member agencies.

As of the writing of this report, status is as follows:

- ~~The City of Colton is scheduling for action on 2/20/2024~~
- **The City of Colton approved Amendment No. 4 on 2/20/2024**
- The City of Montclair approved Amendment No. 4 on 1/16/2024
- The City of Ontario approved Amendment No. 4 on 1/16/2024
- The City of Rancho Cucamonga approved Amendment No. 4 on 1/17/2024
- ~~The City of Redlands is scheduling for action on 2/6/2024~~
- **The City of Redlands approved Amendment No. 4 on 2/6/2024**
- **The City of Rialto approved Amendment No. on 2/13/24**
- ~~The City of Yucaipa is scheduling for action on 2/12/2024~~
- **The City of Yucaipa approved Amendment No. 4 on 2/12/24**
- **The Town of Apple Valley is scheduling for action in March 2024**
- **The City of Big Bear is scheduling for action in March 2024**
- ~~The City of Chino is scheduled for a workshop on 2/13/2024~~
- **The City of Chino is scheduled for action on 3/2/24**
- The City of Fontana is scheduling for action on 3/12/2024
- The City of Grand Terrace is scheduling for action in March 2024
- The City of Highland is scheduling for action in March 2024
- The City of Needles is scheduling for action on 2/27/2024
- The City of Twenty-Nine Palms is scheduling for action on 3/12/24
- The City of Victorville is scheduling for action on 3/19/2024
- ~~The Town of Yucca Valley is scheduling for action on 2/6/2024~~
- **The Town of Yucca Valley is scheduling for action on 3/5/24**
- The County of San Bernardino is scheduling for action on 3/26/24

*Entity: San Bernardino Council of Governments*

## Board of Directors Agenda Item

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Staff provided a brief status report to the Committee, but the substance of the proposal is contained in Item 26 of the January 3, 2024 Board of Directors agenda, which should be referenced if additional information is desired.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was received by the General Policy Committee on February 14, 2024.

***Responsible Staff:***

Monique Reza-Arellano, Chief of COG and Equity Programs

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:



## ***Minute Action***

AGENDA ITEM: 20

***Date:*** March 6, 2024

***Subject:***

2025 Federal Transportation Improvement Program

***Recommendation:***

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

A. Approve Resolution No. 24-013, certifying that SBCTA and other project sponsors have resources available and committed for the first two years of the 2025 Federal Transportation Improvement Program (FTIP) and reasonably expected to be available for the last four years of the 2025 FTIP to fund the projects in the Fiscal Years 2024/2025 through 2029/2030 Transportation Improvement Program (TIP), and affirming the commitment to implement all projects in the program.

B. Approve the 2025 San Bernardino County TIP, provided as an attachment, to be submitted to Southern California Association of Governments for inclusion in the 2025 FTIP.

C. Authorize SBCTA staff to amend the 2025 San Bernardino County TIP as necessary to meet State, Federal, and responsible agency programming requirements.

***Background:***

The Infrastructure Investment & Jobs Act (IIJA) requires Southern California Association of Governments (SCAG), the federally designated Metropolitan Planning Organization (MPO) as well as the state-designated transportation planning agency and multi-county designated transportation planning agency for the six-county Southern California region, to adopt a Transportation Improvement Program (TIP) for the region. The TIP must be consistent with SCAG's long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The region's adopted TIP is then submitted to the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for final approval and adoption into the Federal Transportation Improvement Program (FTIP).

The FTIP is a listing of regionally significant and/or federally funded projects expected to be under development over the six-year period ending in Federal Fiscal Year 2029/2030. It is updated every two years and amended frequently within that time period. San Bernardino County Transportation Authority (SBCTA) is responsible for submitting all transportation projects that are regionally significant or federally funded to SCAG for inclusion into the FTIP. Federal regulations require SCAG to determine that projects submitted in the FTIP meet air quality conformity requirements in the federally designated non-attainment and maintenance areas and federal financial constraint regulations. Fiscal constraint regulations require that funds shown in the first two years of the FTIP are available and committed, and funds shown in the last four years are reasonably expected to be available.

SBCTA staff has been working with the local jurisdictions, transit agencies, and Caltrans District 8 to obtain project information that reflects the latest project commitments. The attached 2025 FTIP list contains all projects that are recommended for inclusion in the 2025 FTIP. Staff requests the approval of the Program to be submitted to SCAG and authorization to amend the FTIP in the future as required to reflect changes to project scope, schedule, or funding

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

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sources. It should be noted that the information included in this agenda is preliminary and could change upon review by SCAG; any requested changes are coordinated with the project sponsor.

To demonstrate SBCTA's FTIP submittal meets financial constraint requirements, an adopted resolution must be included in the submittal. Resolution No. 24-013 certifies that SBCTA and other project sponsors have the resources to fund the projects submitted for inclusion in the FTIP and affirms the commitment to implement all of the projects submitted in the program.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was reviewed and unanimously approved by the General Policy Committee on February 14, 2024. SBCTA General Counsel has reviewed this item and the draft resolution.

***Responsible Staff:***

Nohemi Moran, Management Analyst I

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

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San Bernardino County Transportation Authority

## RESOLUTION NO. 24-013

### A RESOLUTION CERTIFYING THAT THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AND OTHER PROJECT SPONSORS HAVE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2024/2025-2029/2030 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING THE COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM

**WHEREAS**, San Bernardino County Transportation Authority (SBCTA) is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

**WHEREAS**, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional Transportation Improvement Program (TIP) for the metropolitan planning area; and

**WHEREAS**, the IIJA also requires that the regional TIP include a financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

**WHEREAS**, SBCTA is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within SCAG; and

**WHEREAS**, as the responsible agency for short-range transportation planning, SBCTA is responsible for the development of the San Bernardino County TIP, including all projects using federal and state highway/road and transit funds; and

**WHEREAS**, SBCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

**WHEREAS**, SBCTA has adopted the Federal Fiscal Years 2024/2025 – 2029/2030 San Bernardino County TIP with funding for Federal Fiscal Years 2024/2025 and 2025/2026 available and committed, and reasonably expected to be available for Federal Fiscal Years 2026/2027 through 2029/2030.

**NOW, THEREFORE, BE IT RESOLVED**, that SBCTA affirms its continuing commitment to the projects in the Federal Fiscal Years 2024/2025 – 2029/2030 San Bernardino County TIP; and

**BE IT FURTHER RESOLVED**, that the Federal Fiscal Years 2024/2025 – 2029/2030 San Bernardino County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be available to carry out the TIP in the last four years and certifies that:

1. Projects in the Federal Fiscal Year 2024/2025 – 2029/2030 San Bernardino County TIP are consistent with the proposed 2024 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2024; and
2. All the projects in the San Bernardino County TIP have complete funding identified in the Program except for the following four projects, which will require additional funding in the 2024 STIP cycle:
  - o 20151302 – National Trails Highway Bridge Replacements

- o 20191301 – Interstate 10 Corridor Freight and Managed Lane Project: Sierra Ave to Pepper Ave, Contract 2B
- o SBD239701 – Metrolink San Bernardino Line Double Track
- o SBD59303 – Set aside/reservations for future SB45 Planning, Programming & Monitoring

These projects are the County's priorities for 2024 STIP funds. The San Bernardino County 2024 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the projects. Therefore, as required by federal law, SBCTA finds that full funding can reasonably be anticipated to be available for the projects within the time period contemplated for completion of the projects.

3. SBCTA has the funding capacity in its county Surface Transportation Block Grant (STP) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocations to fund all of the projects programmed with these funds in the Federal Fiscal Years 2024/2025 – 2029/2030 San Bernardino County TIP.
4. The local match for projects funded with federal STP and CMAQ Program funds is identified in the TIP.
5. All the Federal Transit Administration funded projects are programmed within the IIJA Guaranteed Funding levels.
6. This resolution is effective upon the date of its approval by the SBCTA Board of Directors.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on March 6, 2024.

\_\_\_\_\_  
Dawn M. Rowe, President  
San Bernardino County Transportation Authority

ATTEST:

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

**2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)**

**20.b**

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD55011	APPLE VALLEY	San Bernardino	NON-EXEMPT	MDAB	\$5,350	SBD55011	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From APPLE VALLEY RD to Rincon Road			YES	25-00	

**DESCRIPTION**

YUCCA LOMA RD.: FROM APPLE VALLEY RD. TO RINCON RD. (westerly segment) - WIDEN EXISTING 2 LANE RD. TO 4 LANE RD. (2 LANES IN EACH DIRECTION) (1 MILE)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	DEVELOPER FEES	\$275	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275
CON	DEVELOPER FEES	\$0	\$1,122	\$1,669	\$0	\$0	\$0	\$0	\$0	\$2,791
CON	SBD CO MEASURE I	\$0	\$918	\$1,366	\$0	\$0	\$0	\$0	\$0	\$2,284
TOTAL	TOTAL	\$275	\$2,040	\$3,035	\$0	\$0	\$0	\$0	\$0	\$5,350

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
200202	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$584	200202	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAR63 - HWY/RD IMP-LANE ADD w/ NO HOV LANE(S):NRS		From SIXTH STREET to MONTE VISTA			YES	25-00	

**DESCRIPTION**

IN CHINO - ON CHINO AVENUE FROM MONTE VISTA TO SIXTH STREET-WIDEN EXISTING 2 LANES TO 4 LANES AND INSTALL SIGNAL AT INTERSECTION OF CHINO AVE. AND MONTE VISTA

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	DEVELOPER FEES	\$88	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$88
CON	DEVELOPER FEES	\$0	\$0	\$496	\$0	\$0	\$0	\$0	\$0	\$496
TOTAL	TOTAL	\$88	\$0	\$496	\$0	\$0	\$0	\$0	\$0	\$584

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
200207	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$55,000	200207	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From El PRADO to EUCLID			YES	25-00	

**DESCRIPTION**

Pine Ave extension (0-4 lanes) from Route 71 to Euclid Avenue in the City of Chino, CA

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$946	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$946
PE	DEMO-SAFETEA-LU	\$5,041	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,041
PE	DEVELOPER FEES	\$314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$314
ROW	CITY FUNDS	\$0	\$0	\$4,500	\$0	\$0	\$0	\$0	\$0	\$4,500
CON	CITY FUNDS	\$0	\$0	\$13,000	\$0	\$0	\$0	\$0	\$0	\$13,000
CON	DEMO-SAFETEA-LU	\$0	\$0	\$13,000	\$0	\$0	\$0	\$0	\$0	\$13,000
CON	DEVELOPER FEES	\$0	\$0	\$18,199	\$0	\$0	\$0	\$0	\$0	\$18,199
TOTAL	TOTAL	\$6,301	\$0	\$48,699	\$0	\$0	\$0	\$0	\$0	\$55,000

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20250002	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$55,000	4A04036	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: GM		From South of Pine Ave to SR-71			YES	25-00	

**DESCRIPTION**

IN CHINO: EUCLID AVENUE - SOUTH OF PINE TO SR-71: BRIDGE REPLACEMENT AND WIDENING FROM 2 TO 4 LANES (PAED Only)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	AGENCY	\$0	\$5,500	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500
TOTAL	TOTAL	\$0	\$5,500	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20250003	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$35,000	4A04036	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): GM		From Pine Ave to Kimball Ave			YES	25-00	
DESCRIPTION							

IN CHINO: EUCLID AVENUE - PINE AVE TO KIMBALL AVE: WIDENING FROM 4 TO 8 LANES (PAED Only)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$0	\$0	\$3,500	\$0	\$0	\$0	\$0	\$0	\$3,500
TOTAL	TOTAL	\$0	\$0	\$3,500	\$0	\$0	\$0	\$0	\$0	\$3,500

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20250004	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$18,000	4A01043	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HOT LANES(S) IMPROVEMENTS/EXPANSION - RS		From City Limits Mills Ave to Wes of Monte Vista Ave			YES	25-00	
DESCRIPTION							

IN CHINO: PHILADELPHIA STREET - WITHIN CITY LIMITS (MILLS AVE TO APPROX 650' WEST OF MONTE VISTA AVE): WIDENING FROM 2 TO 4 LANES

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$1,800
TOTAL	TOTAL	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$1,800

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20250005	CHINO	San Bernardino	EXEMPT - 93.127	SCAB	\$2,000	SBD031118	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION						25-00	
<u>DESCRIPTION</u>							

EDISON AVENUE AT CENTRAL WIDEN INTERSECTION TO ADD EB LEFT TURN AND EB RIGHT TURN LANES.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	DEVELOPER FEES	\$0	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$1,800
TOTAL	TOTAL	\$200	\$0	\$1,800	\$0	\$0	\$0	\$0	\$0	\$2,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20250006	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$2,100	SBD031152	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: RS						25-00	
DESCRIPTION							

RIVERSIDE DRIVE AT SAN ANTONIO FLOOD CONTROL CHANNEL ADD MULTI-MODAL FACILITIES AT CHANNEL CROSSING

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$0	\$2,100	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100
TOTAL	TOTAL	\$0	\$2,100	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD031118	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$0	SBD031118	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From RAMONA AVENUE to CENTRAL AVENUE			YES	25-00	
DESCRIPTION							

EDISON AVENUE RAMONA TO CENTRAL WIDEN FROM 4 LANES TO 6 LANES & REHABILITATION (SPOT WIDENING)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL

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2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD031152	CHINO	San Bernardino	NON-EXEMPT	SCAB	\$20,000	SBD031152	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: RS		From AT SAN ANTONIO FLOOD CONTROL to AT SAN ANTOINIO FLOOD CONTROL			YES	25-00	
DESCRIPTION							
RIVERSIDE DRIVE AT SAN ANTONIO FLOOD CONTROL CHANNEL WIDEN BRIDGE FROM 4 LANES TO 6 LANES (PA&ED Only)							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
200401	CHINO HILLS	San Bernardino	TCM	SCAB	\$5,121	200401	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAXT5 - NEW CONNECTNS/CROSS TRAFFIC IMP w/TCM: RS		From ABOUT 0.40 MILES SOUTH OF STANFIELD CT (CURRENT NORTHERN ROAD CLOSURE) to PINE AVE			YES	25-00	
<u>DESCRIPTION</u>							

FAIRFIELD RANCH RD: CONSTRUCT BOX CULVERT (approx. 0.40 miles south of Stanfield Ct.) TO RE-OPEN 0.76 MILES OF FAIRFIELD RANCH RD AT CURRENT CLOSURE SOUTH TO PINE AVE. CONSTRUCT RD IMPROVEMENTS AND ADD MARKED BIKE LANES IN BOTH DIRECTIONS.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$321	\$0	\$0	\$960	\$0	\$0	\$0	\$0	\$1,281
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$3,840	\$0	\$0	\$0	\$3,840
TOTAL	TOTAL	\$321	\$0	\$0	\$960	\$3,840	\$0	\$0	\$0	\$5,121

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200856	COLTON	San Bernardino	NON-EXEMPT	SCAB	\$16,260	200856	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: GM		From M ST. to I-10 ON RAMP			YES	25-00	
DESCRIPTION							

MT. VERNON BRIDGE OVER UPRR(54C0101) -ON MT. VERNON AVE. FROM "M" ST. TO I-10 ON RAMP. WIDENING BRIDGE FROM 2-4 LANES (CA338)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$1,151	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,151
PE	CITY FUNDS	\$149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$149
ROW	BRIDGE - LOCAL	\$424	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$424
ROW	CITY FUNDS	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55
CON	CITY FUNDS	\$1,644	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,644
CON	LOCAL ADVANCE CONSTRUCTION	\$12,837	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,837
TOTAL	TOTAL	\$16,260	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,260

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201158	COLTON	San Bernardino	NON-EXEMPT	SCAB	\$6,652	4A07226	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From RIALTO CHANNEL to RANCHO AVE.			YES	25-00	
DESCRIPTION							

AGUA MANSA FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350
ROW	CITY FUNDS	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
CON	CITY FUNDS	\$0	\$6,152	\$0	\$0	\$0	\$0	\$0	\$0	\$6,152
TOTAL	TOTAL	\$500	\$6,152	\$0	\$0	\$0	\$0	\$0	\$0	\$6,652

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170201	COLTON	San Bernardino	EXEMPT - 93.126	SCAB	\$27,535	4A01069	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)					NO	25-00	

Packet Pg. 216



DESCRIPTION

In Colton: La Cadena Drive over Santa Ana River, 1.5 MI south of I-10; Replace existing 4 lane bridge with 4 lane bridge (54C0077)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$2,457	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,457
PE	CITY FUNDS	\$318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$318
ROW	BRIDGE - LOCAL	\$1,026	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,026
ROW	CITY FUNDS	\$133	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$133
CON	BRIDGE - LOCAL	\$0	\$0	\$0	\$0	\$0	\$20,894	\$0	\$0	\$20,894
CON	CITY FUNDS	\$2,573	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,573
CON	LOCAL ADVANCE CONSTRUCTION	\$21,028	\$0	\$0	\$0	\$0	\$-21,028	\$0	\$0	\$0
CON	LOCAL BRIDGE SEISMIC RETROFIT	\$0	\$0	\$0	\$0	\$0	\$134	\$0	\$0	\$134
TOTAL	TOTAL	\$27,535	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,535

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170805	COLTON	San Bernardino	NON-EXEMPT	SCAB	\$5,658	4120116	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY66 - NEW CONNECTNS/CROSS TRAFFIC IMP: GM		From Existing Intersection at Washington St. to Four way intersection along Washington St. at Hunts Ln.			YES	25-00	

DESCRIPTION

REALIGN RECHE CANYON ROAD TO HUNTS LANE/WASHINGTON STREET. CONSTRUCT NEW FOUR (4) LANE ROAD WITH TOTAL LENGTH OF 0.30 MILE. Toll credits to match EARREPU. Local to match CPFCDs

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	2016 EARMARK REPURPOSING	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360
PE	CITY FUNDS	\$117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117
PE	Community Proj Funding-Congressionally	\$108	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108
ROW	CITY FUNDS	\$52	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52
ROW	Community Proj Funding-Congressionally	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$208
CON	CITY FUNDS	\$0	\$963	\$0	\$0	\$0	\$0	\$0	\$0	\$963
CON	Community Proj Funding-Congressionally	\$0	\$3,850	\$0	\$0	\$0	\$0	\$0	\$0	\$3,850
TOTAL	TOTAL	\$845	\$4,813	\$0	\$0	\$0	\$0	\$0	\$0	\$5,658

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201147	FONTANA	San Bernardino	NON-EXEMPT	SCAB	\$10,492	4A01132	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From ETIWANDA AVENUE to 800 FT. EAST OF ETIWANDA AVENUE			YES	25-00	

DESCRIPTION

SLOVER AVENUE FROM ETIWANDA AVENUE TO 800 FEET EAST OF ETIWANDA AVENUE WIDEN FROM 2-4 LANES

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
PE	SBD CO MEASURE I	\$213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$213
ROW	CITY FUNDS	\$101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101
ROW	SBD CO MEASURE I	\$213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$213
CON	CITY FUNDS	\$2,919	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,919
CON	SBD CO MEASURE I	\$6,946	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,946
TOTAL	TOTAL	\$10,492	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,492

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131506	FONTANA	San Bernardino	TCM Committed	SCAB	\$12,695	0A6410	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW					NO	25-00	

DESCRIPTION

IN FONTANA: SAN SEVAINE TRAIL (PHASE 1, SEG 2) North/South 1.25 mile long, 12 ft wide paved multi-use trail from Banyan St. to the Pacific Electric Trail in Fontana

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
PE	PARTNERSHIP	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
PE	PLANNING GRANT									
PE	RECREATIONAL TRAILS	\$830	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$830
CON	AGENCY	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
CON	CITY FUNDS	\$2,298	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,298
CON	Carbon Reduction Program (CRP)	\$2,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700
CON	RECREATIONAL TRAILS	\$6,197	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,197
TOTAL	TOTAL	\$12,695	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,695

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190104	FONTANA	San Bernardino	NON-EXEMPT	SCAB	\$26,595	4A04102	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAN76 - ADDING A LANE THROUGH A BOTTLENECK: NRS		From Hemlock Ave to Almeria Ave			YES	25-00	

DESCRIPTION

In Fontana: Widen Foothill Blvd (4-6 lanes) from Hemlock Ave to Almeria Ave; includes class II bike lanes, raised median, and replacement of historic Malaga Bridge to accommodate street widening. Existing Malaga bridge to be relocated.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$3,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,400
PE	STP LOCAL	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1
ROW	CITY FUNDS	\$1,425	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,425
CON	CITY FUNDS	\$0	\$21,769	\$0	\$0	\$0	\$0	\$0	\$0	\$21,769
TOTAL	TOTAL	\$4,826	\$21,769	\$0	\$0	\$0	\$0	\$0	\$0	\$26,595

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20199902	FONTANA	San Bernardino	NON-EXEMPT	SCAB	\$20,479	4200L002	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAN76 - ADDING A LANE THROUGH A BOTTLENECK: NRS		From I-210 to Baseline Ave			YES	25-00	

DESCRIPTION

In Fontana: Improve Victoria/Walnut Ave (remains 2 lns) from east of the I-15 to realignment of intersection to Cherry Ave and from Cherry street name change to Walnut Ave from Cherry Ave to San Savaine Rd; Widen & Improve Cherry Ave (4-6 lns) from I-210 to Baseline Ave; Segments will include center medians & Class I and Class II Bike lanes.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$4,096	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,096
CON	CITY FUNDS	\$1,383	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,383
CON	RAISE Discretionary Grants	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
TOTAL	TOTAL	\$20,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,479

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD031266	FONTANA	San Bernardino	NON-EXEMPT	SCAB	\$14,737	SBD031266	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From FOOTHILL BOULEVARD to BASELINE AVENUE			YES	25-00	

DESCRIPTION

SIERRA AVENUE FOOTHILL BOULEVARD TO BASELINE AVENUE- WIDEN FROM 4 TO 6 LANES

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$58	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58
PE	SBD CO MEASURE I	\$122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122
ROW	CITY FUNDS	\$683	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$683
ROW	SBD CO MEASURE I	\$1,444	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,444
CON	CITY FUNDS	\$3,990	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,990
CON	SBD CO MEASURE I	\$8,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,440
TOTAL	TOTAL	\$14,737	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,737

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201105	GRAND TERRACE	San Bernardino	NON-EXEMPT	SCAB	\$1,300	4A07268	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From COMMERCE WAY to DeBerry Street			YES	25-00	
DESCRIPTION							

Michigan Avenue Widening (2-4 lanes) from Commerce Way to DeBerry Street

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
CON	CITY FUNDS	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
TOTAL	TOTAL	\$300	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,300

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20084104	HESPERIA	San Bernardino	NON-EXEMPT	MDAB	\$1,017	20084104	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
TDR64 - PARK & RIDE LOT MODIFICATIONS/UPGRADE		From W OF US 395 to I-15			YES	25-00	
DESCRIPTION							

JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395, CITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (M003). Toll credits to match CMAQ.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
CON	CITY FUNDS	\$26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26
CON	CMAQ	\$782	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$782
CON	STATE AB2766	\$184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$184
TOTAL	TOTAL	\$1,017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,017

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150008	HESPERIA	San Bernardino	NON-EXEMPT	MDAB	\$30,136	SBD55025	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From I-15 to MAPLE			YES	25-00	
DESCRIPTION							

IN HESPERIA: MAIN ST FROM I-15 TO MAPLE (PHASE 1) / MAPLE TO 11TH (PHASE 2) / I-15 TO SR 395 (PHASE 3); WIDEN AND RECONSTRUCT FROM 4-6 LANES, INCLUDING WIDENING OF BRIDGE OVER CALIFORNIA AQUEDUCT (2.75 MILES)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$72	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72
PE	DEVELOPER FEES	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7
PE	LOCAL TRANS FUNDS	\$726	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$726
PE	SBD CO MEASURE I	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
ROW	DEVELOPER FEES	\$2,647	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,647
ROW	SBD CO MEASURE I	\$1,846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,846
CON	DEVELOPER FEES	\$0	\$13,923	\$0	\$0	\$0	\$0	\$0	\$0	\$13,923
CON	SBD CO MEASURE I	\$0	\$9,715	\$0	\$0	\$0	\$0	\$0	\$0	\$9,715
TOTAL	TOTAL	\$6,498	\$23,638	\$0	\$0	\$0	\$0	\$0	\$0	\$30,136

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190014	HESPERIA	San Bernardino	NON-EXEMPT	MDAB	\$26,522	20190014	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAN76 - ADDING A LANE THROUGH A BOTTLENECK: NRS		From 0.3 Miles E/O Mariposa to Hesperia CL			YES	25-00	
DESCRIPTION							

San Bernardino County: Widen Ranchero St. 2-4 lanes - From 0.3 M E/O Mariposa to Hesperia CL (3 miles)

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,814
ROW	DEVELOPER FEES	\$2,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,490
ROW	SBD CO MEASURE I	\$1,457	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,457
CON	DEVELOPER FEES	\$8,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,720
CON	SB1 LOCAL PARTNERSHIP	\$6,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,731
CON	SBD CO MEASURE I	\$5,310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,310
TOTAL	TOTAL	\$26,522	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,522

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212802	HESPERIA	San Bernardino	EXEMPT - 93.126	MDAB	\$6,200	REG0701	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
LUM02 - REHABILITATION AND RECONSTRUCTION		From Rancho Rd to Main St			NO	25-00	

DESCRIPTION

Maple Avenue Street Improvements Phase I - Roadway improvements consisting of rehabilitation and reconstruction of the existing roadway.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
CON	2022 APPROPRIATIONS	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
CON	CITY FUNDS	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
CON	SBD CO MEASURE I	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200
TOTAL	TOTAL	\$6,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD55030	HESPERIA	San Bernardino	NON-EXEMPT	MDAB	\$27,622	SBD55030	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From TOPAZ AVE to 7TH STREET			YES	25-00	

DESCRIPTION

RANCHERO RD. FROM TOPAZ AVE TO 7TH ST. - WIDEN FROM 2 TO 5 LANES (6 MILES)(includes bridge over California Aqueduct)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$2,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,064
ROW	DEVELOPER FEES	\$1,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,606
ROW	SBD CO MEASURE I	\$1,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120
CON	DEVELOPER FEES	\$9,548	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,548
CON	SB1 LOCAL PARTNERSHIP	\$9,848	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,848
CON	SBD CO MEASURE I	\$3,436	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,436
TOTAL	TOTAL	\$27,622	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,622

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200019	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$38,776	200019	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)					NO	25-00	

DESCRIPTION

BRIDGE NO. 54C0035 (previously shown as 00L0028), BASE LINE, OVER CITY CREEK. REPLACE 4 LANE BRIDGE WITH 4 LANE BRIDGE.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$3,048	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,048
PE	DEVELOPER FEES	\$395	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395
ROW	BRIDGE - LOCAL	\$3,634	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,634
ROW	DEVELOPER FEES	\$471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$471
CON	BRIDGE - LOCAL	\$0	\$0	\$0	\$0	\$0	\$0	\$27,646	\$0	\$27,646
CON	DEVELOPER FEES	\$0	\$0	\$0	\$0	\$0	\$0	\$3,582	\$0	\$3,582
TOTAL	TOTAL	\$7,548	\$0	\$0	\$0	\$0	\$0	\$31,228	\$0	\$38,776

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Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20082402	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$20,958	4A07308	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY76 - ADDING A LANE THROUGH A BOTTLENECK: GM		From CHURCH to BUCKEYE ST.			YES	25-00	

DESCRIPTION
WIDEN BASE LINE BETWEEN CHURCH AVE AND BUCKEYE ST FROM 4-6 LANES

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$1,070	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,070
PE	SBD CO MEASURE I	\$1,604	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,604
ROW	CITY FUNDS	\$1,257	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,257
ROW	SBD CO MEASURE I	\$1,743	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,743
CON	CITY FUNDS	\$0	\$525	\$0	\$0	\$0	\$0	\$0	\$0	\$525
CON	SBD CO MEASURE I	\$0	\$14,759	\$0	\$0	\$0	\$0	\$0	\$0	\$14,759
TOTAL	TOTAL	\$5,674	\$15,284	\$0	\$0	\$0	\$0	\$0	\$0	\$20,958

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
2011104	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$11,265	4OM0701	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR31 - ROAD REPLC & REHAB (NO LN ADD)					NO	25-00	

DESCRIPTION
In Highland: Victoria Ave from 3rd St to 6th St including reconstruction of the 5th St/Victoria ave intersection, additional turn lanes, shoulder improvements, traffic signal mod, no add'l thru lanes; Storm drain improvements from 3rd St to 9th St w/connection to the existing drainage channel on the south side of 3rd St.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$408
ROW	CITY FUNDS	\$279	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$279
CON	2022 APPROPRIATIONS	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
CON	CITY FUNDS	\$0	\$8,578	\$0	\$0	\$0	\$0	\$0	\$0	\$8,578
TOTAL	TOTAL	\$687	\$10,578	\$0	\$0	\$0	\$0	\$0	\$0	\$11,265

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201156	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$22,530	20061014	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From SANTA PAULA to 2,600' S/O SANTA ANA RIVER			YES	25-00	

DESCRIPTION
GREENSPOT RD. FROM SANTA PAULA ST. TO SOUTH CITY LIMIT - WIDEN FROM 2-4 LANES WITH MEDIAN (2.2 MILES)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$787	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$787
PE	SBD CO MEASURE I	\$925	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$925
ROW	DEVELOPER FEES	\$520	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$520
ROW	SBD CO MEASURE I	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
CON	DEVELOPER FEES	\$0	\$9,056	\$0	\$0	\$0	\$0	\$0	\$0	\$9,056
CON	SBD CO MEASURE I	\$0	\$10,642	\$0	\$0	\$0	\$0	\$0	\$0	\$10,642
TOTAL	TOTAL	\$2,832	\$19,698	\$0	\$0	\$0	\$0	\$0	\$0	\$22,530

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201180	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$673	200852	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From 5TH STREET to 6TH STREET			YES	25-00	

DESCRIPTION
DEL ROSA DRIVE FROM 5TH STREET TO 6TH STREET-WIDEN FROM 2 TO 4 LANES (0.2 MILES)FORMERLY PART OF PROJECT ID 200852

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63
ROW	CITY FUNDS	\$42	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42
CON	CITY FUNDS	\$0	\$568	\$0	\$0	\$0	\$0	\$0	\$0	\$568
TOTAL	TOTAL	\$105	\$568	\$0	\$0	\$0	\$0	\$0	\$0	\$673

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2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
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(in \$000's)

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<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
201182	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$798	4A07142	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	

CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):  
RS

From 3RD STREET to 5TH STREET

YES

25-00

DESCRIPTION

TIPPECANOE AVENUE FROM 3RD STREET TO 5TH STREET - WIDEN FROM 2-4 LANES (0.3 MILES)FORMERLY PART OF PROJECT ID 200852

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$61	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61
ROW	CITY FUNDS	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30
CON	CITY FUNDS	\$0	\$707	\$0	\$0	\$0	\$0	\$0	\$0	\$707
TOTAL	TOTAL	\$91	\$707	\$0	\$0	\$0	\$0	\$0	\$0	\$798

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
201183	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$5,255	4A01368	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	

CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):  
RS

From TIPPECANOE AVENUE to VICTORIA AVENUE

YES

25-00

DESCRIPTION

5TH ST FROM TIPPECANOE AVENUE TO DEL ROSA DR.-WIDEN FROM 2-4 LANES

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$441	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441
ROW	CITY FUNDS	\$732	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$732
CON	CITY FUNDS	\$0	\$4,082	\$0	\$0	\$0	\$0	\$0	\$0	\$4,082
TOTAL	TOTAL	\$1,173	\$4,082	\$0	\$0	\$0	\$0	\$0	\$0	\$5,255

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
201191	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$683	4OM0701	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	

CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES):  
RS

From SEINE AVENUE to STONEY CREEK DRIVE

YES

25-00

DESCRIPTION

BASE LINE FROM SEINE AVENUE TO STONEY CREEK DRIVE - WIDEN FROM 4-6 LANES (0.2 MILES)

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	CITY FUNDS	\$143	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$143
ROW	CITY FUNDS	\$47	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47
CON	CITY FUNDS	\$0	\$493	\$0	\$0	\$0	\$0	\$0	\$0	\$493
TOTAL	TOTAL	\$190	\$493	\$0	\$0	\$0	\$0	\$0	\$0	\$683

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20130401	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$10,530	20130401	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	

NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)

From N/O Pioneer Ave-Bridge to N/O Pioneer Ave-Bridge

NO

25-00

DESCRIPTION

BRIDGE NO. 54C0592, ORANGE ST OVER PLUNGE CREEK OVERFLOW, 1.5 MI N OF PIONEER AVE. Replace existing two lane bridge structure with four lane bridge structure.  
(Non-Capacity: bridge will remain striped for two lanes) Consistent with HBP listing as of March 22, 2023.

<u>PHASE</u>	<u>FUND SOURCE</u>	<u>PRIOR</u>	<u>24/25</u>	<u>25/26</u>	<u>26/27</u>	<u>27/28</u>	<u>28/29</u>	<u>29/30</u>	<u>FUTURE</u>	<u>TOTAL</u>
PE	BRIDGE - LOCAL	\$646	\$0	\$478	\$0	\$0	\$0	\$0	\$0	\$1,124
PE	DEVELOPER FEES	\$84	\$0	\$62	\$0	\$0	\$0	\$0	\$0	\$146
ROW	BRIDGE - LOCAL	\$0	\$0	\$1,006	\$0	\$0	\$0	\$0	\$0	\$1,006
ROW	DEVELOPER FEES	\$0	\$0	\$130	\$0	\$0	\$0	\$0	\$0	\$130
CON	BRIDGE - LOCAL	\$0	\$0	\$0	\$7,192	\$0	\$0	\$0	\$0	\$7,192
CON	DEVELOPER FEES	\$0	\$0	\$0	\$932	\$0	\$0	\$0	\$0	\$932
TOTAL	TOTAL	\$730	\$0	\$1,676	\$8,124	\$0	\$0	\$0	\$0	\$10,530

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2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131501	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$4,064	200018	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN46 - PLANTING/LANDSCAPING					NO	25-00	

DESCRIPTION
IN HIGHLAND: ON BOULDER AVE FROM SAN MANUEL VILLAGE ENTRANCE TO GREENSPOT ROAD; STREET AND LANDSCAPING IMPROVEMENTS (non-capacity enhancements)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$41	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41
PE	CITY FUNDS	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
PE	PROJECTS OF NATIONAL AND	\$164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$164
CON	AGENCY	\$223	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$223
CON	CITY FUNDS	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
CON	PROJECTS OF NATIONAL AND	\$1,045	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,045
CON	STP LOCAL	\$791	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$791
TOTAL	TOTAL	\$4,064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,064

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131502	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$2,000	4A01387	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR22 - SHOULDER WIDENING					NO	25-00	

DESCRIPTION
IN HIGHLAND: ALONG NORTH SIDE OF 5TH STREET FROM VICTORIA AVE TO PALM AVE; SHOULDER IMPROVEMENTS (no additional lanes)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
ROW	CITY FUNDS	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
CON	CITY FUNDS	\$0	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
TOTAL	TOTAL	\$750	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131503	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$2,733	0A6410	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR22 - SHOULDER WIDENING					NO	25-00	

DESCRIPTION
IN HIGHLAND: PALM AVE HISTORIC DISTRICT IMPROVEMENTS; PALM AVE (BASE LINE TO HIGHLAND AVE) & PACIFIC ST (CHURCH AVE TO 350FT WEST OF PALM) SHOULDER IMPROVEMENTS (curb, gutter and sidewalk improvements), NEW ROUNDABOUT AT PALM/PACIFIC INT., BIKE LANES (Intersection improvements - no new lanes)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
ROW	CITY FUNDS	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
CON	CITY FUNDS	\$2,033	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,033
TOTAL	TOTAL	\$2,733	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,733

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150401	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$680	REG0703	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR22 - SHOULDER WIDENING					NO	25-00	

DESCRIPTION
HIGHLAND: DEL ROSA DR SHOULDER IMPROVEMENTS; FROM 3RD ST TO 5TH ST (curb, gutter & sidewalk improvements) (non-capacity)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	CITY FUNDS	\$0	\$680	\$0	\$0	\$0	\$0	\$0	\$0	\$680
TOTAL	TOTAL	\$0	\$680	\$0	\$0	\$0	\$0	\$0	\$0	\$680

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20171101	HIGHLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$1,316	4A07275	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN26 - BICYCLE FACILITY-NEW					NO	25-00	

DESCRIPTION

PACIFIC ST. RECONFIGURATION FROM 2 LANES TO 2 LANES WITH CONTINUOUS CENTER 2-WAY LEFT-TURN LANE AND BIKE LANES (VICTORIA AVE TO APPROXIMATELY 350' WEST OF PALM AVENUE). 1 CENTERLINE MILE OF BIKE LANE.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130
CON	CITY FUNDS	\$0	\$1,186	\$0	\$0	\$0	\$0	\$0	\$0	\$1,186
TOTAL	TOTAL	\$130	\$1,186	\$0	\$0	\$0	\$0	\$0	\$0	\$1,316

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190001	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$15,827	4M01003	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX75 - OVERCROSS OR UNDERCROSS IMP(LN ADD'S) : RS		From East edge of City Creek Bridge to EB SR210 ramps			YES	25-00	

DESCRIPTION

SR-210/5th St IC Improvements: Widen & restripe 5th St (4-6 lanes) from east edge of City Creek Brdg to the EB SR-210 ramps w/add:l turn pockets plus 2 truck access lanes; Widen & restripe 5th St (6-8 lanes) under SR-210 b/w EB & WB ramps, incl. add:l thru & turn lanes; Widen the EB & WB on-ramps 2-3 lanes, widen the EB & WB off-ramps 1-2 lanes, all ramps remain 1 ln at the mainline. (Combines prior projs 2011153 & 2011154)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$776	\$1,336	\$0	\$0	\$0	\$0	\$0	\$0	\$2,112
ROW	CITY FUNDS	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$100
CON	CITY FUNDS	\$0	\$0	\$0	\$13,615	\$0	\$0	\$0	\$0	\$13,615
TOTAL	TOTAL	\$776	\$1,336	\$100	\$13,615	\$0	\$0	\$0	\$0	\$15,827

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190003	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$12,380	20190003	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From Palm Ave to 5th Street			YES	25-00	

DESCRIPTION

In Highland: 3rd & 5th St Corridor Improvements: Widen 0.4 miles of 3rd St b/w Palm Ave & 5th St 2-4 lns; Extend 3rd St NE to connect to/at 5th St/Church Ave Intersection; Restripe 0.1 mile of 5th St b/w Church Ave & East edge of City Creek Brdg 4-6 lns; Shoulder improvements along 5th St, Central Ave & Palm Ave; Add:l turn lanes at 3rd/Palm & 5th/Palm Intersections. (Comb 2017 FTIP ID 2011105)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$412	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$412
PE	EDA GRANT	\$299	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$299
ROW	CITY FUNDS	\$382	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382
CON	CITY FUNDS	\$4,836	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,836
CON	EDA GRANT	\$4,751	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,751
CON	SB1 LOCAL PARTNERSHIP	\$1,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700
TOTAL	TOTAL	\$12,380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,380

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212504	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$31,825	4OM0701	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From Tippecanoe Ave to Victoria Ave				25-00	

DESCRIPTION

IN THE CITIES OF HIGHLAND & SAN BERNARDINO, WIDEN 3RD ST FROM TIPPECANOE AVE TO LELAND NORTON WAY FROM 4 TO 6 LANES, WIDEN 5TH STREET FROM STERLING AVE TO VICTORIA AVE FROM 2 TO 4 LANES AND CONSTRUCT CLASS 2 BIKE LANES; INCLUDES ROADWAY WIDENING TO PROVIDE TURN LANES, DRAINAGE SYSTEM, CURBS, GUTTERS, SIDEWALK, STREET LIGHTS AND TRAFFIC SIGNAL MODIFICATIONS ON 3RD ST FROM TIPPECANOE AVE TO DEL ROSA DR, 5TH ST FROM TIPPECANOE AVE TO VICTORIA AVE, AND ON DEL ROSA DR FROM 3RD TO 5TH ST. PA&ED ONLY

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
TOTAL	TOTAL	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD230803	HIGHLAND	San Bernardino	TCM Committed	SCAB	\$878	REG0704	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN26 - BICYCLE FACILITY-NEW		From Greenspot Rd to Eucalyptus Ave				25-00	

DESCRIPTION

In Highland: Construction of 1 mile of new Class II and III bicycle lanes on Orange St from Greenspot Rd to Eucalyptus Ave (Class II), Orange St from Eucalyptus Ave to Tonner Dr. (Class III), Tonner Dr. from Orange St to Streater Dr. (Class III), Steater Dr. from Baseline to Glenheather Dr. (Class II and III), Glenheather Dr. from Streater Dr. to Church St/Love St. (Class II and III) and Love St. from Church St. to Elder Gulch Paseo (Class III)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	CITY FUNDS	\$176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$176
CON	Carbon Reduction Program (CRP)	\$702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$702
TOTAL	TOTAL	\$878	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$878

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD55031	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$1,078	SBD55031	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From 3RD STREET to SOUTH CITY LIMITS			YES	25-00	

DESCRIPTION

ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 NB LANES (0.25 MILES)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	PRIVATE FUNDS	\$68	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68
ROW	PRIVATE FUNDS	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
CON	PRIVATE FUNDS	\$0	\$970	\$0	\$0	\$0	\$0	\$0	\$0	\$970
TOTAL	TOTAL	\$108	\$970	\$0	\$0	\$0	\$0	\$0	\$0	\$1,078

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD55033	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$3,591	SBD55033	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From GREENSPOT ROAD/5TH ST to SOUTH CITY LIMITS			YES	25-00	

DESCRIPTION

BOULDER AVE. FROM GREENSPOT TO SOUTH CITY LIMITS - WIDEN FROM 2-4 LANES (0.70 MILES)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$641	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$641
CON	CITY FUNDS	\$0	\$2,950	\$0	\$0	\$0	\$0	\$0	\$0	\$2,950
TOTAL	TOTAL	\$641	\$2,950	\$0	\$0	\$0	\$0	\$0	\$0	\$3,591

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190301	LOMA LINDA	San Bernardino	EXEMPT - 93.126	SCAB	\$625	REG0703	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR91 - UPGRADED FACILITI (NO LN ADD)					NO	25-00	

DESCRIPTION

In Loma Linda: Improvement at the intersection of Anderson Street and Mound Street by squaring it off, widening and installing traffic signals.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ROW	DEVELOPER FEES	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
CON	SBD CO MEASURE I	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500
TOTAL	TOTAL	\$125	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$625

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31876	LOMA LINDA	San Bernardino	NON-EXEMPT	SCAB	\$10,120	SBD31876	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From REDLANDS BOULEVARD to BARTON ROAD			YES	25-00	

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DESCRIPTION

CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50
ROW	CITY FUNDS	\$70	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,070
CON	CITY FUNDS	\$6,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
TOTAL	TOTAL	\$6,120	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,120

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150001	MONTCLAIR	San Bernardino	NON-EXEMPT	SCAB	\$14,380	4G07421	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: RS	From About 0.25 miles north of Mission Blvd. to About 0.15 miles south of Holt Blvd.	YES	25-00

DESCRIPTION

BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. Bridge replacement. Replace and widen the existing four lane bridge on Central Avenue over UPRR/ Amtrak/Metrolink with a new six lane bridge with sidewalks. Toll credits to match EARREPU. Consistent with HBP listing as of March 22, 2023.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	2016 EARMARK REPURPOSING	\$1,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,440
PE	2020 EARMARK REPURPOSING	\$245	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$245
PE	BRIDGE - LOCAL	\$133	\$0	\$548	\$0	\$0	\$0	\$0	\$0	\$681
PE	CITY FUNDS	\$17	\$0	\$71	\$0	\$0	\$0	\$0	\$0	\$88
ROW	BRIDGE - LOCAL	\$0	\$0	\$483	\$0	\$0	\$0	\$0	\$0	\$483
ROW	CITY FUNDS	\$0	\$0	\$63	\$0	\$0	\$0	\$0	\$0	\$63
CON	BRIDGE - LOCAL	\$0	\$0	\$0	\$0	\$0	\$10,075	\$0	\$0	\$10,075
CON	CITY FUNDS	\$0	\$1,305	\$0	\$0	\$0	\$0	\$0	\$0	\$1,305
CON	LOCAL ADVANCE CONSTRUCTION	\$0	\$10,075	\$0	\$0	\$0	\$-10,075	\$0	\$0	\$0
TOTAL	TOTAL	\$1,835	\$11,380	\$1,165	\$0	\$0	\$0	\$0	\$0	\$14,380

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212801	NEEDLES	San Bernardino	EXEMPT - 93.126	MDAB	\$905	2120005	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR31 - ROAD REPLC & REHAB (NO LN ADD)	From Cornado St to Broadway St	NO	25-00

DESCRIPTION

In Needles: Water Service Replacement with Grind and Pave with Patromat on the following streets in the City of Needles, California. Coronado Street, Erin Dr Loop, Collins Street, Orange Street, Park Ave, Highland Street, L Street (Fourth - Broadway), Fourth Street, Fifth Street.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26
CON	2022 APPROPRIATIONS	\$758	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$758
CON	CITY FUNDS	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121
TOTAL	TOTAL	\$905	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$905

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150201	ONTARIO	San Bernardino	NON-EXEMPT	SCAB	\$45,028	2002160	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS	From FOURTH ST to AIRPORT DRIVE	YES	25-00

DESCRIPTION

GROVE AVE CORRIDOR: WIDEN GROVE BETWEEN FOURTH ST AND STATE ST / AIRPORT DR (4-6 LNS); AND IMPROVEMENTS TO GROVE AVE / HOLT BLVD INTERSECTION. Toll Credit to match EARREPU.

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	2016 EARMARK REPURPOSING	\$3,335	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,335
PE	DEMO-SAFETEA-LU	\$1,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,834
PE	DEVELOPER FEES	\$204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204
PE	SBD CO MEASURE I	\$255	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255
ROW	DEVELOPER FEES	\$0	\$0	\$5,916	\$0	\$0	\$0	\$0	\$0	\$5,916
ROW	SBD CO MEASURE I	\$7,409	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,409
CON	DEVELOPER FEES	\$0	\$0	\$0	\$0	\$0	\$11,577	\$0	\$0	\$11,577
CON	SBD CO MEASURE I	\$14,498	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,498
TOTAL	TOTAL	\$27,535	\$0	\$5,916	\$0	\$0	\$11,577	\$0	\$0	\$45,028

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150004	RANCHO CUCAMONGA	San Bernardino	EXEMPT - 93.126	SCAB	\$1,490	20010133	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN26 - BICYCLE FACILITY-NEW					NO	25-00	

DESCRIPTION

IMPROVE FOOTHILL BOULEVARD (OLD STATE ROUTE 66) BETWEEN GROVE AVENUE AND SAN BERNARDINO RD: INCLUDES BIKE LANES, SIDEWALKS, STREET LIGHTS, TRAFFIC SIGNAL, PAVEMENT REHABILITATION, AND STRIPING.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$290	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290
CON	CITY FUNDS	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
TOTAL	TOTAL	\$1,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,490

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190004	RANCHO CUCAMONGA	San Bernardino	NON-EXEMPT	SCAB	\$130,300	201134	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX61 - GRADE SEPARATION - CAPACITY ENHANCING: RS		From Napa St to Whittram Ave			YES	25-00	

DESCRIPTION

In Rancho Cucamonga: Etiwanda Ave & SCRRRA Grade Separation; Project replaces an at grade railroad crossing with an overhead roadway at the SCRRRA/BNSF railroad corridor. On Etiwanda from approximately 200ft. south of Napa St. to approximately 300ft. north of Whittram Ave widen 2 lanes (1 in each direction) to 4 lanes (2 in each direction).

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SB1TRADE CORRIDOR ENHANCEMENT	\$5,859	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,859
ROW	SB1TRADE CORRIDOR ENHANCEMENT	\$19,007	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,007
CON	AGENCY	\$0	\$0	\$0	\$52,150	\$0	\$0	\$0	\$0	\$52,150
TOTAL	TOTAL	\$24,866	\$0	\$0	\$52,150	\$0	\$0	\$0	\$0	\$77,016

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990203	RANCHO CUCAMONGA	San Bernardino	TCM	SCAB	\$7,472	7120001	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
ITS14 - VAR TRAFIC OP SYS ELE (ITS05 to ITS13)						25-00	

DESCRIPTION

INSTALLING CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS, VIDEO DETECTION SYSTEM (VDS), FIBER OPTIC CABLE AND CONDUIT, COMMUNICATION NETWORKING EQUIPMENT, UPGRADING AND INTEGRATING OVER 50 TRAFFIC SIGNALS INTO THE TRAFFIC MANAGEMENT CENTER (TMC) LOCATED AT CITY HALL, AND IMPLEMENTING TRAFFIC SIGNAL COORDINATION TIMING. LOCATIONS INCLUDE MILLIKEN AND ARROW RTE CORRIDORS, 19TH STREET FROM SAPPHIRE TO HAVEN, ROCHESTER FROM BASE LINE RD TO VINTAGE DR, AND DAY CREEK FROM BASE LINE TO WILSON AVE

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$612
CON	AGENCY	\$0	\$0	\$0	\$6,860	\$0	\$0	\$0	\$0	\$6,860
TOTAL	TOTAL	\$612	\$0	\$0	\$6,860	\$0	\$0	\$0	\$0	\$7,472

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200035	REDLANDS	San Bernardino	NON-EXEMPT	SCAB	\$950	200035	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From 5TH AVE to I-10 FREEWAY			YES	25-00	

DESCRIPTION

WABASH AV FROM 5TH ST TO I-10 - CONSTRUCT NEW 2 LANE STREET TO I-10 TO MATCH ON AND OFF RAMPS-CONSTRUCT MISSING LINK (2 LANE IN EACH DIRECTION)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
ROW	PRIVATE FUNDS	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
CON	PRIVATE FUNDS	\$0	\$0	\$850	\$0	\$0	\$0	\$0	\$0	\$850
TOTAL	TOTAL	\$0	\$100	\$850	\$0	\$0	\$0	\$0	\$0	\$950

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200419	REDLANDS	San Bernardino	NON-EXEMPT	SCAB	\$7,200	200419	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From NORTH CITY LIMITS to 3,00' N/O PALMETTO			YES	25-00	
DESCRIPTION							
ALABAMA STREET WIDENING - WIDEN FROM 2-4 LANES FROM NORTH CITY LIMITS TO 3,000 FT. NORTH PALMETTO							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700
ROW	CITY FUNDS	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500
CON	CITY FUNDS	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$6,000
TOTAL	TOTAL	\$700	\$500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$7,200

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201113	REDLANDS	San Bernardino	EXEMPT - 93.126	SCAB	\$540	4GL04	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR81 - CURB AND GUTTER IMPROVEMENTS		From LUGONIA to SAN BERNARDINO AVE.			NO	25-00	
DESCRIPTION							
ORANGE STREET FROM LUGONIA TO SAN BERNARDINO AVE. -WIDEN THE EAST SIDE OF THE STREET TO REMOVE A RESTRICTION IN THE ROADWAY TRAVEL AREA. PROJECT INCLUDES ROAD PAVING, CURB AND GUTTER, SIDEWALK, STREET LIGHTING, STRIPING AND MARKING, AND LANDSCAPE IMPROVEMENTS. THE PROJECT WILL IMPROVE PEDESTRIAN AND VEHICULAR SAFE TRAVEL AND CIRCULATION.							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60
CON	DEVELOPER FEES	\$0	\$87	\$0	\$0	\$0	\$0	\$0	\$0	\$87
CON	SBD CO MEASURE I	\$0	\$393	\$0	\$0	\$0	\$0	\$0	\$0	\$393
TOTAL	TOTAL	\$60	\$480	\$0	\$0	\$0	\$0	\$0	\$0	\$540

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD230802	REDLANDS	San Bernardino	NON-REPORTABLE TCM	SCAB	\$846	REG0704	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW		From Citrus Valley High School to Domestic Avenue				25-00	
DESCRIPTION							
In Redlands: Installation of 0.1 miles of a Class IV bikeway on Texas Street from Citrus Valley High School (CVHS) to Domestic Avenue. Installation of 0.5 miles of Class I bicycle/pedestrian path on Domestic Avenue from Texas Street to Orange Street connecting CVHS to Orange Street. Installation of 0.25 miles of Class I bicycle/pedestrian path on Orange Street from Pioneer Street to Domestic Avenue.							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	CITY FUNDS	\$169	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$169
CON	Carbon Reduction Program (CRP)	\$677	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$677
TOTAL	TOTAL	\$846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$846

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200603	RIALTO	San Bernardino	EXEMPT - 93.126	SCAB	\$38,387	200603	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)					NO	25-00	
DESCRIPTION							
RIVERSIDE AVE. OVER UPRR MAINTRACKS & COLTON YARD, 0.1 MI S OF I-10 REMOVE AND REPLACE EXISTING 5 LANE BRIDGE WITH 7 LANE BRIDGE SCOPING FOR PROJECT. (#54C0062)(Non-capacity project: Through lanes will remain 5. 2 turn lanes are being extended.)							

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$66	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66
PE	CITY FUNDS	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9
PE	DEVELOPER FEES	\$740	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$740
PE	FFY 2010 APPROPRIATIONS	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360
PE	SBD CO MEASURE I	\$1,961	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,961
ROW	DEVELOPER FEES	\$1,220	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,220
ROW	SBD CO MEASURE I	\$3,232	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,232
CON	AGENCY	\$0	\$22,360	\$0	\$0	\$0	\$0	\$0	\$0	\$22,360
CON	DEVELOPER FEES	\$0	\$8,439	\$0	\$0	\$0	\$0	\$0	\$0	\$8,439
TOTAL	TOTAL	\$7,588	\$30,799	\$0	\$0	\$0	\$0	\$0	\$0	\$38,387

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190012	RIALTO	San Bernardino	NON-EXEMPT	SCAB	\$13,206	20190012	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS		From South City Limits (Santa Ana River) to Slover Ave			YES	25-00	

DESCRIPTION

Rialto: Widen Riverside Ave; from South City Limits to Slover Ave 4-6 lanes.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$1,314	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,314
PE	DEVELOPER FEES	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900
ROW	CITY FUNDS	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
ROW	DEVELOPER FEES	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800
CON	CITY FUNDS	\$5,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,300
CON	DEVELOPER FEES	\$3,692	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,692
TOTAL	TOTAL	\$13,206	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,206

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190013	RIALTO	San Bernardino	EXEMPT - 93.126	SCAB	\$11,643	2016A319	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)					NO	25-00	

DESCRIPTION

Rialto: Reconfigure/widen Alder Ave over SR-210, and widen Locust Ave from Renaissance Pkwy to Casmalia St. Alder Ave bridge widening will accommodate additional left and right turn lanes for on and off ramps from N&S bound Alder, provide for full standard lanes. Locust Ave widening will accommodate class II bike lanes, and ADA compliant sidewalks. (Non-Capacity)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$909	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$909
PE	CITY FUNDS	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PE	DEVELOPER FEES	\$511	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$511
CON	AGENCY	\$1,135	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,135
CON	CITY FUNDS	\$8,838	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,838
TOTAL	TOTAL	\$11,643	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,643

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190103	RIALTO	San Bernardino	NON-EXEMPT	SCAB	\$4,582	4120181	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS		From Baseline Road to Renaissance Parkway			YES	25-00	

DESCRIPTION

In Rialto: Widen Alder Ave 2-4 Ins from Baseline Rd to Renaissance Pkwy; Improvements along Randall Ave (non-capacity) from Riverside Ave to Cactus Ave; Project includes various improvements such as, added turn lanes, bike lanes, eliminate bottlenecks, new landscaped medians, and improved traffic signal operations. (RTP IDs 4120181 & 4120231 respectfully)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	CITY FUNDS	\$2,291	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,291
CON	SB1 LOCAL PARTNERSHIP	\$2,291	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,291
TOTAL	TOTAL	\$4,582	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,582

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200619	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	SCAB	\$32,369	200619	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From 0.2 MILES EAST OF CAJON CREEK to 0.2 MILES WEST OF CAJON CREEK			YES	25-00	
DESCRIPTION							

GLEN HELEN PARKWAY - FROM 0.2 MILES WEST OF CAJON CREEK TO 0.2 MILES EAST OF CAJON CREEK-REPLACE 36 FT WIDE 48 FT LONG 2 LN BRIDGE OVER CAJON CREEK W/ 102 FT, 526 FT LONG 4 LN BRIDGE (54C0025) Consistent with HBP listing as of March 22, 2023.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$2,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,080
PE	COUNTY	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270
ROW	BRIDGE - LOCAL	\$1,195	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,195
ROW	COUNTY	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155
CON	BRIDGE - LOCAL	\$0	\$0	\$0	\$0	\$0	\$25,381	\$0	\$0	\$25,381
CON	COUNTY	\$0	\$3,288	\$0	\$0	\$0	\$0	\$0	\$0	\$3,288
CON	LOCAL ADVANCE CONSTRUCTION	\$0	\$25,381	\$0	\$0	\$0	\$-25,381	\$0	\$0	\$0
TOTAL	TOTAL	\$3,700	\$28,669	\$0	\$0	\$0	\$0	\$0	\$0	\$32,369

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200810	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	MDAB	\$16,938	200810	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: GM		From 150' E/O MOJAVE FLOOD CHANNEL to BRIDGE SPAN			YES	25-00	
DESCRIPTION							

BAKER BLVD. BRIDGE - OVER MOJAVE RIVER, 0.2 MI SW OF DEATH VALLEY RD REPLACE 2 LANE BRIDGE W 4 LANE BRIDGE (BRIDGE NO 54C0127)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$1,865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,865
CON	LOCAL ADVANCE CONSTRUCTION	\$9,561	\$0	\$-9,561	\$0	\$0	\$0	\$0	\$0	\$0
CON	SBD CO MEASURE I	\$0	\$0	\$5,512	\$0	\$0	\$0	\$0	\$0	\$5,512
CON	STP LOCAL	\$0	\$0	\$9,561	\$0	\$0	\$0	\$0	\$0	\$9,561
TOTAL	TOTAL	\$11,426	\$0	\$5,512	\$0	\$0	\$0	\$0	\$0	\$16,938

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200835	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	SCAB	\$4,873	200835	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From CHERRY AVE. to FONTANA CITY LIMITS (ELM AVE)			YES	25-00	
DESCRIPTION							

SAN BERNARDINO AVE. FROM CHERRY AVE. TO FONTANA CITY LIMITS (ELM AVE.) (1.27 MILES)-WIDEN 2-4 LANES (North side only)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	COUNTY	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
ROW	COUNTY	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350
CON	COUNTY	\$0	\$4,123	\$0	\$0	\$0	\$0	\$0	\$0	\$4,123
TOTAL	TOTAL	\$750	\$4,123	\$0	\$0	\$0	\$0	\$0	\$0	\$4,873

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200843	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	SCAB	\$5,650	200843	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From 1.20 MILES OF S. BARTON ROAD to 0.42 MILES SOUTH OF BARTON RD			YES	25-00	
DESCRIPTION							

RECHE CANYON RD. FROM 1.20 MILES OF S. BARTON ROAD TO 0.42 MILES SOUTH OF BARTON RD (0.78 MILES)-WIDEN FROM 2-4 LANES

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,050	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050
ROW	DEVELOPER FEES	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
CON	DEVELOPER FEES	\$3,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100
TOTAL	TOTAL	\$5,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,650

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20130402	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	MDAB	\$25	20130402	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS		From West I-15 Ramps to SH 127			YES	25-00	

**DESCRIPTION**

Restripe existing structural section of Baker Blvd between I-15 ramps and SH 127 from 2 - 4 lane configuration in conjunction with project to replace existing 2 lane bridge 54C0127 with 4 lane bridge

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	COUNTY	\$0	\$0	\$25	\$0	\$0	\$0	\$0	\$0	\$25
TOTAL	TOTAL	\$0	\$0	\$25	\$0	\$0	\$0	\$0	\$0	\$25

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150009	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	MDAB	\$4,790	4G0167	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS		From HELENDALE RD to NTH ST			YES	25-00	

**DESCRIPTION**

SHADOW MT RD FROM HELENDALE RD EAST TO NTH; CONSTRUCT AND EXTEND FROM 2-4 LNS - INCLUDING 4 LANE BRIDGE OVER MOJAVE RIVER & GRADE SEP OVER RAIL TRACKS WITH ADDITIONAL CONNECT TO VISTA RD ON W SIDE OF TRACKS (PA&ED ONLY)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,769	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,769
PE	SBD CO MEASURE I	\$3,020	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,020
PE	STP LOCAL	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$1
TOTAL	TOTAL	\$4,789	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$4,790

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20151302	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	MDAB	\$86,329	4AL04	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)					NO	25-00	

**DESCRIPTION**

GROUPED PROJECT TO REPLACE OR REHABILITATE MULTIPLE BRIDGES ALONG NATIONAL TRAILS HIGHWAY BETWEEN DAGGETT TO THE WEST AND INTERSTATE 40 TO THE EAST. PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - NON CAPACITY WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	AGENCY	\$0	\$0	\$0	\$0	\$0	\$0	\$13,100	\$0	\$13,100
CON	SB1 LOCAL	\$0	\$0	\$0	\$12,000	\$6,000	\$0	\$0	\$0	\$18,000
CON	STIP ADVANCE	\$0	\$0	\$0	\$5,700	\$12,800	\$21,800	\$0	\$0	\$40,300
CON	CON-RIP	\$0	\$14,929	\$0	\$0	\$0	\$0	\$0	\$0	\$14,929
TOTAL	TOTAL	\$0	\$14,929	\$0	\$17,700	\$18,800	\$21,800	\$13,100	\$0	\$86,329

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20152202	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	MDAB	\$2,206	SBD031426	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR31 - ROAD REPLC & REHAB (NO LN ADD)					NO	25-00	

**DESCRIPTION**

Segment 1B: Needles Highway from 500 ft south of Park Road north to David Drive; Pavement Reconstruction, L-5373' (1.01 MI)(Parent project SBD031426).

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	PUBLIC LAND HWYS	\$2,206	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,206
TOTAL	TOTAL	\$2,206	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,206

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20210101	SAN BERNARDINO COUNTY	San Bernardino	NON-EXEMPT	MDAB	\$60,821	4A01278	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAN76 - ADDING A LANE THROUGH A BOTTLENECK: NRS		From SR 138 to Los Banos Avenue			YES	25-00	

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DESCRIPTION

In San Bernardino County: Widen Phelan Road 2-4 lanes from SR 138 to Los Banos Avenue, plus a continuous left turn.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$6,718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,718
ROW	SBD CO MEASURE I	\$0	\$0	\$0	\$2,895	\$0	\$0	\$0	\$0	\$2,895
CON	AGENCY	\$0	\$0	\$0	\$0	\$0	\$46,973	\$0	\$0	\$46,973
CON	DEVELOPER FEES	\$0	\$0	\$0	\$0	\$0	\$4,234	\$0	\$0	\$4,234
CON	STP LOCAL	\$0	\$0	\$0	\$0	\$0	\$1	\$0	\$0	\$1
TOTAL	TOTAL	\$6,718	\$0	\$0	\$2,895	\$0	\$51,208	\$0	\$0	\$60,821

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212501	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	SCAB	\$1,694	7120004	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN29 - SIDEWALKS/CURB CUTS-NEW		From Beech Ave to Lime Ave			NO	25-00	

DESCRIPTION

IN THE UNINCORPORATED AREA OF FONTANA ON RANDALL AVENUE FROM BEECH AVENUE EAST TO POPLAR AVENUE, CONSTRUCT SIDEWALK ON THE NORTH SIDE, LADDER-STYLE CROSSWALKS, AND ADA CURB RAMPS.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30
PE	Community Proj	\$230	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$230
	Funding-Congressionally									
ROW	AGENCY	\$0	\$58	\$0	\$0	\$0	\$0	\$0	\$0	\$58
ROW	Community Proj	\$0	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$450
	Funding-Congressionally									
CON	AGENCY	\$0	\$0	\$106	\$0	\$0	\$0	\$0	\$0	\$106
CON	Community Proj	\$0	\$0	\$820	\$0	\$0	\$0	\$0	\$0	\$820
	Funding-Congressionally									
TOTAL	TOTAL	\$260	\$508	\$926	\$0	\$0	\$0	\$0	\$0	\$1,694

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212503	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	SCAB	\$3,157	7120004	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR31 - ROAD REPLC & REHAB (NO LN ADD)		From PALM LN to LITTLE TIPPECANOE AVE				25-00	

DESCRIPTION

ON LITTLE THIRD STREET FROM PALM LANE TO PEDLEY ROAD, WIDEN AND OVERLAY EXISTING ROADWAY, PAVE ROADWAY FROM PEDLEY ROAD TO LITTLE TIPPECANOE AVENUE AND RECONSTRUCT LITTLE TIPPECANOE AVENUE FROM LITTLE THIRD STREET TO TIPPECANOE AVENUE, CONSTRUCT SIDEWALK AND ADA RAMPS.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$265
CON	AGENCY	\$332	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$332
CON	Community Proj	\$2,560	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,560
	Funding-Congressionally									
TOTAL	TOTAL	\$3,157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,157

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD230804	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	SCAB	\$0	REG0701	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN29 - SIDEWALKS/CURB CUTS-NEW		From Beech Ave east to Poplar Ave				25-00	

DESCRIPTION

In Fontana: Randall Ave from Beech Ave east to Poplar Ave Installation of sidewalk, ladder-style crosswalks and ADA curb ramps and reconstruction of existing sidewalk

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990202	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.127	SCAB	\$2,400	4A07195	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION						25-00	

DESCRIPTION

Construct roundabout at the intersection of SR 38 and Stanfield Cutoff in the Big Bear area.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PE	STATE CASH- SHOPP	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
CON	SBD CO MEASURE I	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
TOTAL	TOTAL	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990213	SAN BERNARDINO COUNTY	San Bernardino	EXEMPT - 93.126	MDAB	\$9,936	SBD031426	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR31 - ROAD REPLC & REHAB (NO LN ADD)		From David Drive to Not'cho Road			NO	25-00	

DESCRIPTION

Reconstruct Needles Highway, Segment 1C, approximately 2.15 miles in length from David Drive to 0.1 mile north of Notcho Road (Parent project SBD031426)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900
CON	AGENCY	\$0	\$1,036	\$0	\$0	\$0	\$0	\$0	\$0	\$1,036
CON	STP LOCAL	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000
TOTAL	TOTAL	\$900	\$9,036	\$0	\$0	\$0	\$0	\$0	\$0	\$9,936

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
2011150	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$17,171	4RL04	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
TDM20 - RIDESHARING					NO	25-00	

DESCRIPTION

SOUTH COAST AIR BASIN RIDESHARE PROGRAM (Ongoing)(Toll Credits used as match for CMAQ)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CMAQ	\$4,070	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,070
PE	SBD CO MEASURE I	\$466	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$466
CON	CMAQ	\$9,835	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$12,035
CON	SBD CO MEASURE I	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
TOTAL	TOTAL	\$14,971	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$17,171

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
2011151	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$7,296	4RL04	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
TDM20 - RIDESHARING					NO	25-00	

DESCRIPTION

MOJAVE DESERT AIR BASIN RIDESHARE PROGRAM (Toll Credits to match CMAQ)(Ongoing)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CMAQ	\$2,320	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,320
PE	SBD CO MEASURE I	\$266	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$266
CON	CMAQ	\$3,810	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$4,510
CON	SBD CO MEASURE I	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
TOTAL	TOTAL	\$6,596	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$7,296

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190702	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM Committed	SCAB	\$11,214	7120004	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW					NO	25-00	

DESCRIPTION

SBCTA Metrolink Station Accessibility Improvement Project - Phase II: Bicycle and pedestrian accessibility improvements near five Metrolink transit stations (Montclair, Upland, Rancho Cucamonga, Fontana, and San Bernardino). Toll Credit to match ATP

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	LOCAL TRANS FUNDS	\$864	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$864
CON	ACTIVE TRANSPORTATION	\$6,132	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,132
CON	LOCAL TRANS FUNDS	\$662	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$662
CON	TDA	\$385	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$385
CON	TRANSIT AND INTERCITY RAIL	\$3,171	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,171
TOTAL	TOTAL	\$11,214	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,214

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200609	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$7,500	200609	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From Coulston to Riverview			YES	25-00	

DESCRIPTION							
MT.VIEW WIDENING/EXTENSION PROJECT- WIDEN S/B FROM 2-4LNS- FROM COULSTON TO RIVERVIEW (SOUTH OF SANTA ANA RIVER) (PROJECT IS SPLIT INTO 2 SEPARATE PROJECTS AS OF THE 2011 ENTRY)							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
ROW	CITY FUNDS	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
CON	CITY FUNDS	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
TOTAL	TOTAL	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201169	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$6,637	4A07263	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From KENDALL DR. to 40TH STREET			YES	25-00	

DESCRIPTION							
H STREET FROM KENDALL DRIVE TO 40TH STREET WIDENING FROM 2-4 LANES							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$537	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$537
ROW	CITY FUNDS	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100
CON	CITY FUNDS	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
TOTAL	TOTAL	\$1,637	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,637

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201170	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$6,075	4A07119	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From STERLING AVE to VICTORIA			YES	25-00	

DESCRIPTION							
5TH STREET FROM STERLING AVE TO VICTORIA AVE WIDEN FROM 2-4 LANES.							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$495
ROW	CITY FUNDS	\$0	\$507	\$0	\$0	\$0	\$0	\$0	\$0	\$507
CON	CITY FUNDS	\$0	\$0	\$5,073	\$0	\$0	\$0	\$0	\$0	\$5,073
TOTAL	TOTAL	\$495	\$507	\$5,073	\$0	\$0	\$0	\$0	\$0	\$6,075

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201181	SAN BERNARDINO, CITY OF	San Bernardino	EXEMPT - 93.126	SCAB	\$3,200	4OM0701	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR22 - SHOULDER WIDENING					NO	25-00	

DESCRIPTION							
3RD STREET FROM TIPPECANOE AVENUE TO LELAND/NORTON WAY AND FROM LELAND/NORTON WAY TO VICTORIA AVENUE SHOULDER WIDENING AND MEDIANS- 1.25 MILES(NO THROUGH LANE WIDENING)TOTAL LENGTH 1.95 MILESFORMERLY PART OF PROJECT ID 200852							

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$243	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$243
ROW	CITY FUNDS	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160
CON	CITY FUNDS	\$0	\$2,797	\$0	\$0	\$0	\$0	\$0	\$0	\$2,797
TOTAL	TOTAL	\$403	\$2,797	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150012	SAN BERNARDINO, CITY OF	San Bernardino	EXEMPT - 93.127	SCAB	\$1,137	SBD31903	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION				NO		25-00	

DESCRIPTION
FOOTHILL BOULEVARD (STATE ROUTE 66) AT FOURTH MODIFY SIGNALS, CHANNELIZE TRAFFIC SIGNAL, INTERSECTION IMPROVEMENTS/REALIGN INTERSECTION (0.11 MILE)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12
CON	SBD CO MEASURE I	\$0	\$1,125	\$0	\$0	\$0	\$0	\$0	\$0	\$1,125
TOTAL	TOTAL	\$12	\$1,125	\$0	\$0	\$0	\$0	\$0	\$0	\$1,137

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20250007	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$17,628	SBD59021	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From 16TH STREET to BASELINE STREET		YES		25-00	

DESCRIPTION
STATE STREET PHASE I; FROM 16TH STREET TO BASELINE STREET; EXTEND AND CONSTRUCT (4) LANES OF ROADWAY TO CONNECT STATE STREET TO RANCHO AVENUE

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$830	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$830
PE	SBD CO MEASURE I	\$1,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,731
ROW	DEVELOPER FEES	\$2,942	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,942
ROW	SBD CO MEASURE I	\$2,138	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,138
CON	DEVELOPER FEES	\$0	\$1,940	\$0	\$0	\$0	\$0	\$0	\$0	\$1,940
CON	SBD CO MEASURE I	\$0	\$8,047	\$0	\$0	\$0	\$0	\$0	\$0	\$8,047
TOTAL	TOTAL	\$7,641	\$9,987	\$0	\$0	\$0	\$0	\$0	\$0	\$17,628

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD41316	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$2,288	SBD41316	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
CAN76 - ADDING A LANE THROUGH A BOTTLENECK: NRS		From I10 to 1 MILE NORTH AND SOUTH		YES		25-00	

DESCRIPTION
MT. VIEW AVE. RAILWAY GRADE CROSSING, 1500 FT. NORTH OF I-10 WIDEN RAILWAY GRADE CROSSING FROM 1 LANE NORTH & SOUTH TO 2 LANES NORTH & SOUTH & UPGRADE GATES (0.75 MILES)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
ROW	SBD CO MEASURE I	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
CON	CITY FUNDS	\$1,574	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,574
CON	SBD CO MEASURE I	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14
TOTAL	TOTAL	\$2,288	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,288

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD41317	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$1,655	SBD41317	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
CAX60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: RS		From MISSION CREEK to MT. VIEW		YES		25-00	

DESCRIPTION
MT. VIEW AVE. BRIDGE AT MISSION CREEK CHANNEL WIDEN ROADWAY & SHOULDER WORK AND EXISTING BRIDGE AT MT. VIEW -1 LN. NO. & SO. TO 2 LNS N/S & LFT_TURNS TO MAKE A TOTAL OF 4 LANES ( 2 IN EACH DIRECTION)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$248	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$248
ROW	CITY FUNDS	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	CITY FUNDS	\$1,207	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,207
TOTAL	TOTAL	\$1,655	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,655

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD59019	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$7,000	SBD59019	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From JOHNSON LANE to ELECTRIC AVE			YES	25-00	
DESCRIPTION							
40TH ST. FROM JOHNSON LANE TO ELECTRIC AVENUE; ACQUIRE ROW AND WIDEN ROAD FROM 2TO 4 LANES (1,200 FT.)							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
ROW	SBD CO MEASURE I	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
CON	SBD CO MEASURE I	\$0	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500
TOTAL	TOTAL	\$2,500	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD59021	SAN BERNARDINO, CITY OF	San Bernardino	NON-EXEMPT	SCAB	\$55,096	SBD59021	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From BASELINE STREET to FOOTHILL BLVD.			YES	25-00	
DESCRIPTION							
STATE STREET FROM BASELINE STREET TO FOOTHILL BLVD.; EXTEND AND CONSTRUCT (4) LANES OF ROADWAY (about 1 MILE) TO CONNECT STATE STREET TO RANCHO AVENUE (NEW ROAD) PHASE 2-4							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$0	\$0	\$1,840	\$0	\$0	\$0	\$0	\$0	\$1,840
ROW	CITY FUNDS	\$0	\$0	\$0	\$0	\$5,400	\$0	\$0	\$0	\$5,400
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$47,856	\$0	\$47,856
TOTAL	TOTAL	\$0	\$0	\$1,840	\$0	\$5,400	\$0	\$47,856	\$0	\$55,096

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201101	UPLAND	San Bernardino	NON-EXEMPT	SCAB	\$2,200	200630	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From Monte Vista to Benson			YES	25-00	
DESCRIPTION							
ARROW ROUTE WIDENING FROM 2 TO 4 LANES. BRIDGE AND STREET WIDENING FOR ARROW ROUTE, FROM MONTE VISTA AVENUE TO CENTRAL AVENUE							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
ROW	CITY FUNDS	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	CITY FUNDS	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	DEVELOPER FEES	\$710	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$710
CON	SBD CO MEASURE I	\$1,090	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,090
TOTAL	TOTAL	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
201103	UPLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$5,300	4OM0701	Local
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCN95 - LEFT TURN LANE(S)					NO	25-00	
<u>DESCRIPTION</u>							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
CON	CITY FUNDS	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
TOTAL	TOTAL	\$5,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD88086	UPLAND	San Bernardino	EXEMPT - 93.126	SCAB	\$4,250	SBD88086	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR79 - SLOPE AND DRAINAGE IMPROVEMENTS					NO	25-00	

DESCRIPTION
EUCLID AVENUE FROM D ST TO FOOTHILL BOULEVARD - STORM DRAIN EXTENSION

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250
CON	DEVELOPER FEES	\$0	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
TOTAL	TOTAL	\$0	\$250	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,250

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131103	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$2,919	REG0704	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN50 - RECREATIONAL TRAIL PROJECTS					NO	25-00	

DESCRIPTION
GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES FUNDED BY RECREATIONAL TRAILS PROGRAM: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - BICYCLE AND PEDESTRIAN FACILITIES (BOTH MOTORIZED AND NON-MOTORIZED)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$92	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92
PE	RECREATIONAL TRAILS	\$128	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128
CON	AGENCY	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350
CON	RECREATIONAL TRAILS	\$2,349	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,349
TOTAL	TOTAL	\$2,919	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,919

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20151502	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$11,508	7120004	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW					NO	25-00	

DESCRIPTION
Grouped Projects for Safety Imprvmnts - (State - SRTS): Projects consistent w/ 40 CFR Part 93.126 Exempt Tables 2&3 categories - Railroad/highway crossing, safer non-Fed-aid system roads, shoulder imprvmnts, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pvmnt marking. Toll Credits to match ATP

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ACTIVE TRANSPORTATION	\$865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$865
ROW	ACTIVE TRANSPORTATION	\$86	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$86
CON	ACTIVE TRANSPORTATION	\$8,583	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,583
CON	CITY FUNDS	\$1,974	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,974
TOTAL	TOTAL	\$11,508	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,508

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20151504	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$4,980	7120004	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR25 - BICYCLE & PEDESTRAIN FACILITIES-UPGRADE					NO	25-00	

DESCRIPTION
Grouped Prjcts for Sfty Imprvmnts (MPO - SRTS): Projects consistent with 40 CFR Part 93.126 Exempt Tables 2/3 categories - railroad/highway crossing, safer non-Fed-aid system rds, shlder imprvmnts, traffic control devices and op. assistance other than signalization projects, Intersection signalization projects at individual intersections, pavement marking demo. Tolls credit to match ATP.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	ACTIVE TRANSPORTATION	\$4,716	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,716
CON	CITY FUNDS	\$264	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$264
TOTAL	TOTAL	\$4,980	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,980

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Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)



2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170802	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	MDAB	\$8,757	SBDLS08	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)					NO	25-00	

DESCRIPTION

IN BARSTOW: N. 1ST AVENUE OVER BNSF RAILWAY UP RR AMTRAK 0.2 MI N. MAIN STREET (BRIDGE NO 54C0088) REPLACE EXISTING 2 LANE BRIDGE WITH 2 LANE BRIDGE. EXISTING BRIDGE TO BE REMOVED. Toll Credits to match EARREPU funds. HBP project no. 3834

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$1,008	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,008
ROW	2016 EARMARK REPURPOSING	\$2,591	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,591
ROW	SECTION 190 GRADE SEPARATION	\$2,106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,106
CON	CITY FUNDS	\$158	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158
CON	SECTION 190 GRADE SEPARATION	\$2,894	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,894
TOTAL	TOTAL	\$8,757	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,757

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20171402	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$23,006	4TL104	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW					NO	25-00	

DESCRIPTION

Grouped Projects for Bicycle and pedestrian facilities - Non - Motorized (ATP Cycle 3 State/MPO): Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (Non-motorized)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ACTIVE TRANSPORTATION	\$636	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$636
PE	ACTIVE TRANSPORTATION	\$67	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67
PE	CITY FUNDS	\$116	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$116
ROW	ACTIVE TRANSPORTATION	\$233	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$233
ROW	ACTIVE TRANSPORTATION	\$978	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$978
ROW	CITY FUNDS	\$213	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$213
CON	ACTIVE TRANSPORTATION	\$7,377	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,377
CON	ACTIVE TRANSPORTATION	\$9,123	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,123
CON	CITY FUNDS	\$4,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,263
TOTAL	TOTAL	\$23,006	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,006

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190701	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$15,027	4TL104	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW					NO	25-00	

DESCRIPTION

Grouped Projects for Bicycle and pedestrian facilities funded with ATP Cycle 4 (Statewide- Toll Credit to match ATP): Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	ACTIVE TRANSPORTATION	\$13,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,140
CON	CITY FUNDS	\$1,887	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,887
TOTAL	TOTAL	\$15,027	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,027

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31905	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$229,198	SBD31905	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)		From n/a to n/a			NO	25-00	

DESCRIPTION

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Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

MT. VERNON AVENUE BRIDGE (OVERHEAD) AT BNSF REPLACE GRADE SEPARATION, REPLACE 4 LANE BRIDGE WITH 4 LANE BRIDGE FROM RIALTO AVE TO 5TH STREETS (0.2 MILES SOUTH OF RTE. 66)(BRIDGE NO 54C0066)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$12,191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,191
PE	CITY FUNDS	\$1,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,580
ROW	BRIDGE - LOCAL	\$58,693	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,693
ROW	CITY FUNDS	\$7,604	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,604
ROW	PRIVATE FUNDS	\$8,473	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,473
CON	BRIDGE - LOCAL	\$78,412	\$3,088	\$0	\$0	\$0	\$0	\$0	\$0	\$81,500
CON	CITY FUNDS	\$11,183	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,183
CON	HIGHWAY INFRASTRUCTURE	\$23,495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,495
CON	LOCAL ADVANCE CONSTRUCTION	\$3,088	\$-3,088	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	LOCAL BRIDGE SEISMIC RETROFIT	\$3,452	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,452
CON	PRIVATE FUNDS	\$21,027	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,027
TOTAL	TOTAL	\$229,198	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$229,198

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990209	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$23,225	4TL104	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
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LUM04 - TRANS. ENHANCMENT ACTIVITIES- ELIGIBLE ITEMS ONLY

NO 25-00

DESCRIPTION

Grouped Projects for Bicycle and pedestrian facilities funded with ATP Cycle 5 Statewide/MPO: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (Non-motorized) (Statewide- Toll Credit to match ATP)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ACTIVE TRANSPORTATION	\$785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$785
PE	ACTIVE TRANSPORTATION	\$284	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$284
PE	CITY FUNDS	\$145	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$145
ROW	ACTIVE TRANSPORTATION	\$303	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$303
ROW	ACTIVE TRANSPORTATION	\$106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106
ROW	CITY FUNDS	\$95	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95
CON	ACTIVE TRANSPORTATION	\$3,879	\$1,306	\$0	\$0	\$0	\$0	\$0	\$0	\$5,185
CON	ACTIVE TRANSPORTATION	\$1,752	\$8,015	\$0	\$0	\$0	\$0	\$0	\$0	\$9,767
CON	CITY FUNDS	\$5,732	\$823	\$0	\$0	\$0	\$0	\$0	\$0	\$6,555
TOTAL	TOTAL	\$13,081	\$10,144	\$0	\$0	\$0	\$0	\$0	\$0	\$23,225

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990210	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$1,000	REG0701	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
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LUM03 - SAFETY

25-00

DESCRIPTION

Grouped Projects for Railroad/Highway Crossings Safety Improvements. Projects are consistent with 40 CFR Part 93.126 and Exempt under Tables 2 Categories - Railroad/Highway crossings.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	STP RAILROAD LOCAL	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
TOTAL	TOTAL	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS08	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$270,030	SBDLS08	Local

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
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NCR36 - BRIDGE RESTORATION & REPLC (NO LN ADD)

NO 25-00

DESCRIPTION

GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HBP PROGRAM -PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127, 128 EXEMPT TABLES 2 & 3. Consistent with HBP listing as of March 22, 2023.

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2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	AGENCY	\$12,829	\$2,680	\$576	\$946	\$0	\$17,813	\$0	\$0	\$34,844
CON	BRIDGE - LOCAL	\$79,059	\$36,350	\$6,540	\$7,304	\$0	\$105,076	\$0	\$0	\$234,329
CON	LOCAL ADVANCE CONSTRUCTION	\$15,268	\$-15,268	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	LOCAL BRIDGE SEISMIC RETROFIT	\$305	\$52	\$418	\$0	\$0	\$82	\$0	\$0	\$857
TOTAL	TOTAL	\$107,461	\$23,814	\$7,534	\$8,250	\$0	\$122,971	\$0	\$0	\$270,030

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200866	VICTORVILLE	San Bernardino	EXEMPT - 93.126	MDAB	\$13,672	REG0701	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
NCR78 - SEISMIC RETROFIT				NO		25-00	

DESCRIPTION

BRIDGE NO. 54C0547, BEAR VALLEY ROAD, OVER BNSF RY, AMTRAK, & UP RR, 3.8 MI E OF ROUTE I-15. Widen 6 lane bridge to 7 lanes (median turn lane) and seismically retrofitting existing bridge.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	BRIDGE - LOCAL	\$620	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$620
PE	CITY FUNDS	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$80
ROW	BRIDGE - LOCAL	\$301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$301
ROW	CITY FUNDS	\$39	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39
CON	BRIDGE - LOCAL	\$7,309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,309
CON	CITY FUNDS	\$3,091	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,091
CON	HIGHWAY INFRASTRUCTURE	\$2,232	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,232
TOTAL	TOTAL	\$13,672	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,672

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201179	VICTORVILLE	San Bernardino	NON-EXEMPT	SCAB	\$20,500	4A07239	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From 320 FT. NORTH OF I-15 to 670 FT. NORTH OF NATIONAL TRIALS HIGHWAYS AND AIR EXPRESSWAY INTERSECTION		YES		25-00	

DESCRIPTION

NATIONAL TRIALS HIGHWAY BETWEEN INTERSTATE 15 & AIR EXPRESSWAY WIDEN FROM 2-4 LANES (1.6 MILES)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
ROW	CITY FUNDS	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
CON	CITY FUNDS	\$0	\$17,250	\$0	\$0	\$0	\$0	\$0	\$0	\$17,250
TOTAL	TOTAL	\$3,250	\$17,250	\$0	\$0	\$0	\$0	\$0	\$0	\$20,500

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD97147	VICTORVILLE	San Bernardino	NON-EXEMPT	MDAB	\$51,048	SBD97147	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
CAX66 - NEW CONNECTNS/CROSS TRAFFIC IMP: RS		From HESPERIA RD to RIDGECREST ROAD		YES		25-00	

DESCRIPTION

GREEN TREE BLVD AT AT&SF RAILROAD CONSTRUCT 4-LANE BR & CONNECT TO HESPERIA & RIDGECREST RD (Toll Credits used to match EARREPU, SEC112, HIP & STP)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SECTION 112	\$230	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$230
PE	SECTION 117	\$2,958	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,958
ROW	2016 EARMARK REPURPOSING	\$4,219	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,219
ROW	SBD CO MEASURE I	\$1,241	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,241
ROW	SECTION 112	\$760	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$760
CON	AGENCY	\$4,219	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,219
CON	CITY FUNDS	\$19,889	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,889
CON	HIGHWAY INFRASTRUCTURE	\$8,628	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,628
CON	STP LOCAL	\$8,904	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,904
TOTAL	TOTAL	\$51,048	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,048

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Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20151505	YUCAIPA	San Bernardino	NON-EXEMPT	SCAB	\$6,985	4A07248	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From 5th Street to 4th Street			YES	25-00	
DESCRIPTION							

Avenue E Improvements: Widen Avenue E, 2-4 lanes, from 5th St to 4th St. Install Roundabouts along Ave E at 5th, 4th, 3rd, 2nd, and Byrant St.. Install Roundabout at Yucaipa Blvd & Bryant St. (Phased Project) Construct sidewalk & bike lanes along Ave E between 2nd St. & Bryant Street.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PE	DEVELOPER FEES	\$167	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167
ROW	CITY FUNDS	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
ROW	DEVELOPER FEES	\$330	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$330
ROW	SBD CO MEASURE I	\$556	\$0	\$150	\$150	\$0	\$0	\$0	\$0	\$856
CON	CITY FUNDS	\$668	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$668
CON	DEVELOPER FEES	\$1,121	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,121
CON	SBD CO MEASURE I	\$3,243	\$0	\$100	\$100	\$0	\$0	\$0	\$0	\$3,443
TOTAL	TOTAL	\$6,485	\$0	\$250	\$250	\$0	\$0	\$0	\$0	\$6,985

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170502	YUCCA VALLEY	San Bernardino	EXEMPT - 93.126	MDAB	\$779	0A6410	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN27 - PEDESTRIAN FACILITIES-NEW					NO	25-00	
DESCRIPTION							

Yucca Valley: Little League Drive Pedestrian Improvements (ATP Cycle 3 - Statewide Component)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	ACTIVE TRANSPORTATION	\$68	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68
CON	ACTIVE TRANSPORTATION	\$554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$554
CON	AGENCY	\$157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$157
TOTAL	TOTAL	\$779	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$779

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20110602	APPLE VALLEY	San Bernardino	EXEMPT - 93.127	MDAB	\$10,510	4AL04	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION		Post Miles: Begin 94.20 End 94.60			NO	25-00	
<u>DESCRIPTION</u>							

SR18 AT APPLE VALLEY ROAD INTERSECTION REALIGNMENT WITH TURN AND APPROACH LANES

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$550
ROW	CITY FUNDS	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
CON	CITY FUNDS	\$973	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$973
CON	SB1 LOCAL PARTNERSHIP	\$4,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,450
CON	SBD CO MEASURE I	\$4,437	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,437
TOTAL	TOTAL	\$10,510	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,510

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20179701	CALTRANS	San Bernardino	NON-EXEMPT	SCAB	\$42,528	4M07008	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): GM		From I-15 SB CONNECTOR to HAVEN WB OFF-RAMP Post Miles: Begin 7.30 End 10.00			YES	25-00	
DESCRIPTION							

In Ontario, on SR-60: From Haven Ave to Milliken Avenue; Construct auxiliary lane and widen connector ramps.

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SHOPP - ADVANCE CONSTRUCTION	\$6,870	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,870
ROW	SHOPP - ADVANCE CONSTRUCTION	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
CON	SHOPP - ADVANCE CONSTRUCTION	\$35,618	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,618
TOTAL	TOTAL	\$42,528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,528

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190009	CALTRANS	San Bernardino	NON-EXEMPT	MDAB	\$16,734	2016A319	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY60 - BRIDGE RESTORATION & REPLACEMENT- LN ADDITIONS: GM		From Bridge Structure to Bridge Structure Post Miles: Begin 14.20 End 15.20			YES	25-00	
DESCRIPTION							

From Lone Pine Intersection to Junction I-15: Widen two BNSF Bridge Structures from 2-4 lanes. Construct retaining walls.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
ROW	AGENCY	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	AGENCY	\$16,534	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,534
TOTAL	TOTAL	\$16,734	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,734

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
34011	CALTRANS	San Bernardino	NON-EXEMPT	MDAB	\$87,181	34011	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From I-15 to PHELAN RD. Post Miles: Begin 2.90 End 15.20			YES	25-00	
DESCRIPTION							

NEAR WRIGHTWOOD FROM PHELAN RD TO I-15 WIDEN FROM 2 TO 4 LANES WITH MEDIAN(EA3401U)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	NATIONAL HWY SYSTEM - IIP	\$11,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,459
ROW	STATE CASH - IIP	\$10,633	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,633
CON	STIP ADVANCE CON-IIP	\$49,639	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,639
CON	STIP ADVANCE CON-RIP	\$15,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,450
TOTAL	TOTAL	\$87,181	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$87,181

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
34040	CALTRANS	San Bernardino	EXEMPT/ MODELED	MDAB	\$4,000	34040	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
PLN40 - PLANNING		From 1.8 MILES SOUTH OF DESERT FLOWER ROAD (PM19.3) to 0.5 MILES SOUTH OF FARMINGTON ROAD (PM 48.0) Post Miles: Begin 19.30 End 48.00			YES	25-00	
DESCRIPTION							

CONSTRUCT A 4-LANE EXPRESSWAY FROM 1.8 MILES SOUTH OF DESERT FLOWER ROAD (PM19.3) TO 0.5 MILES SOUTH OF FARMINGTON ROAD (PM 48.0)(PPNO 0260B)(PA&ED ONLY)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	STIP ADVANCE CON-RIP	\$2,637	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,637
PE	SURFACE TRANS PROG - RIP	\$1,363	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,363
TOTAL	TOTAL	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
34770	CALTRANS	San Bernardino	NON-EXEMPT	MDAB	\$244,936	34770	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX67 - NEW HIGHWAY (NO HOV LANE): RS		From 0.4 MILES WEST KERN COUNTY LINE to US395 Post Miles: Begin 143.50 End 12.90			YES	25-00	
DESCRIPTION							

0.4 MILES WEST OF KERN CO LINE TO 7.5 MI EAST OF JCT RTE 395 - CONSTRUCT 4 LANE EXPRESS WAY ON NEW ALIGNMENT, NEW INTERCHANGE AT US 395 AND SR 58 (PPNO: 0215C)

Packet Pg. 242

**2025 Federal Transportation Improvement Program**  
**ALL 25TIP TIP ACTIONS**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
**(in \$000's)**

**20.b**

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	STIP ADVANCE CON-IIP	\$21,514	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,514
ROW	STIP ADVANCE CON-IIP	\$30,792	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,792
CON	STIP ADVANCE CON-IIP	\$192,630	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192,630
TOTAL	TOTAL	\$244,936	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$244,936

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD212803	CALTRANS	San Bernardino	EXEMPT - 93.126	MDAB	\$2,140	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SHP04 - SAFETY		Post Miles: Begin 180.20 End 186.20				25-00	

**DESCRIPTION**

INSTALL DYNAMIC CANTILEVER EMS SIGNS

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
ROW	AGENCY	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
CON	AGENCY	\$2,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,120
TOTAL	TOTAL	\$2,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,140

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD230801	CALTRANS	San Bernardino	EXEMPT - 93.126	MDAB	\$99,445	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR87 - OVERCROSS/UNDERCROSS IMP (NO LN ADD)		From R114 to R171.5				25-00	

**DESCRIPTION**

On I-15, near Baker, from 2.4 miles north of Afton Rd to 5.0 miles south of Nipton Rd. Construct three wildlife crossings.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SHOPP AUGMENTATION	\$11,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,250
ROW	SHOPP AUGMENTATION	\$832	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$832
CON	SHOPP AUGMENTATION	\$87,363	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$87,363
TOTAL	TOTAL	\$99,445	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,445

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD231501	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$35,000	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SHP03 - ROADWAY REHABILITATION		From SR83 PM 3.92 to SR83 PM 11.06 Post Miles: Begin 3.92 End 11.06			NO	25-00	

**DESCRIPTION**

SR 83 RELINQUISHMENT TO THE CITY OF ONTARIO WITHIN THE CITY LIMITS. FCO TO CITY OF ONTARIO TO RELINQUISH ROADWAY.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SHOPP - ADVANCE CONSTRUCTION	\$8,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,895
ROW	SHOPP - ADVANCE CONSTRUCTION	\$1,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772
CON	SHOPP - ADVANCE CONSTRUCTION	\$23,449	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,449
TOTAL	TOTAL	\$34,116	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,116

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD239801	CALTRANS	San Bernardino	NON-EXEMPT/ NOT MODELED	SCAB	\$30,400	REG0703	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN77 - Road Diet New - Safety		From Flores Street to H Street Post Miles: Begin 21.60 End 23.10				25-00	

**DESCRIPTION**

ON ROUTE 66/5TH STREET, IMPLEMENT ROADWAY REALLOCATION FOR COMPLETE STREETS, ROUNDABOUTS, SIDEWALK IMPROVEMENTS, BULB OUTS, ENHANCED CROSSWALKS, BIKE LANES, TRANSIT STOP IMPROVEMENTS, STREET TREES, LANDSCAPING, PEDESTRIAN SCALE LIGHTING. PAED ONLY

**Packet Pg. 243**

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$100	\$4,300	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400
TOTAL	TOTAL	\$100	\$4,300	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990217	CALTRANS	San Bernardino	EXEMPT - 93.126	MDAB	\$12,000	REG0703	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
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LUM02 - REHABILITATION AND RECONSTRUCTION  
From Yates Well Rd to California state line Post Miles: Begin 180.20 End 186.20  
25-00

DESCRIPTION

PREVENTATIVE PAVEMENT MAINTENANCE AT YATES WELLS RD ENTRANCE AND EXIT RAMPs AND MAINLINE ON SOUTHBOUND I-15 BETWEEN THE CALIFORNIA DEPARTMENT OF FOOD AND AGRICULTURE MOUNTAIN PASS STATION AND THE CA/NV STATE LINE; THIS PROJECT WILL ALSO CONVERT APPROXIMATELY 5,000 FT (LESS THAN A MILE) OF THE SHOULDER TO AN ACCELERATION LANE FOR THE I-15/PRIMM BLVD SOUTHBOUND ON-RAMP FROM THE CA/NV STATELINE AND MERGE INTO EXISTING 2-LANE MAINLINE.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	INTERSTATE MAINTENANCE - IIP	\$3,430	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,430
ROW	INTERSTATE MAINTENANCE - IIP	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10
CON	INTERSTATE MAINTENANCE - IIP	\$8,560	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,560
TOTAL	TOTAL	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990218	CALTRANS	San Bernardino	NON-EXEMPT	MDAB	\$2,140	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
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CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS  
From SR 180.2 to SR 186.2 Post Miles: Begin 180.20 End 186.20  
YES 25-00

DESCRIPTION

INSTALL FOUR DYNAMIC CANTILEVER EMS SIGNS WHICH WILL ALLOW FOR PART-TIME TRAVEL ON SHOULDER ON 1-15 SB

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
ROW	AGENCY	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
CON	AGENCY	\$2,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,120
TOTAL	TOTAL	\$2,140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,140

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS01	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$92,397	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
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SHP04 - SAFETY  
NO 25-00

DESCRIPTION

GROUPED PROJECTS FOR SAFETY IMPROVMENTS - SHOPP COLLISION REDUCTION PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 & 3 CATEGORIES -RAILROAD/HIWAY XING, SAFER NON-FED AID SYSTEM ROADS, SHOULDER IMPROVMTS, TRAFFIC CONTRL DEVICES & OPER ASSIST OTHER THAN SIGNALIZATION PROJECTS @ INDIVIDUAL INTERSECTIONS, PAVEMT MARKING DEMOS, TRUCK CLIMBING LNS O/S THE URBANIZED AREA

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$42,604	\$37,293	\$12,500	\$0	\$0	\$0	\$0	\$0	\$92,397
TOTAL	TOTAL	\$42,604	\$37,293	\$12,500	\$0	\$0	\$0	\$0	\$0	\$92,397

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS011	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$28,741	REG0701	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
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SHP03 - ROADWAY REHABILITATION  
NO 25-00

DESCRIPTION

GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MANDATES PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES-RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL AID SYSTEM ROADS. SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS. INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$28,741	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,741
TOTAL	TOTAL	\$28,741	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Packet Pg. 244

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)



2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS02	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$429,102	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SHP03 - ROADWAY REHABILITATION					NO	25-00	

DESCRIPTION

GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM-PROJECTS ARE CONSISTENT W/40 CFR PART 93.126 EXEMPT TABLES 2-PAVEMENT RESURFACING AND/OR REHAB. EMERGENCY RELIEF (23 U.S.C.125) WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDL TRAVEL LANES)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$230,296	\$23,190	\$175,616	\$0	\$0	\$0	\$0	\$0	\$429,102
TOTAL	TOTAL	\$230,296	\$23,190	\$175,616	\$0	\$0	\$0	\$0	\$0	\$429,102

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS03	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$55,332	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SHP02 - ROADSIDE REHABILITATION					NO	25-00	

DESCRIPTION

GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 CATEGORY -PAVEMENT RESURFACING AND OR REJABILITATION. EMMERGENCY RELIEF (23U.S.C. 125) WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDLT TRAVEL LANES

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$55,332	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,332
TOTAL	TOTAL	\$55,332	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,332

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS04	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$60,546	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SHP01 - OPERATIONS					NO	25-00	

DESCRIPTION

GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MOBILITY PROGRAM-PROJECTS ARE CONSISTENT W/40 CFR PART 93.126 EXEMPT TABLES 2 & 3-RAILROAD/HIWAY XING, SAFER NON-FED AID SYSTEM ROADS, SHOULDER IMPRVMTS, TRAFFIC CONTROL DEV., &OPERATING ASSIST OTHER THAN SIGNALIZATION PROJECTS, INTERSECT SIGNALIZATION PROJES AT INDIVIDUAL INTERSECTS, PAVEMENT MARKING DEMOS, TRUCK CLIMBING LNS OUTSIDE URBAN AREA, LIGHT

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$55,868	\$0	\$4,678	\$0	\$0	\$0	\$0	\$0	\$60,546
TOTAL	TOTAL	\$55,868	\$0	\$4,678	\$0	\$0	\$0	\$0	\$0	\$60,546

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS05	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$46,297	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SHP03 - ROADWAY REHABILITATION					NO	25-00	

DESCRIPTION

GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURF AND/OR OTHER REHAB - (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 & 3) R/R/HIWAY XING, SAFER NON FED-AD SYSTEM ROADS, SHOULDER IMPROVMENTS, TRAFFIC CONTROL DEVICES&OPERATING ASSIST OTHER THAN SIGNALIZATION PROJECTS OR PROJECTS AT INDIVIDUAL SIGNALS, PAVEMT. MARK DEMOS, TRUCK CLIMBING LNS OUTSIDE UR

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$36,438	\$0	\$9,859	\$0	\$0	\$0	\$0	\$0	\$46,297
TOTAL	TOTAL	\$36,438	\$0	\$9,859	\$0	\$0	\$0	\$0	\$0	\$46,297

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS07	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$120,811	REG0702	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SHP01 - OPERATIONS					NO	25-00	

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DESCRIPTION

GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.123 EXEMPT TABLES 2 CATEGORY WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$46,904	\$4,599	\$60,447	\$0	\$8,861	\$0	\$0	\$0	\$120,811
TOTAL	TOTAL	\$46,904	\$4,599	\$60,447	\$0	\$8,861	\$0	\$0	\$0	\$120,811

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS09	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$50,922	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SHP04 - SAFETY					NO	25-00	

DESCRIPTION

GROUPED PROJECTS FOR EMERGENCY RESPONSE PROJECTS AT VARIOUS LOCATIONS IN SAN BERNARDINO COUNTY (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126,127,128 EXEMPT)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$50,922	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,922
TOTAL	TOTAL	\$50,922	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,922

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBDLS14	CALTRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$15,573	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR31 - ROAD REPLC & REHAB (NO LN ADD)					NO	25-00	

DESCRIPTION

GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLES 2 AND 3 CATEGORIES -PAVEMENT RESURFACING OR REHABILITATION

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	SHOPP - ADVANCE CONSTRUCTION	\$15,573	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,573
TOTAL	TOTAL	\$15,573	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,573

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990215	HIGHLAND	San Bernardino	NON-EXEMPT	SCAB	\$93,000	4M0801	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY70 - NEW INTERCHANGE: GM		From SR 210 to Victoria Ave Post Miles: Begin 26.88 End 28.28			YES	25-00	

DESCRIPTION

SR 210 Interchange at Victoria Avenue: Construct a new-service interchange within the City limits of Highland and San Bernardino, on State Route 210 (SR-210), at Victoria Avenue.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$250	\$0	\$6,100	\$0	\$0	\$0	\$0	\$0	\$6,350
PE	CITY FUNDS	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750
PE	PRIVATE FUNDS	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
ROW	AGENCY	\$0	\$0	\$0	\$0	\$14,400	\$0	\$0	\$0	\$14,400
CON	AGENCY	\$0	\$0	\$0	\$0	\$0	\$0	\$68,500	\$0	\$68,500
TOTAL	TOTAL	\$4,000	\$0	\$6,100	\$0	\$14,400	\$0	\$68,500	\$0	\$93,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
2002160	ONTARIO	San Bernardino	NON-EXEMPT	SCAB	\$199,423	2002160	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S		From GROVE INTERCHANGE to GROVE AVE. Post Miles: Begin 3.80 End 5.60			YES	25-00	

DESCRIPTION

I-10 AT GROVE AVE AND 4TH ST: CONSTRUCT NEW INTERCHANGE AT I-10 AND GROVE AVE; CLOSE EXISTING I-10/FOURTH ST INTERCHANGE; AND LOCAL STREET IMPROVEMENTS ALONG GROVE AVE (CHILD PROJECT IS 20171102).

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ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
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(in \$000's)

20.b

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEMO-SAFETEA-LU	\$498	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$498
PE	DEVELOPER FEES	\$481	\$0	\$1,455	\$0	\$0	\$0	\$0	\$0	\$1,936
PE	INTERSTATE MAINT. DISCRETIONARY - H.R.	\$475	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$475
PE	INTERSTATE MAINTENANCE	\$950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$950
PE	SBD CO MEASURE I	\$0	\$0	\$7,056	\$0	\$0	\$0	\$0	\$0	\$7,056
ROW	DEVELOPER FEES	\$0	\$0	\$12,301	\$0	\$0	\$0	\$0	\$0	\$12,301
ROW	SBD CO MEASURE I	\$0	\$0	\$59,637	\$0	\$0	\$0	\$0	\$0	\$59,637
CON	DEVELOPER FEES	\$0	\$0	\$0	\$0	\$0	\$20,167	\$0	\$0	\$20,167
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$0	\$0	\$96,403	\$0	\$0	\$96,403
TOTAL	TOTAL	\$2,404	\$0	\$80,449	\$0	\$0	\$116,570	\$0	\$0	\$199,423

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200602	ONTARIO	San Bernardino	NON-EXEMPT	SCAB	\$7,621	200602	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S		From VINEYARD AVE. IC to VINEYARD AVE. IC Post Miles: Begin 6.86 End 1.00			YES	25-00	
DESCRIPTION							
SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES (PA&ED Only)							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$0	\$4,596	\$0	\$0	\$0	\$0	\$0	\$0	\$4,596
PE	SBD CO MEASURE I	\$0	\$3,025	\$0	\$0	\$0	\$0	\$0	\$0	\$3,025
TOTAL	TOTAL	\$0	\$7,621	\$0	\$0	\$0	\$0	\$0	\$0	\$7,621

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200604	ONTARIO	San Bernardino	NON-EXEMPT	SCAB	\$7,621	200604	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S		From GROVE AVE. to GROVE AVE. Post Miles: Begin 5.10 End 1.00			YES	25-00	
DESCRIPTION							
SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES (PA&ED Only)							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$0	\$3,681	\$0	\$0	\$0	\$0	\$0	\$0	\$3,681
PE	SBD CO MEASURE I	\$0	\$3,940	\$0	\$0	\$0	\$0	\$0	\$0	\$3,940
TOTAL	TOTAL	\$0	\$7,621	\$0	\$0	\$0	\$0	\$0	\$0	\$7,621

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
201114	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-EXEMPT	SCAB	\$36,034	4M04050	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CAX75 - OVERCROSS OR UNDERCROSS IMP(LN ADD'S) : RS		From EASTBOUND RAMPS to WESTBOUND RAMPS Post Miles: Begin 2.08 End 2.80			YES	25-00	
<u>DESCRIPTION</u>							
WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMODATE WIDENING OF RAMPS AND THE DESIGNATED FREEWAY LANES.							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$2,078	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,078
PE	SBD CO MEASURE I	\$1,293	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,293
ROW	DEVELOPER FEES	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450
ROW	SBD CO MEASURE I	\$253	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253
CON	DEVELOPER FEES	\$13,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,895
CON	SBD CO MEASURE I	\$9,427	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,427
CON	TRADE CORRIDOR PROGRAM	\$8,638	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,638
TOTAL	TOTAL	\$36,034	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,034

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20111625	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-EXEMPT	SCAB	\$177,978	4M01005	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From HIGHLAND AVE to LUGONIA Post Miles: Begin 25.00 End 33.20			YES	25-00	

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DESCRIPTION

SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE. TO SAN BERNARDINO AVE (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. E/B ON RAMP AND DECELERATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE, AND INCLUDES ROAD REHAB. (Under 1/4 miles length)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$12,738	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,738
PE	SHOPP - ADVANCE CONSTRUCTION	\$3,375	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,375
ROW	SBD CO MEASURE I	\$5,814	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,814
CON	SBD CO MEASURE I	\$92,305	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,305
CON	SHOPP - ADVANCE CONSTRUCTION	\$38,746	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,746
CON	STIP Advance Cons	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
TOTAL	TOTAL	\$177,978	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,978

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201132	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-EXEMPT	SCAB	\$27,700	4M07017	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAR88 - RAMPS - MODIFY/LANE ADDITIONS		From ARCHIBALD AVE to ARCHIBALD AVE Post Miles: Begin 7.65 End 8.14			YES	25-00	

DESCRIPTION

SR-60 AT ARCHIBALD AVENUE; WIDEN WB AND EB ENTRY RAMPS (ADD 1 LANE), WIDEN WB AND EB EXIT RAMPS (ADD LEFT TURN LANE), ADD ADDITIONAL LEFT TURN LANE FROM ARCHIBALD AVE TO SR-60 ENTRY RAMPS. (non-capacity enhancing along Archibald).

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,593	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,593
PE	SBD CO MEASURE I	\$759	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$759
ROW	DEVELOPER FEES	\$3,807	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,807
ROW	SBD CO MEASURE I	\$1,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,927
CON	CITY FUNDS	\$2,436	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,436
CON	DEVELOPER FEES	\$11,504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,504
CON	SBD CO MEASURE I	\$4,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,364
CON	TRADE CORRIDOR PROGRAM	\$1,310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,310
TOTAL	TOTAL	\$27,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,700

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
201186	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM Committed	SCAB	\$35,014	REG0701	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From SR210 to BASELINE Post Miles: Begin 28.30 End 30.30			YES	25-00	

DESCRIPTION

AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS : WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300
PE	SBD CO MEASURE I	\$1,802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,802
ROW	DEVELOPER FEES	\$439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$439
ROW	SBD CO MEASURE I	\$609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$609
CON	CITY FUNDS	\$351	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$351
CON	DEVELOPER FEES	\$12,785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,785
CON	SBD CO MEASURE I	\$17,728	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,728
TOTAL	TOTAL	\$35,014	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,014

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131504	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.127	SCAB	\$6,615	4M07003	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCRH1 - INTERSECTION IMPROVEMENTS/CHANNELIZATION		Post Miles: Begin 31.02 End 31.92			NO	25-00	

DESCRIPTION

I-10 @ University St Interchange: Intersection improvements with on/off ramp widening. (No Capacity enhancements)

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San Bernardino County Transportation Authority (SBCTA)  
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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$479
PE	SBD CO MEASURE I	\$827	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$827
CON	DEVELOPER FEES	\$894	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$894
CON	SBD CO MEASURE I	\$3,915	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,915
CON	SHOPP - ADVANCE CONSTRUCTION	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
TOTAL	TOTAL	\$6,615	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,615

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20159903	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM	SCAB	\$1,102,588	4122005	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
* CAXT9 - HOT LANE(S) IMPROVEMENTS/EXPANSION - RS		From I-15 to CALIFORNIA STREET Post Miles: Begin 10.00 End 28.30			YES	25-00	

DESCRIPTION

I-10 Corridor Contract 3B: the project will provide 1 additional express lane in each direction from just east of I-15 to California St in Redlands, complementing the express lane constructed as I-10 Corridor Contract 2 and Contract 3A.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
ROW	SBD CO MEASURE I	\$0	\$0	\$0	\$23,418	\$0	\$0	\$0	\$0	\$23,418
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$0	\$515,336	\$0	\$0	\$0	\$515,336
CON	Tolls	\$0	\$0	\$0	\$0	\$563,834	\$0	\$0	\$0	\$563,834
TOTAL	TOTAL	\$0	\$0	\$0	\$23,418	\$1,079,170	\$0	\$0	\$0	\$1,102,588

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20159907	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.127	SCAB	\$14,380	4M01025	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR87 - OVERCROSS/UNDERCROSS IMP (NO LN ADD)		From NORTH OF I-10 OVERCROSSING to SOUTH OF I-10 OVERCROSSING Post Miles: Begin 29.20 End 29.40			NO	25-00	

DESCRIPTION

I-10 @ Alabama St IC: Intersection improvements w/ ramp widening (No Capacity Enhancements)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,159	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,159
PE	SBD CO MEASURE I	\$943	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$943
ROW	DEVELOPER FEES	\$27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27
ROW	SBD CO MEASURE I	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22
CON	DEVELOPER FEES	\$5,592	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,592
CON	SBD CO MEASURE I	\$5,387	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,387
CON	SHOPP - ADVANCE CONSTRUCTION	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
TOTAL	TOTAL	\$14,380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,380

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20179901	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-EXEMPT	SCAB	\$36,093	4122003	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY74 - SLOW VEHICLE PASSING LANES/TRUCK CLIMBING LANES IN URBANIZED AREAS: GOODS MOVEMENT		From 16th St Bridge in Yucaipa to Just east of the County Line Road undercrossing Post Miles: Begin 36.40 End 0.20			YES	25-00	

DESCRIPTION

I-10 EB TRUCK CLIMBING LANE: CONTINUE THE EXISTING EASTBOUND TRUCK CLIMBING LANE ON I-10 FROM THE 16TH ST BRIDGE IN THE CITY OF YUCAIPA FOR ABOUT 3 MILES TO JUST EAST OF THE COUNTY LINE ROAD UNDERCROSSING. THE PROJECT INCLUDES A TRANSITION LANE TO ALLOW TRUCKS TO MERGE WITH GENERAL TRAFFIC AND MAY INCLUDE MINOR STRUCTURAL IMPROVEMENTS TO ACCOMMODATE FOR LANE WIDENING (PPNO 3009Q) Toll Credits to match TCEP.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$2,939	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,939
PE	STATE CASH - RIP PRIOR	\$2,890	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,890
CON	National Highway Freight Program	\$24,074	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,074
CON	SBD CO MEASURE I	\$6,190	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,190
TOTAL	TOTAL	\$36,093	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,093

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190008	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$19,013	200614	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN46 - PLANTING/LANDSCAPING		Post Miles: Begin 0.00 End 10.10			NO	25-00	

DESCRIPTION

I-215 Landscaping (Bi-County HOV Gap Closure): Non-capacity project to absorb only the landscape portion of project 200614. And I-215 Landscaping (Segment 5) in the city of San Bernardino. (Toll Credits: PNRS & STPL CON)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$2,575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,575
ROW	SBD CO MEASURE I	\$32	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32
CON	PROJECTS OF NATIONAL AND	\$623	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$623
CON	SBD CO MEASURE I	\$7,453	\$1,613	\$0	\$0	\$0	\$0	\$0	\$0	\$9,066
CON	STP LOCAL	\$6,717	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,717
TOTAL	TOTAL	\$17,400	\$1,613	\$0	\$0	\$0	\$0	\$0	\$0	\$19,013

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190010	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-REPORTABLE TCM COMMITTED	SCAB	\$71,590	4120198	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	

CAXT0 - OVERCROSS OR UNDERCROSS IMP(LN ADD'S)  
W/TCM: RS

From East Valley Blvd to I-10 EB on/off ramps Post Miles: Begin 22.70 End 24.25

YES 25-00

DESCRIPTION

Reconstruct Mt. Vernon Ave Bridge over I-10 to accommodate 2 new dedicated left turn and bike lanes and sidewalk, realign Mt. Vernon & E Valley Blvd Intersection, and modify portion of the WB on-ramp and EB off-ramp. Widen SB Mt Vernon Ave south of the bridge to 2 through lanes. Widen NB Mt Vernon Ave, south of the EB on-ramp, to accommodate 1 new dedicated left turn lane.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$267	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$267
PE	SBD CO MEASURE I	\$4,965	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,965
ROW	CITY FUNDS	\$276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$276
ROW	SBD CO MEASURE I	\$5,142	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,142
CON	CITY FUNDS	\$0	\$3,108	\$0	\$0	\$0	\$0	\$0	\$0	\$3,108
CON	SBD CO MEASURE I	\$0	\$57,832	\$0	\$0	\$0	\$0	\$0	\$0	\$57,832
TOTAL	TOTAL	\$10,650	\$60,940	\$0	\$0	\$0	\$0	\$0	\$0	\$71,590

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190903	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM	SCAB	\$226,700	4122006	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	

\* CAXT9 - HOT LANE(S) IMPROVEMENTS/EXPANSION - RS

From FOOTHILL BLVD to BASELINE Post Miles: Begin 5.80 End 12.20

YES 25-00

DESCRIPTION

I-15 Express Lanes (Contract 2): Construct 2 Exp. Lanes in each direction between Foothill Blvd and SR-210 and 1 Exp. Lane in each direction between SR-210 and Duncan Canyon Rd. Additional improvements to undercrossings and reconstruction of ramps and lane transitions where needed.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$14,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,700
ROW	SBD CO MEASURE I	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$210,000	\$0	\$0	\$0	\$0	\$210,000
TOTAL	TOTAL	\$14,700	\$0	\$0	\$212,000	\$0	\$0	\$0	\$0	\$226,700

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20191302	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	TCM	SCAB	\$1,030,000	4122005	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	

CAXT9 - HIGH OCCUPANCY TOLL (HOT) LANES & PA - NEW: RS

From Pepper Ave to Ford St Post Miles: Begin 21.00 End 37.00

YES 25-00

DESCRIPTION

I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 3A): IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM PEPPER AVE TO FORD ST IN REDLANDS FOR A TOTAL OF 10 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED. (PPNO 0314K) Parent project is FTIP ID 20159903.

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Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)



**2025 Federal Transportation Improvement Program**  
**ALL 25TIP TIP ACTIONS**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
**(in \$000's)**

**20.b**

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$83,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83,000
ROW	SBD CO MEASURE I	\$0	\$0	\$0	\$6,000	\$0	\$0	\$0	\$0	\$6,000
CON	SBD CO MEASURE I	\$0	\$0	\$0	\$0	\$385,000	\$0	\$0	\$0	\$385,000
CON	Tolls	\$0	\$0	\$0	\$0	\$556,000	\$0	\$0	\$0	\$556,000
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$83,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>	<b>\$941,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,030,000</b>

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD59204	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.127	SCAB	\$17,266	SBD59204	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCRH3 - INTERCHANGE-MODIFY/REPLACE/RECONFIGURATION		From UNIVERSITY to UNIVERSITY Post Miles: Begin 11.35 End 11.95			NO	25-00	

DESCRIPTION
I-215 AT UNIVERSITY PARKWAY INTERCHANGE - RECONSTRUCT INTERCHANGE (Divergent Diamond)(Toll Credits to match STP & HIP)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35
PE	HIGHWAY INFRASTRUCTURE	\$72	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72
PE	SBD CO MEASURE I	\$187	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$187
PE	SECTION 129 - SURFACE	\$735	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$735
PE	STP LOCAL	\$1,237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,237
ROW	DEVELOPER FEES	\$349	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$349
ROW	SBD CO MEASURE I	\$1,860	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,860
ROW	STP LOCAL	\$612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$612
CON	DEVELOPER FEES	\$1,438	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,438
CON	SBD CO MEASURE I	\$7,662	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,662
CON	STP LOCAL	\$3,079	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,079
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$17,266</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,266</b>

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD59303	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$7,435	SBD59303	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
PPM01 - STIP - PLANNING, PROGRAMMING & MONITORING					NO	25-00	

DESCRIPTION
___ SET ASIDES/RESERVATIONS FOR FUTURE SB45 -PLANNING, PROGRAMMING, & MONITORING (PPNO 9811)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	STIP ADVANCE	\$4,272	\$1,055	\$1,054	\$1,054	\$0	\$0	\$0	\$0	\$7,435
CON	CON-RIP									
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$4,272</b>	<b>\$1,055</b>	<b>\$1,054</b>	<b>\$1,054</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,435</b>

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990211	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	NON-EXEMPT	MDAB	\$48,024	200453	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From I-15 to SR-18 Post Miles: Begin 4.00 End 11.20			YES	25-00	

DESCRIPTION
US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM 0.16 MI N/O INTERSTATE ROUTE 15 JUNCTION TO SR18 - WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA 0F633) (TOLL CREDITS TO MATCH CRRSAA, STP AND STIP)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	Coronavirus Response-Relief Supp	\$7,815	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,815
PE	SBD CO MEASURE I	\$625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$625
ROW	Coronavirus Response-Relief Supp	\$2,146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,146
ROW	STP LOCAL	\$11,788	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,788
CON	LOCAL ADVANCE CONSTRUCTION	\$22,209	\$-6,209	\$-16,000	\$0	\$0	\$0	\$0	\$0	\$0
CON	SB1TRADE CORRIDOR ENHANCEMENT	\$3,441	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,441
CON	STP LOCAL	\$0	\$6,209	\$16,000	\$0	\$0	\$0	\$0	\$0	\$22,209
<b>TOTAL</b>	<b>TOTAL</b>	<b>\$48,024</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,024</b>

**Packet Pg. 251**

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)



2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990216	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$5,885	4M01049	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCRH3 - INTERCHANGE-MODIFY/REPLACE/RECONFIGURATION		From Waterman Ave to Waterman Ave Post Miles: Begin 24.20 End 24.50				25-00	

DESCRIPTION

State Route 210 at Waterman Avenue (State Route 18) - Proposed improvements include widening the eastbound entrance ramp from one to two lanes, installing ramp meters on the entrance ramp, converting one southbound and one northbound through lane on Waterman Avenue to provide dual left turn lanes to the eastbound entrance ramp and 30th Street, and signal modifications.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$518	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518
PE	SBD CO MEASURE I	\$532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$532
CON	CITY FUNDS	\$0	\$880	\$0	\$0	\$0	\$0	\$0	\$0	\$880
CON	SBD CO MEASURE I	\$0	\$3,955	\$0	\$0	\$0	\$0	\$0	\$0	\$3,955
TOTAL	TOTAL	\$1,050	\$4,835	\$0	\$0	\$0	\$0	\$0	\$0	\$5,885

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
1830	VARIOUS AGENCIES	San Bernardino	NON-EXEMPT	SCAB	\$112,676	1830	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S		From Bloomington Ave to Orange St Post Miles: Begin 17.80 End 19.30			YES	25-00	

DESCRIPTION

I-10 AT CEDAR AVE. BETWEEN SLOVER AND BLOOMINGTON - From Bloomington to Orange, reconstruct IC - Widen 4-6 lanes with left and right turn lanes; Add 1 lane to the EB off ramp which goes beyond the gore area; Add 2 lanes on the WB off ramp within the gore area; Pavement rehab from Orange to Slover (remains 4 lanes)(Toll Credit: Used to match STP & HIP).

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$1,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,334
PE	HIGHWAY INFRASTRUCTURE	\$3,552	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,552
PE	SBD CO MEASURE I	\$1,090	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,090
PE	STP LOCAL	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
ROW	SBD CO MEASURE I	\$6,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800
ROW	STP LOCAL	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	DEVELOPER FEES	\$28,368	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,368
CON	SBD CO MEASURE I	\$66,852	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,852
CON	STP LOCAL	\$480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$480
TOTAL	TOTAL	\$112,676	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112,676

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200451	VARIOUS AGENCIES	San Bernardino	NON-EXEMPT	MDAB	\$58,149	4M0802	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From SR18 to CHAMBERLAINE WAY Post Miles: Begin 11.20 End 16.60			YES	25-00	

DESCRIPTION

US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM SR18 TO CHAMBERLAINE WAY -INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS(EA OF631)(Toll Credits: FY17/18 \$2,217 for STP, TC to match EARREPU)(PPNO 0260J)

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	PRIVATE FUNDS	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14
PE	SBD CO MEASURE I	\$178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$178
PE	STP LOCAL	\$7,415	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,415
ROW	DEMO-SAFETEA-LU	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360
ROW	LOCAL ADVANCE	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
ROW	CONSTRUCTION									
ROW	PRIVATE FUNDS	\$182	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$182
ROW	SBD CO MEASURE I	\$511	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$511
ROW	STIP ADVANCE	\$5,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,550
ROW	CON-RIP									
ROW	STP LOCAL	\$5,950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,950
CON	2016 EARMARK	\$2,558	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,558
CON	REPURPOSING									
CON	PRIVATE FUNDS	\$485	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$485
CON	SB1TRADE CORRIDOR	\$24,292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,292
CON	ENHANCEMENT									
CON	SBD CO MEASURE I	\$388	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$388
CON	SHOPP AC-PRIOR	\$333	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$333
CON	STIP ADVANCE	\$9,333	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,333
CON	CON-RIP									
TOTAL	TOTAL	\$58,149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,149

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200803	VARIOUS AGENCIES	San Bernardino	NON-EXEMPT	SCAB	\$3,008	200803	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S	From VINEYARD AVE. IC to VINEYARD AVE. IC Post Miles: Begin 5.60 End 6.60	YES	25-00

DESCRIPTION

I-10 AT VINEYARD AVE INTERCHANGE, INTERCHANGE WIDENING FROM 4-6 LANES AND WIDEN ON AND OFF RAMPS TO TWO LANES AND OTHER IMPROVEMENTS, INTERSECTION IMPROVEMENTS, AND ENHANCE EXISTING LANDSCAPING.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$145	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$145
PE	SBD CO MEASURE I	\$96	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96
ROW	DEVELOPER FEES	\$166	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$166
ROW	SBD CO MEASURE I	\$111	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111
CON	DEVELOPER FEES	\$1,493	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,493
CON	SBD CO MEASURE I	\$997	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$997
TOTAL	TOTAL	\$3,008	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,008

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150305	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$16,862	713	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCN46 - PLANTING/LANDSCAPING	Post Miles: Begin 4.10 End 9.10	NO	25-00

DESCRIPTION

I-215 LANDSCAPING (SEGMENTS 1, 2 & 3) IN THE CITY OF SAN BERNARDINO (Toll Credits: PNRS CON)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$1,656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,656
CON	PROJECTS OF	\$8,973	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,973
CON	NATIONAL AND									
CON	SBD CO MEASURE I	\$6,233	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,233
TOTAL	TOTAL	\$16,862	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,862

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20159901	VARIOUS AGENCIES	San Bernardino	TCM Committed	SCAB	\$427,409	4122006	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAXT9 - HIGH OCCUPANCY TOLL (HOT) LANES & PA - NEW: RS	From CANTU GALLEANO RANCH ROAD to SR-60 Post Miles: Begin 48.90 End 7.40	YES	25-00

DESCRIPTION

I-15 Express Lanes (Contract 1): Construct 1 Exp. Lane in each direction between Cantu-Galleano Ranch Rd. and SR-60 and 2 Exp. Lanes in each direction between SR-60 and north of Foothill Blvd. Additional improvements to AUX LN widening, undercrossing, and reconstruction of ramps and lane transitions where needed.

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2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$34,761	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,761
ROW	SBD CO MEASURE I	\$4,390	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,390
CON	CMAQ	\$41,537	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,537
CON	HIGHWAY INFRASTRUCTURE	\$2,506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,506
CON	SB1 LOCAL PARTNERSHIP	\$11,554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,554
CON	SBD CO MEASURE I	\$101,922	\$0	\$0	\$759	\$0	\$0	\$0	\$0	\$102,681
CON	STIP ADVANCE CON-RIP	\$72,274	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,274
CON	STP LOCAL	\$38,967	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,967
CON	TRADE CORRIDOR PROGRAM	\$118,739	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$118,739
TOTAL	TOTAL	\$426,650	\$0	\$0	\$759	\$0	\$0	\$0	\$0	\$427,409

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20159902	VARIOUS AGENCIES	San Bernardino	TCM Committed	SCAB	\$692,656	4122004	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CANT9 - NEW HOT LANE(S) REGIONALLY SIGNIFICANT		From INDIAN HILL BLVD to LA/SB COUNTY LINE Post Miles: Begin 44.90 End 10.00			YES	25-00	

DESCRIPTION

I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. (Toll Credits to match STP, CMAQ) (Toll System Provider (TSP) split as 20159902a)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$15,957	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,957
PE	STP LOCAL	\$23,397	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,397
ROW	CMAQ	\$33,762	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,762
ROW	SBD CO MEASURE I	\$13,189	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,189
CON	CMAQ	\$87,104	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$87,104
CON	SB1 LOCAL PARTNERSHIP	\$6,169	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,169
CON	SB1TRADE CORRIDOR ENHANCEMENT	\$117,831	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,831
CON	SBD CO MEASURE I	\$29,983	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,983
CON	STIP Advance Cons	\$39,745	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,745
CON	STP LOCAL	\$95,546	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,546
CON	TRADE CORRIDOR PROGRAM	\$4,973	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,973
CON	TRANSPORTATION INFRASTRUCTURE	\$225,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$225,000
TOTAL	TOTAL	\$692,656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$692,656

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20159902A	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$22,643	4122004	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR91 - UPGRADED FACILITI (NO LN ADD)		Post Miles: Begin 44.90 End 10.00			NO	25-00	

DESCRIPTION

I-10 Corridor (Contract 1) Express Lane - Toll System Provider (TSP): From San Antonio Ave to I-10/I-15 IC; Design construct and implementation of Express Lane Toll System (Non-capacity split project from 20159902)(Toll Credits to match STP)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$153	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153
PE	STP LOCAL	\$2,924	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,924
CON	SBD CO MEASURE I	\$497	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$497
CON	STP LOCAL	\$19,069	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,069
TOTAL	TOTAL	\$22,643	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,643

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20159906	VARIOUS AGENCIES	San Bernardino	NON-EXEMPT	SCAB	\$33,145	4M07002	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAY75 - OVERCROSS OR UNDERCROSS IMP(LN ADD'S) : GM		From BETWEEN RAMPS to BETWEEN RAMPS Post Miles: Begin 0.18 End 1.18			YES	25-00	

DESCRIPTION

I-10/MONTE VISTA AVE IMPROVEMENTS: UNDERCROSSING RECONSTRUCTION AND WIDENING 4-6 LNS AND RAMP IMPROVEMENTS.

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2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$639	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$639
PE	SBD CO MEASURE I	\$2,012	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,012
ROW	DEVELOPER FEES	\$964	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$964
ROW	SBD CO MEASURE I	\$3,036	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,036
CON	DEVELOPER FEES	\$6,491	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,491
CON	SBD CO MEASURE I	\$20,003	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,003
TOTAL	TOTAL	\$33,145	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,145

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20171102	VARIOUS AGENCIES	San Bernardino	NON-EXEMPT	SCAB	\$22,336	2002160	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX76 - ADDING A LANE THROUGH A BOTTLENECK: RS		From Under I-10 to Under I-10 Post Miles: Begin 4.74 End 5.74			YES	25-00	

DESCRIPTION

I-10 at 4th Street Bridge Replacement: Widen 4th St from 2-4 lanes under the bridge. (child project of FTIP ID 2002160).

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$764	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$764
PE	SBD CO MEASURE I	\$958	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$958
ROW	CITY FUNDS	\$928	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$928
ROW	SBD CO MEASURE I	\$1,162	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,162
CON	CITY FUNDS	\$8,653	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,653
CON	SBD CO MEASURE I	\$9,871	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,871
TOTAL	TOTAL	\$22,336	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,336

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20171104	VARIOUS AGENCIES	San Bernardino	NON-EXEMPT	SCAB	\$8,974	4160003	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S		From WB On-ramp to WB On-ramp Post Miles: Begin 2.97 End 3.97			YES	25-00	

DESCRIPTION

I-10 Euclid Interchange Improvement Project.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121
PE	SBD CO MEASURE I	\$575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$575
ROW	CITY FUNDS	\$173	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$173
ROW	SBD CO MEASURE I	\$820	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$820
CON	CITY FUNDS	\$1,267	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,267
CON	SBD CO MEASURE I	\$6,018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,018
TOTAL	TOTAL	\$8,974	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,974

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20191301	VARIOUS AGENCIES	San Bernardino	TCM Committed	SCAB	\$464,438	4122005	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
* CAXT9 - HOT LANE(S) IMPROVEMENTS/EXPANSION - RS		From I-10/I-15 Interchange to Sierra Ave Post Miles: Begin 10.00 End 16.60			YES	25-00	

DESCRIPTION

I-10 Corridor Contract 2A: The project will provide one express lane in each direction from just east of I-15 to Sierra Ave in Fontana, connecting to the I-10 Corridor Contract 1 express lanes currently under construction. (Toll Credits to match STP) (PE cost is for FTIP IDs 20191301 and 20250001)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	COVID Relief Funds - STIP	\$11,949	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,949
PE	SBD CO MEASURE I	\$53,771	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,771
PE	STP LOCAL	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
ROW	SBD CO MEASURE I	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
CON	National Highway Freight Program	\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
CON	SB1TRADE CORRIDOR ENHANCEMENT	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
CON	SBD CO MEASURE I	\$0	\$300,718	\$0	\$0	\$0	\$0	\$0	\$0	\$300,718
TOTAL	TOTAL	\$88,720	\$375,718	\$0	\$0	\$0	\$0	\$0	\$0	

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20191301A	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$27,042	4122005	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR91 - UPGRADED FACILITI (NO LN ADD)		From I-10/I-15 Interchange to Pepper Ave Post Miles: Begin 10.00 End 21.00				25-00	

DESCRIPTION

I-10 Corridor Contract 2 Express Lane Toll System Provider (TSP): The project will provide one express lane in each direction from just east of I-15 to Pepper Avenue in Colton, connecting to the I-10 Corridor Contract 1 express lanes currently under construction. (Non-capacity split project from 20191301 and 20250001)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	SBD CO MEASURE I	\$620	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$620
CON	SBD CO MEASURE I	\$0	\$0	\$26,422	\$0	\$0	\$0	\$0	\$0	\$26,422
TOTAL	TOTAL	\$620	\$0	\$26,422	\$0	\$0	\$0	\$0	\$0	\$27,042

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20250001	VARIOUS AGENCIES	San Bernardino	TCM Committed	SCAB	\$304,520	4122005	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAXT9 - HIGH OCCUPANCY TOLL (HOT) LANES & PA - NEW: RS		From Sierra Ave to Pepper Ave Post Miles: Begin 16.60 End 21.00			YES	25-00	

DESCRIPTION

I-10 Corridor Contract 2B: The project will provide one express lane in each direction from Sierra Ave in Fontana to Pepper Avenue in Colton. (Parent project 20191301)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
ROW	SBD CO MEASURE I	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
CON	SBD CO MEASURE I	\$0	\$0	\$228,631	\$0	\$0	\$0	\$0	\$0	\$228,631
CON	STIP ADVANCE CON-RIP	\$0	\$0	\$72,889	\$0	\$0	\$0	\$0	\$0	\$72,889
TOTAL	TOTAL	\$3,000	\$0	\$301,520	\$0	\$0	\$0	\$0	\$0	\$304,520

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31850	VARIOUS AGENCIES	San Bernardino	NON-EXEMPT	SCAB	\$104,924	SBD31850	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S		From JUST WEST OF DEBERRY STREET to JUST WEST OF NEWPORT ROAD Post Miles: Begin 0.58 End 1.66			YES	25-00	

DESCRIPTION

IN GRAND TERRACE @ I-215 BARTON RD INTERCHANGE RECONSTRUCT OVERCROSSING & RAMPS W/ ROUNDABOUT WEST OF I-215. LOCAL ST WORK TO INCLUDE REMOVAL OF LA CROSSE AVE BETWEEN VIVENDA AVE & BARTON RD. REPLACE W/ NEW LOCAL RD; IMPROVEMENTS TO BARTON RD & MICHIGAN WAY ST/VIVENDA AVE INTERSEC & EXTENSION OF COMMERCE WY (Toll Credits used to match DEMO: ENG & ROW)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$156	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$156
PE	DEMO-SAFETEA-LU	\$2,257	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,257
PE	SBD CO MEASURE I	\$3,667	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,667
PE	SECTION 112	\$1,980	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,980
PE	SECTION 115	\$501	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$501
PE	STP LOCAL	\$910	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$910
ROW	DEMO-SAFETEA-LU	\$4,224	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,224
ROW	SBD CO MEASURE I	\$9,328	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,328
ROW	STIP Advance Cons	\$17,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,400
ROW	STP LOCAL	\$4,677	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,677
CON	2016 EARMARK REPURPOSING	\$1,660	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,660
CON	SBD CO MEASURE I	\$47,532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,532
CON	STP LOCAL	\$10,632	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,632
TOTAL	TOTAL	\$104,924	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,924

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990214	YUCAIPA	San Bernardino	NON-EXEMPT	SCAB	\$12,948	4M04033	State
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
CAX70 - NEW INTERCHANGE: RS		From Wildwood Canyon Rd to Calimesa Blvd Post Miles: Begin 37.00 End 39.00				25-00	

DESCRIPTION

IMPROVE ACCESS TO YUCAIPA AND CALIMESA WITH AN INTERCHANGE AND AUX LANES TO ADDRESS OPERATIONS, LOCAL LAND USES, MEET CORRIDOR TRAVEL DEMANDS, AND ACCESS OPEN SPACE SOUTH OF I-10 NEAR THE REST AREA BETWEEN PM R37.0 TO R39.0. LOCAL STREETS WILL BE WIDENED TO 4-LANES INCL 4,500 FT OF CALIMESA BLVD. RECONSTRUCT WILDWOOD CYN RD AS AVE F FOR 1,000 FT, AND CONSTRUCT 3,500 FT REALIGNMENT OF WILDWOOD CYN RD TO CROSS I-10. SIGNS WILL BE INSTALLED BETWEEN SBD PM 35.3 AND RIV PM R1.1. (PAED Only)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$1,500	\$1,500	\$2,500	\$3,048	\$0	\$0	\$0	\$0	\$8,548
PE	SBD CO MEASURE I	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400
TOTAL	TOTAL	\$5,900	\$1,500	\$2,500	\$3,048	\$0	\$0	\$0	\$0	\$12,948

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20191502	DesertXpress Enterprises, LLC dba XpressWest	San Bernardino	NON-EXEMPT	MDAB	\$4,800,000	720003	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
RAN92 - RAIL EXTENSION		YES	25-00

DESCRIPTION

In San Bernardino County: XpressWest; Construct a High-speed passenger rail service from Victor Valley to Las Vegas (PA&ED Only)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	PRIVATE FUNDS	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
TOTAL	TOTAL	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20192701	DesertXpress Enterprises, LLC dba XpressWest	San Bernardino	TCM	SCAB	\$2,000	720003	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
RAN92 - RAIL EXTENSION		YES	25-00

DESCRIPTION

DesertXpress Enterprises, LLC DBA XpressWest to prepare PA&ED for high speed rail service from the Victor Valley to Rancho Cucamonga, as an extension of the Victor Valley to Las Vegas High Speed Rail Project along the I-15 Corridor. (Ref RTP ID 720003). (PA&ED Only)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	PRIVATE FUNDS	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
TOTAL	TOTAL	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20110104	MORONGO BASIN TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$360	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
ADR55 - ADMINISTRATIVE OFFICE(S)/FACILITY-REHAB/IMPROVEMNT		NO	25-00

DESCRIPTION

DISPATCH & MAINTENANCE. OFFICE EQUIPMENT (Ongoing)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	STATE TRANSIT ASSIST	\$200	\$40	\$40	\$40	\$40	\$0	\$0	\$0	\$360
TOTAL	TOTAL	\$200	\$40	\$40	\$40	\$40	\$0	\$0	\$0	\$360

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20110105	MORONGO BASIN TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$380	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
BUR04 - BUSES-REHABILITATION/IMPROVEMENTS-GAS/DIESEL		NO	25-00

DESCRIPTION

REPLACE CUMMINS ENGINES AT MIDLIFE TO ENSURE THEY ARE KEPT IN TOP PERFORMING ORDER. THE ENGINE OVERHAULS ARE FOR 28-33 PASSENGER VEHICLES ONLY. (Ongoing)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	STATE TRANSIT ASSIST	\$305	\$25	\$25	\$25	\$0	\$0	\$0	\$0	\$380
TOTAL	TOTAL	\$305	\$25	\$25	\$25	\$0	\$0	\$0	\$0	\$380

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20130601	MORONGO BASIN TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$8,740	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL		NO	25-00

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DESCRIPTION

Replacement Buses : FY20/21 - 3 Class H Vehicles; FY21/22 - 3 Class E Vehicles; FY22/23 - 4 Class E 1 Class G, 1 Class C Vehicles; FY23/24 - 4 Class E Vehicles; FY24/25 - 6 Class C Vehicles. (Transit Development Credit (TDC): FY23/24 \$85 CON CMAQ, FY24/25 \$104 CON CMAQ)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	CMAQ	\$4,980	\$904	\$0	\$0	\$0	\$0	\$0	\$0	\$5,884
CON	FTA 5339b - Bus and Bus Facilities	\$588	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$588
CON	LOCAL TRANS FUNDS	\$1,513	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,513
CON	STATE TRANSIT ASSIST	\$655	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$755
TOTAL	TOTAL	\$7,736	\$1,004	\$0	\$0	\$0	\$0	\$0	\$0	\$8,740

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31037	MORONGO BASIN TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$45,468	SBD31037	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE		NO	25-00

DESCRIPTION

BUS SYSTEM - OPERATING ASSISTANCE (Ongoing)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5311 - NONURBANIZED AREA FORMULA	\$5,028	\$437	\$437	\$437	\$0	\$0	\$0	\$0	\$6,339
CON	FARE REVENUE	\$5,052	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,052
CON	LOCAL TRANS FUNDS	\$23,242	\$3,000	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$32,242
CON	PRIVATE FUNDS	\$207	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$207
CON	SBD CO MEASURE I	\$1,231	\$105	\$110	\$112	\$0	\$0	\$0	\$0	\$1,558
CON	STATE TRANSIT ASSIST	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70
TOTAL	TOTAL	\$34,830	\$3,542	\$3,547	\$3,549	\$0	\$0	\$0	\$0	\$45,468

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20010120	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$164	20010120	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
TRN07 - MAINTENANCE EQUIPMENT-NEW		NO	25-00

DESCRIPTION

TRANSIT SERVICE/REHAB. EQUIPMENT - PURCHASE OF VARIOUS MAINTENANCE EQUIPMENT (ON-GOING PROJECT)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	STATE TRANSIT ASSIST	\$133	\$15	\$16	\$0	\$0	\$0	\$0	\$0	\$164
TOTAL	TOTAL	\$133	\$15	\$16	\$0	\$0	\$0	\$0	\$0	\$164

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
200423	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$10,342	200423	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
PAR16 - PARATRANSIT VEHICLES-REPLACEMENT-GAS/DIESEL		NO	25-00

DESCRIPTION

PARATRANSIT VEHICLES - REPLACEMENT - GAS/DIESEL FY16 - 4, FY 21 - 1, FY22 - 4, FY24 - 7, FY25 - 4, FY26 - 1 (TDC to match CON CMAQ: FY20/21 \$50, FY21/22 \$161, FY 23/24 \$197, FY24/25 \$169, FY25/26 \$12)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5311F - INTERCITY BUS	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
CON	CMAQ	\$8,251	\$1,470	\$103	\$0	\$0	\$0	\$0	\$0	\$9,824
CON	PUBLIC TRANS MODERINAZATION IMP	\$52	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52
CON	STATE TRANSIT ASSIST	\$166	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$166
TOTAL	TOTAL	\$8,769	\$1,470	\$103	\$0	\$0	\$0	\$0	\$0	\$10,342



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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150013	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$3,410	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
ADR55 - ADMINISTRATIVE OFFICE(S)/FACILITY-REHAB/IMPROVEMNT					NO	25-00	
DESCRIPTION							
REHAB./REPAIR/RETROFIT TRANSIT FACILITIES (Ongoing)							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	PUBLIC TRANS MODERINAZATION IMP	\$210	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210
CON	STATE TRANSIT ASSIST	\$1,200	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$3,200
TOTAL	TOTAL	\$1,410	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$3,410

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD41055	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$48,060	SBD41055	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE					NO	25-00	
DESCRIPTION							
BUS SYSTEM - OPERATING ASSISTANCE							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5311 - NONURBANIZED AREA FORMULA	\$4,060	\$410	\$410	\$0	\$0	\$0	\$0	\$0	\$4,880
CON	5311F - INTERCITY BUS	\$1,953	\$230	\$230	\$0	\$0	\$0	\$0	\$0	\$2,413
CON	CITY FUNDS	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15
CON	FARE REVENUE	\$4,977	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,977
CON	LOCAL TRANS FUNDS	\$34,006	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,006
CON	PRIVATE FUNDS	\$48	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48
CON	SBD CO MEASURE I	\$1,336	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,336
CON	STATE TRANSIT ASSIST	\$385	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$385
TOTAL	TOTAL	\$46,780	\$640	\$640	\$0	\$0	\$0	\$0	\$0	\$48,060

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31612	NEEDLES	San Bernardino	EXEMPT - 93.126	MDAB	\$7,323	SBD31612	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE					NO	25-00	
DESCRIPTION							
BUS SYSTEM - OPERATING ASSISTANCE							

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5311 - NONURBANIZED AREA FORMULA	\$661	\$44	\$44	\$44	\$44	\$0	\$0	\$0	\$837
CON	FARE REVENUE	\$350	\$20	\$20	\$20	\$20	\$0	\$0	\$0	\$430
CON	LOCAL TRANS FUNDS	\$3,536	\$320	\$330	\$340	\$340	\$0	\$0	\$0	\$4,866
CON	PRIVATE FUNDS	\$103	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103
CON	PUBLIC TRANS MODERINAZATION IMP	\$239	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$239
CON	SB1 STATE OF GOOD REPAIR	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9
CON	SBD CO MEASURE I	\$124	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$124
CON	STATE TRANSIT ASSIST	\$632	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$632
CON	TRANSIT SYSTEM SAFETY,SECURITY	\$83	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83
TOTAL	TOTAL	\$5,737	\$384	\$394	\$404	\$404	\$0	\$0	\$0	\$7,323

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD44003	NEEDLES	San Bernardino	EXEMPT - 93.126	MDAB	\$1,186	SBD44003	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
PAR16 - PARATRANSIT VEHICLES-REPLACEMENT-GAS/DIESEL					NO	25-00	

Packet Pg. 259

**DESCRIPTION**

PARATRANSIT VEHICLE REPLACEMENT (10/11-1-18 PAX and 11/12 1-18 PAX)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	PUBLIC TRANS MODERINAZATION IMP	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130
CON	STATE TRANSIT ASSIST	\$776	\$140	\$0	\$140	\$0	\$0	\$0	\$0	\$1,056
TOTAL	TOTAL	\$906	\$140	\$0	\$140	\$0	\$0	\$0	\$0	\$1,186

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20020806	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$52,534	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR86 - MAINTENANCE/STORAGE FACILITY-UPGRADE					NO	25-00	

**DESCRIPTION**

TRANSIT - FACILITIES - IMPROVEMENT/UPKEEP OF EXISTING FACILITIES. ZEB INFRASTRUCTURE, EV PORTABLE HYDROGEN FUELING STATION ONSITE; WV CONTINUATION OF OVERHEAD CANOPY INSTALLATION SUPPORTING BEB CHARGING (TDC: FY22/23 - 5307RS CON \$300; FY23/24 5339LA CON \$94; FY24/25 - CMAQ CON \$1371 - 5339LA CON \$180 - 5339RS CON \$200; FY25/26 - CMAQ CON \$691)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$11,381	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,381
CON	5307RS-Riverside/San Bernardino Urbanized	\$6,816	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,816
CON	5339C-LOW OR NO EMISSION VEHICLE	\$4,083	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,083
CON	5339LA-LOS ANGELES -LONG	\$2,468	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$3,368
CON	5339RS-Riverside/San Bernardino Urbanized	\$2,800	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800
CON	AGENCY	\$720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$720
CON	CMAQ	\$0	\$11,950	\$6,028	\$0	\$0	\$0	\$0	\$0	\$17,978
CON	FTA 5307 UZA FORMULAR	\$1,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120
CON	LOCAL TRANS FUNDS	\$1,035	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,035
CON	PUBLIC TRANS MODERINAZATION IMP	\$1,309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,309
CON	STATE TRANSIT ASSIST	\$924	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$924
TOTAL	TOTAL	\$32,656	\$13,850	\$6,028	\$0	\$0	\$0	\$0	\$0	\$52,534

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20040211	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$23,006	20040211	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
PAR16 - PARATRANSIT VEHICLES-REPLACEMENT-GAS/DIESEL					NO	25-00	

**DESCRIPTION**

REPLACEMENT PARATRANSIT VEHICLES REPLACING PARATRANSIT VEHICLES ON OMNITRANS ACCESS FLEET;08-50;2011-50;2013-15;2014-15 vehicles; 2021/22 - vehicles. (TDC: FY 22/23 - 5310LA CON \$250; FY23/24 5310LA CON \$130; FY 24/25 5310LA CON \$120)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$5,273	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,273
CON	5307RS-Riverside/San Bernardino Urbanized	\$3,196	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,196
CON	5310LA-LOS ANGELES -LONG	\$5,015	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$5,615
CON	5310RS-Riverside/San Bernardino Urbanized	\$563	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$563
CON	FTA 5307 UZA FORMULAR	\$4,621	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,621
CON	PUBLIC TRANS MODERINAZATION IMP	\$2,470	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,470
CON	STATE TRANSIT ASSIST	\$1,268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,268
TOTAL	TOTAL	\$22,406	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$23,006

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20060601	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$11,392	4OM0701	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
TRN06 - ADMINISTRATIVE EQUIPMENT-NEW					NO	25-00	

DESCRIPTION

CAPITALIZATION OF LEASES - FOR CONTRACTORS, RADIO SITES, APC, TIRE LEASES (TDC: FY22/23 5307LA \$110; FY24/25 5307RS \$100)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$4,673	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,673
CON	5307RS-Riverside/San Bernardino Urbanized	\$1,454	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,954
CON	FTA 5307 UZA FORMULAR	\$2,689	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,689
CON	LOCAL TRANS FUNDS	\$892	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$892
CON	STATE TRANSIT ASSIST	\$1,184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,184
TOTAL	TOTAL	\$10,892	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$11,392

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20111201	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$30,040	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE					NO	25-00	

DESCRIPTION

OPERATIONS OF THE ACCESS SERVICE. (OMNITRANS WILL UTILIZE PART OF ITS ALLOCATED FTA5307 FORMULA FUNDS TO HELP PAY FOR THESE OPERATIONS)(TDC: FY20/21: 5307LA CON \$784; FY22/23 5307LA CON \$800)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$14,015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,015
CON	5307RS-Riverside/San Bernardino Urbanized	\$5,803	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,803
CON	FTA 5307 UZA FORMULAR	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200
CON	LOCAL TRANS FUNDS	\$6,324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,324
CON	STATE TRANSIT ASSIST	\$698	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$698
TOTAL	TOTAL	\$30,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,040

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150307	OMNITRANS	San Bernardino	TCM	SCAB	\$6,034	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
TDM20 - RIDESHARING					NO	25-00	

DESCRIPTION

COUNTY-WIDE VANPOOL PROJECT (Ongoing)(TDC: FY16/17 CMAQ CON \$460; FY24/25 5307RS CON \$391, 5307LA CON \$16)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$0	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$80
CON	5307RS-Riverside/San Bernardino Urbanized	\$0	\$1,954	\$0	\$0	\$0	\$0	\$0	\$0	\$1,954
CON	FTA 5307 (FHWA TRANSFER FUNDS)	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
TOTAL	TOTAL	\$4,000	\$2,034	\$0	\$0	\$0	\$0	\$0	\$0	\$6,034

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20151301	OMNITRANS	San Bernardino	TCM Committed	SCAB	\$339,720	4TR0101	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
RAN92 - RAIL EXTENSION					YES	25-00	

DESCRIPTION

REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA is sub recipient of FTA funds & is actual project Lead Agency)(TD Credits: 5307-TR FTA FUNDS FY19/20 \$3,998) (THE PROJECT MANAGEMENT COST OF APPROX \$20M IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.)(Includes locomotive purchase from study project 20151303)

Packet Pg. 261

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$389	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$389
PE	PRIVATE FUNDS	\$878	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$878
PE	SBD CO MEASURE I	\$37,823	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,823
PE	STATE TRANSIT ASSIST	\$8,088	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,088
ROW	SBD CO MEASURE I	\$3,913	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,913
ROW	STATE TRANSIT ASSIST	\$2,337	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,337
CON	5307RS-Riverside/San Bernardino Urbanized	\$42,470	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,470
CON	CALIFORNIA TRANSIT SECURITY GRANT	\$5,245	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,245
CON	CAP AND TRADE PROGRAM	\$9,204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,204
CON	CITY FUNDS	\$3,236	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,236
CON	FTA 5307 (FHWA TRANSFER FUNDS)	\$34,850	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34,850
CON	PRIVATE FUNDS	\$3,808	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,808
CON	PUBLIC TRANS MODERINAZATION IMP	\$20,272	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,272
CON	SB1 LOCAL PARTNERSHIP	\$10,831	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,831
CON	SB1 LOCAL PARTNERSHIP	\$6,169	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,169
CON	SB1 SOLUTIONS FOR CONGESTED	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000
CON	SBD CO MEASURE I	\$39,157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,157
CON	STATE TRANSIT ASSIST	\$24,546	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,546
CON	STIP ADVANCE CON-RIP	\$12,826	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,826
CON	TIGER DISCRETIONARY	\$8,678	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,678
TOTAL	TOTAL	\$339,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339,720

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190015	OMNITRANS	San Bernardino	TCM	SCAB	\$320,335	4120213	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUO02 - BUS RAPID TRANSIT - NEW SERVICE					YES	25-00	

**DESCRIPTION**

West Valley Connector (WVC - Phase 1/Milliken Alignment): A 19 mile Bus Rapid Transit (BRT) service from the Downtown Pomona Metrolink Station to Ontario International Airport and the Rancho Cucamonga Metrolink Station. Includes procurement of 18 zero emission battery electric buses. (FTA 5309a is made up \$26,088,771 of ARPA )

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$12,291	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,291
PE	FTA 5309(a) GUIDEWY	\$5,004	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,004
PE	LOCAL TRANS FUNDS	\$1,078	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,078
PE	SBD CO MEASURE I	\$11,357	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,357
PE	STATE TRANSIT ASSIST	\$286	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286
ROW	AGENCY	\$17,386	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,386
ROW	FTA 5309(a) GUIDEWY	\$65,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,265
ROW	SBD CO MEASURE I	\$5,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,490
CON	AGENCY	\$660	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$660
CON	CITY FUNDS	\$12,615	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,615
CON	CMAQ	\$11,275	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,275
CON	FTA 5309(a) GUIDEWY	\$42,570	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,570
CON	SB1 SOLUTIONS FOR CONGESTED	\$65,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000
CON	SBD CO MEASURE I	\$28,115	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,115
CON	STATE CASH	\$8,165	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,165
CON	TRANSIT AND INTERCITY RAIL	\$33,778	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,778
TOTAL	TOTAL	\$320,335	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320,335

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20192702	OMNITRANS	San Bernardino	EXEMPT/ MODELED	SCAB	\$492,000	4160049	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
PLN40 - PLANNING					YES	25-00	

Packet Pg. 262

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

**DESCRIPTION**

Ontario International Airport (ONT) Loop - Zero-emission, rubber tire, direct transit connection between the Rancho Cucamonga Metrolink Station and ONT. (SBCTA is sub-recipient of FTA funds & is the project Lead Agency) (CMAQ is for Design/ no CMAQ is for Environmental, TDC: FY24/25 \$228)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$950
PE	CMAQ	\$0	\$1,980	\$0	\$0	\$0	\$0	\$0	\$0	\$1,980
PE	STATE TRANSIT ASSIST	\$51,420	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,420
TOTAL	TOTAL	\$52,370	\$1,980	\$0	\$0	\$0	\$0	\$0	\$0	\$54,350

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
981111	OMNITRANS	San Bernardino	EXEMPT - 93.127	SCAB	\$9,061	981111	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	

TRRH6 - PASSENGER STATIONS/FACILITIES-REHAB/IMPROVEMENTS  
NO 25-00

**DESCRIPTION**

TRANSIT - ENHANCEMENTS: 1% TRANSIT ENHANCEMENTS TO INCREASE ACCESSIBILITY TO BUS STOPS (ongoing) (TDC FY22/23 5307LA CON \$40; FY23/24 5307RS CON \$103; FY 24/25 5307RS CON \$106)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$5,077	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,077
CON	5307RS-Riverside/San Bernardino Urbanized	\$977	\$530	\$0	\$0	\$0	\$0	\$0	\$0	\$1,507
CON	FTA 5307 UZA FORMULAR	\$774	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$774
CON	LOCAL TRANS FUNDS	\$985	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$985
CON	PUBLIC TRANS MODERINAZATION IMP	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
CON	STATE TRANSIT ASSIST	\$568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$568
TOTAL	TOTAL	\$8,531	\$530	\$0	\$0	\$0	\$0	\$0	\$0	\$9,061

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
981114	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$3,615	981114	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	

SEC53 - SECURITY  
NO 25-00

**DESCRIPTION**

TRANSIT - SECURITY CAPITALIZATION OF SECURITY COSTS (TDC: FY22/23 5307LA CON \$40; FY 23/24 5307LA CON \$40; FY 24/25 5307 RS CON \$40)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$1,869	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,869
CON	5307RS-Riverside/San Bernardino Urbanized	\$401	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$601
CON	FTA 5307 UZA FORMULAR	\$734	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$734
CON	LOCAL TRANS FUNDS	\$221	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$221
CON	STATE TRANSIT ASSIST	\$190	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$190
TOTAL	TOTAL	\$3,415	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$3,615

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
981122	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$191,757	981122	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	

BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT  
NO 25-00

**DESCRIPTION**

CAPITALIZATION OF PREVENTIVE MAINTENANCE (TDC to match: FY 22/23 5307LA CON \$800; FY 23/24 5307LA CON \$1,363, 5307RS CON \$1,503; FY24/25 5307LA CON \$1,560, 5307RS CON \$1,900)

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

20.b

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$52,188	\$7,800	\$0	\$0	\$0	\$0	\$0	\$0	\$59,988
CON	5307RS-Riverside/San Bernardino Urbanized	\$61,569	\$9,500	\$0	\$0	\$0	\$0	\$0	\$0	\$71,069
CON	ARRA - FTA 5307	\$9,632	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,632
CON	FTA 5307 UZA FORMULAR	\$26,518	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,518
CON	LOCAL TRANS FUNDS	\$10,961	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,961
CON	STATE TRANSIT ASSIST	\$13,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,589
TOTAL	TOTAL	\$174,457	\$17,300	\$0	\$0	\$0	\$0	\$0	\$0	\$191,757

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
SBD31055	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$55,272	SBD31055	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
TRN06 - ADMINISTRATIVE EQUIPMENT-NEW					NO	25-00	

DESCRIPTION

TRANSIT ADMINISTRATION EQUIPMENT PURCHASE COMPUTER HARDWARE & SOFTWARE FOR MIS. (FY 22/23 TDC 5307LA CON \$200; FY23/24 TDC 5307RS CON \$1,406; FY24/25 5307RS CON \$212)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$15,244	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,244
CON	5307RS-Riverside/San Bernardino Urbanized	\$12,070	\$1,060	\$0	\$0	\$0	\$0	\$0	\$0	\$13,130
CON	ARRA - FTA 5307	\$6,776	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,776
CON	FTA 5307 UZA FORMULAR	\$11,699	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,699
CON	LOCAL TRANS FUNDS	\$1,542	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,542
CON	PUBLIC TRANS MODERINAZATION IMP	\$2,766	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,766
CON	STATE TRANSIT ASSIST	\$4,115	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,115
TOTAL	TOTAL	\$54,212	\$1,060	\$0	\$0	\$0	\$0	\$0	\$0	\$55,272

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31084	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$7,921	SBD31084	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT					NO	25-00	

DESCRIPTION

BUS SYSTEM-SERVICE VEHICLES, PURCHASE SEVERAL REPLACEMENT SERVICE VEHICLES FY15 - 45 (TDC: FY23/24 5307RS CON \$270; FY24/25 5307RS CON \$64 )

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$2,831	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,831
CON	5307RS-Riverside/San Bernardino Urbanized	\$2,678	\$321	\$0	\$0	\$0	\$0	\$0	\$0	\$2,999
CON	FTA 5307 UZA FORMULAR	\$933	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$933
CON	PUBLIC TRANS MODERINAZATION IMP	\$677	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$677
CON	STATE TRANSIT ASSIST	\$481	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$481
TOTAL	TOTAL	\$7,600	\$321	\$0	\$0	\$0	\$0	\$0	\$0	\$7,921

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD90105	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	\$201,656	SBD90105	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL					NO	25-00	

DESCRIPTION

BUS SYSTEM-BUSES BUS REPLACEMENTS ALT. FUEL. 2019 - 30 and 15 coaches per year after 2023. 2024 - 10 40'ZEB and 4 60'ZEB replacement; 2025 - 10 40'CNG and 3 60'CNG replacement; 2026 - 4 60'CNG and 3 60'ZEB replacement. (TDC FY22/23 5307 CON \$2050, 5339LA CON \$200, 5339RS CON \$280, CMAQ CON \$5,230; FY23/24 5339LA CON \$200, 5339RS CON \$280)

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Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	\$6,652	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,652
CON	5307RS-Riverside/San Bernardino Urbanized	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
CON	5339C-LOW OR NO EMISSION VEHICLE	\$5,259	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,259
CON	5339LA-LOS ANGELES -LONG	\$7,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,834
CON	5339RS-Riverside/San Bernardino Urbanized	\$11,210	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,210
CON	CMAQ	\$108,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108,960
CON	FTA 5307 (FHWA TRANSFER FUNDS)	\$19,522	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,522
CON	FTA 5307 UZA FORMULAR	\$9,965	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,965
CON	FTA 5309(a) GUIDEWY	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
CON	Low Carbon Transit Operations Program	\$3,325	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,325
CON	PUBLIC TRANS MODERINAZATION IMP	\$16,355	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,355
CON	SB1 STATE OF GOOD REPAIR	\$364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$364
CON	STATE TRANSIT ASSIST	\$2,210	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,210
TOTAL	TOTAL	\$201,656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$201,656

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190005	RIALTO	San Bernardino	NON-EXEMPT	SCAB	\$3,453	200450	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
TDR64 - PARK & RIDE LOT MODIFICATIONS/UPGRADE				YES		25-00	

DESCRIPTION

Rialto Metrolink Station (Phase 2): Increase parking spaces from 297 to 397 (additional 100 spaces) and other station improvements.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	FTA 5307 UZA FORMULAR	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ROW	LOCAL TRANS FUNDS	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
ROW	PUBLIC TRANS MODERINAZATION IMP	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
CON	FTA 5307 UZA FORMULAR	\$1,219	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,219
CON	FTA 5309(a) GUIDEWY	\$273	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$273
CON	LOCAL TRANS FUNDS	\$255	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$255
CON	PUBLIC TRANS MODERINAZATION IMP	\$106	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106
TOTAL	TOTAL	\$3,453	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,453

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170803	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$36,244	SBD41109	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
COO00 - COMMUTER RAIL OPERATIONS/OPERATING ASSISTANCE				NO		25-00	

DESCRIPTION

METROLINK PREVENTATIVE MAINTENANCE OPERATING ASSISTANCE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)(Ongoing)(TDC: FY22/23 - 5337LA \$340, 5337RS \$550; FY23/24 - 5337LA \$57, 5337RS \$682; FY 24/25 - 5337LA \$57, 5337RS \$682)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5337LA-LOS ANGELES -LONG	\$12,020	\$283	\$0	\$0	\$0	\$0	\$0	\$0	\$12,303
CON	5337RS-Riverside/San Bernardino Urbanized	\$20,531	\$3,410	\$0	\$0	\$0	\$0	\$0	\$0	\$23,941
TOTAL	TOTAL	\$32,551	\$3,693	\$0	\$0	\$0	\$0	\$0	\$0	\$36,244

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
990602	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$118,240	990602	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
TRR14 - TRACK STRUCTURES-REHAB/RECONSTRUCTION				NO		25-00	

DESCRIPTION

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2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

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METROLINK CAPITAL MAINTENANCE (REHAB/RENOVATION OF METROLINK TRACK, SIGNALS, COMMUNICATIONS, STRUCTURES, FACILITIES, SYSTEMS & ROLLING STOCK INCLUDING PURCHASE OF REPLACEMENT LOCOMOTIVES WITH TIER-4 TECHNOLOGY). (TDC used to match: FY 22/23 5337 CON \$2,276; FY23/24 5337 CON \$3,112)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5337 - State of Good Repair Grants	\$804	\$804	\$0	\$0	\$0	\$0	\$0	\$0	\$1,608
CON	5337 STATE OF GOOD REPAIR	\$573	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$573
CON	5337LA-LOS ANGELES -LONG	\$32,143	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,143
CON	5337RS-Riverside/San Bernardino Urbanized	\$46,035	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,035
CON	ARRA - FTA 5307	\$2,188	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,188
CON	FTA 5309(a) GUIDEWY	\$21,413	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,413
CON	PUBLIC TRANS MODERINAZATION IMP	\$2,278	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,278
CON	SB1 STATE OF GOOD REPAIR	\$3,418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,418
CON	STATE TRANSIT ASSIST	\$6,471	\$2,113	\$0	\$0	\$0	\$0	\$0	\$0	\$8,584
TOTAL	TOTAL	\$115,323	\$2,917	\$0	\$0	\$0	\$0	\$0	\$0	\$118,240

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD41109	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$51,059	SBD41109	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
RAO00 - RAIL OPERATIONS/OPERATING ASSISTANCE					NO	25-00	

DESCRIPTION

Metrolink extension/new Arrow rail service, an extension of service from current terminus at Rialto and E street in San Bernardino to the University of Redlands, operating assistance Southern California Regional Rail Authority (Metrolink)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	CAP AND TRADE PROGRAM	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800
CON	FTA 5307 (FHWA TRANSFER FUNDS)	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
CON	SBD CO MEASURE I	\$25,259	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,259
TOTAL	TOTAL	\$51,059	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,059

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990208	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$10,394	4TR0101	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
COR05 - COMMUTER RAIL CARS &/or LOCOMO-REH/IMP-ALT FUEL						25-00	

DESCRIPTION

ARROW MAINTENANCE FACILITY HYDROGEN FUEL UPGRADE PROJECT.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	TRANSIT AND INTERCITY RAIL	\$1,176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,176
CON	AGENCY	\$4,609	\$4,609	\$0	\$0	\$0	\$0	\$0	\$0	\$9,218
TOTAL	TOTAL	\$5,785	\$4,609	\$0	\$0	\$0	\$0	\$0	\$0	\$10,394

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990212	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	San Bernardino	EXEMPT - 93.126	SCAB	\$7,500	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
COR05 - COMMUTER RAIL CARS &/or LOCOMO-REH/IMP-ALT FUEL						25-00	

DESCRIPTION

Conversion of 3 diesel multiple unit railcars purchased for the Arrow passenger rail service from a diesel engine generator providing power to electric motors at the wheels to cleaner alternative hydrogen propulsion technology.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	STIP ADVANCE CON-RIP	\$0	\$0	\$0	\$7,500	\$0	\$0	\$0	\$0	\$7,500
TOTAL	TOTAL	\$0	\$0	\$0	\$7,500	\$0	\$0	\$0	\$0	\$7,500

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**2025 Federal Transportation Improvement Program**  
**ALL 25TIP TIP ACTIONS**  
**San Bernardino County Transportation Authority (SBCTA)**  
**Public Project Listings**  
**(in \$000's)**

**20.b**

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20150602	VARIOUS AGENCIES	San Bernardino	EXEMPT - 93.126	SCAB	\$7,025	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
PA000 - PARATRANSIT OPERATIONS/OPERATING ASSISTANCE					NO	25-00	
<u>DESCRIPTION</u>							

GROUPED PROJECTS FOR TRANSIT 5310 GRANT PROGRAM (SCAB & MDAB): PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES (Toll Credits: 5310 FY22/23 CON \$426)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5310LA-LOS ANGELES -LONG	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300
CON	5310RS-Riverside/San Bernardino Urbanized	\$3,927	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,927
CON	5310VH-Victorville-Hesperia Urbanized Area -	\$1,268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,268
CON	FTA 5310 ELD AND DISABI	\$530	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$530
TOTAL	TOTAL	\$7,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,025

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20191501	VARIOUS AGENCIES	San Bernardino	TCM	SCAB	\$3,000	4CR04	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
CON93 - COMMUTER RAIL CARS &/or LOCOMO-EXP-GAS/DIESEL						25-00	
<u>DESCRIPTION</u>							

In San Bernardino County: Enhance Metrolink Service on San Bernardino Line (PA&ED Only)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
TOTAL	TOTAL	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
200086	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$1,622	200086	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>			<u>MODELING</u>	<u>FTIP AMENDMENT</u>	
NCR10 - PASSENGER BENCHES & SMALL SHELTERS					NO	25-00	
<u>DESCRIPTION</u>							

BUS SYSTEM - PASSENGER FACILITIES. FY19 - 9 SHELTERS/BENCHES AND AMENITIES; FY20/21 Various Shelters/Benches/Amenities, FY21/22 Shelter Amenities, Solar Lights, Signage.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$615	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$615
CON	FTA 5307 UZA FORMULAR	\$102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102
CON	LOCAL TRANS FUNDS	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6
CON	PUBLIC TRANS MODERINAZATION IMP	\$744	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$744
CON	STATE TRANSIT ASSIST	\$155	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$155
TOTAL	TOTAL	\$1,622	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,622

<u>FTIP ID</u>	<u>LEAD AGENCY</u>	<u>COUNTY</u>	<u>CONFORM CATEGORY</u>	<u>AIR BASIN</u>	<u>PROJECT COST</u>	<u>RTP ID</u>	<u>SYSTEM</u>
20110301	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$3,104	4TL104	Transit
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>		<u>FTIP AMENDMENT</u>	
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT					NO	25-00	
<u>DESCRIPTION</u>							

TRANSIT OPERATING EQUIPMENT - ITS SOFTWARE/HARDWARE: FY20/21 Replacement upgrade & expansion of fare boxes, FY 25/26 Replace, upgrade and expansion of fare boxes.

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
ALL 25TIP TIP ACTIONS  
San Bernardino County Transportation Authority (SBCTA)  
Public Project Listings  
(in \$000's)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area - AGENCY	\$319	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$519
CON	LOCAL TRANS FUNDS	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
CON	PUBLIC TRANS MODERINAZATION IMP	\$80	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$130
CON	STATE TRANSIT ASSIST	\$1,860	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,860
CON	STATE TRANSIT ASSIST	\$395	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395
TOTAL	TOTAL	\$2,854	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$3,104

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20110302	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$47,956	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUO01 - BUS-CAPITAL LEASE					NO	25-00	

DESCRIPTION
CAPITAL - BUS FACILITY - CAPITAL LEASE PAYMENTS (Hesperia & Barstow)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$25,653	\$1,231	\$1,232	\$1,231	\$1,232	\$0	\$0	\$0	\$30,579
CON	5311 - NONURBANIZED AREA FORMULA	\$342	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342
CON	ARRA - FTA 5307	\$1,913	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,913
CON	ARRA - FTA 5311	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160
CON	FTA 5309(c) BUS	\$1,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,486
CON	LOCAL TRANS FUNDS	\$3,409	\$308	\$308	\$307	\$308	\$0	\$0	\$0	\$4,640
CON	PRIVATE FUNDS	\$447	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$447
CON	STATE TRANSIT ASSIST	\$8,389	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,389
TOTAL	TOTAL	\$41,799	\$1,539	\$1,540	\$1,538	\$1,540	\$0	\$0	\$0	\$47,956

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20111806	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$369	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT					NO	25-00	

DESCRIPTION
TRANSIT BUS STOP ACCESS IMPROVEMENTS - PATH OF TRAVEL FOR EXISTING BUS STOPS (Ongoing)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	LOCAL TRANS FUNDS	\$319	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$319
CON	PUBLIC TRANS MODERINAZATION IMP	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28
CON	STATE TRANSIT ASSIST	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22
TOTAL	TOTAL	\$369	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$369

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20111815	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$99,242	SBD31581	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE					NO	25-00	

DESCRIPTION
OPERATING ASSISTANCE

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$27,034	\$7,750	\$8,000	\$8,025	\$0	\$0	\$0	\$0	\$50,809
CON	LOCAL TRANS FUNDS	\$24,658	\$7,750	\$8,000	\$8,025	\$0	\$0	\$0	\$0	\$48,433
TOTAL	TOTAL	\$51,692	\$15,500	\$16,000	\$16,050	\$0	\$0	\$0	\$0	\$99,242

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FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20131102	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$14,584	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL					NO	25-00	

DESCRIPTION
COMMUTER BUS REPLACEMENT: FY19 COMMUTER BUS REPLACE ALT FUEL (8). FY27/28 (5) Commuter Bus Replacements - FCEB. (TDC: FY20/21 - \$284 CMAQ)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area - CMAQ	\$0	\$0	\$0	\$0	\$7,225	\$0	\$0	\$0	\$7,225
CON		\$2,645	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,645
CON	FTA 5307 UZA FORMULAR	\$1,028	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,028
CON	LOCAL TRANS FUNDS	\$100	\$0	\$0	\$0	\$1,275	\$0	\$0	\$0	\$1,375
CON	PRIVATE FUNDS	\$311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$311
CON	STATE TRANSIT ASSIST	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
TOTAL	TOTAL	\$6,084	\$0	\$0	\$0	\$8,500	\$0	\$0	\$0	\$14,584

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20170801	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$4,297	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR10 - PASSENGER BENCHES & SMALL SHELTERS					NO	25-00	

DESCRIPTION
In Victorville: Transfer Center : FY18 Construct Victorville Shelters, benches, signage, real-time information, restrooms, space for security personnel, fare media vending machines, bike racks, kiosk for bicycle repairs and limited parking for bus supervisors and driver relief vehicles, accommodating 10 to 14 bus routes.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	5307VH-Victorville-Hesperia Urbanized Area - LOCAL TRANS FUNDS	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
PE		\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ROW	5307VH-Victorville-Hesperia Urbanized Area - LOCAL TRANS FUNDS	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
ROW		\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
CON	5307VH-Victorville-Hesperia Urbanized Area - AGENCY	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
CON		\$297	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$297
CON	LOCAL TRANS FUNDS	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
TOTAL	TOTAL	\$4,297	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,297

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20171401	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$876	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT					NO	25-00	

DESCRIPTION
In Victorville: Purchase of Garage and Shop Equipment - Tools and equipment used in fleet maintenance.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area - 5339VH-Victorville-Hesperia Urbanized Area	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
CON		\$267	\$80	\$80	\$80	\$80	\$0	\$0	\$0	\$587
CON	LOCAL TRANS FUNDS	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
CON	STATE TRANSIT ASSIST	\$69	\$20	\$20	\$20	\$20	\$0	\$0	\$0	\$149
CON	TDA ARTICLE #4	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15
TOTAL	TOTAL	\$476	\$100	\$100	\$100	\$100	\$0	\$0	\$0	\$876

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190011	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	NON-EXEMPT	MDAB	\$2,290	20190011	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUN94 - BUSES-EXPANSION-ALTERNATIVE FUEL					YES	25-00	

DESCRIPTION
VVTA Regional Expansion Buses: Route 59 (1 bus) & Route 65 (2 buses)

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$916	\$916	\$0	\$0	\$0	\$0	\$0	\$0	\$1,832
CON	LOCAL TRANS FUNDS	\$229	\$229	\$0	\$0	\$0	\$0	\$0	\$0	\$458
TOTAL	TOTAL	\$1,145	\$1,145	\$0	\$0	\$0	\$0	\$0	\$0	\$2,290

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190101	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$339	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SEC53 - SECURITY		NO	25-00

DESCRIPTION
VVTA: Replace/Upgrade aged Bus Surveillance Cameras. (Ongoing)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270
CON	LOCAL TRANS FUNDS	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19
CON	STATE TRANSIT ASSIST	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50
TOTAL	TOTAL	\$339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190102	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$728	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT		NO	25-00

DESCRIPTION
Battery Electric Buses (BEB) Project Management & Technical Assistance

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5339VH-Victorville-Hesperia Urbanized Area	\$664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$664
CON	AGENCY	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
CON	STATE TRANSIT ASSIST	\$39	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39
TOTAL	TOTAL	\$728	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$728

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190703	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$15,439	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
FUL52 - FUELING STATIONS-ALTERNATIVE FUEL		NO	25-00

DESCRIPTION
FY20 FUELING AND INFRASTRUCTURE UPGRADE AND EXPANSION - BARSTOW FUELING STATION.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	AGENCY	\$0	\$3,600	\$3,600	\$3,600	\$3,600	\$0	\$0	\$0	\$14,400
CON	AIR BOARD	\$661	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$661
CON	SB1 STATE OF GOOD REPAIR	\$378	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$378
TOTAL	TOTAL	\$1,039	\$3,600	\$3,600	\$3,600	\$3,600	\$0	\$0	\$0	\$15,439

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190901	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$429	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
TRN06 - ADMINISTRATIVE EQUIPMENT-NEW		NO	25-00

DESCRIPTION
VVTA: Purchase updated computers and server

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$183	\$40	\$40	\$40	\$40	\$0	\$0	\$0	\$343
CON	LOCAL TRANS FUNDS	\$37	\$10	\$10	\$10	\$10	\$0	\$0	\$0	\$77
CON	STATE TRANSIT ASSIST	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9
TOTAL	TOTAL	\$229	\$50	\$50	\$50	\$50	\$0	\$0	\$0	\$429

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20190902	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$395	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SEC53 - SECURITY					NO	25-00	

DESCRIPTION

VVTA: Transit-Security FY21/22; FY22/23 Purchase Security Cameras; FY23/24 Upgrade On-Board Modems.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$316	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$316
CON	LOCAL TRANS FUNDS	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23
CON	STATE TRANSIT ASSIST	\$56	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56
TOTAL	TOTAL	\$395	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20192703	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$1,091	981104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
SEC54 - SECURITY EQUIPMENT/FACILITIES						25-00	

DESCRIPTION

Transit - Security (Ongoing): FY20/21 - Driver Safety Shields, FY 22/23 - Parking Lot Fence - Security, FY23/24 Security Cameras

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$726	\$146	\$0	\$0	\$0	\$0	\$0	\$0	\$872
CON	LOCAL TRANS FUNDS	\$82	\$37	\$0	\$0	\$0	\$0	\$0	\$0	\$119
CON	STATE TRANSIT ASSIST	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
TOTAL	TOTAL	\$908	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$1,091

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31581	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$270,415	SBD31581	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUO00 - BUS OPERATIONS/OPERATING ASSISTANCE					NO	25-00	

DESCRIPTION

BUS SYSTEM - OPERATING ASSISTANCE (ongoing)

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

2025 Federal Transportation Improvement Program  
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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$4,187	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,187
CON	5310VH-Victorville-Hesperia Urbanized Area -	\$129	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$129
CON	5311 - NONURBANIZED AREA FORMULA	\$6,704	\$978	\$978	\$978	\$978	\$0	\$0	\$0	\$10,616
CON	AGENCY	\$1,253	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,253
CON	CAP AND TRADE PROGRAM	\$693	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$693
CON	FARE REVENUE	\$23,002	\$1,346	\$1,346	\$1,346	\$1,346	\$0	\$0	\$0	\$28,386
CON	LOCAL TRANS FUNDS	\$111,649	\$20,497	\$20,497	\$20,497	\$20,497	\$0	\$0	\$0	\$193,637
CON	LOW OR NO EMISSION VEHICLE	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$270
CON	Low Carbon Transit Operations Program	\$40	\$20	\$20	\$20	\$20	\$0	\$0	\$0	\$120
CON	PRIVATE FUNDS	\$1,494	\$580	\$580	\$580	\$580	\$0	\$0	\$0	\$3,814
CON	SBD CO MEASURE I	\$12,532	\$1,856	\$1,856	\$1,856	\$1,856	\$0	\$0	\$0	\$19,956
CON	STATE AB2766	\$2,579	\$250	\$250	\$250	\$250	\$0	\$0	\$0	\$3,579
CON	STATE TRANSIT ASSIST	\$775	\$750	\$750	\$750	\$750	\$0	\$0	\$0	\$3,775
TOTAL	TOTAL	\$165,307	\$26,277	\$26,277	\$26,277	\$26,277	\$0	\$0	\$0	\$270,415

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD41084	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$64,977	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL		NO	25-00

DESCRIPTION

BUS SYSTEM BUS REPLACEMENT - ALT FUEL: FY18/19 Regional bus replacement class H (7) Battery Electric Buses; FY19/20 Regional bus replacement Class H (5) BEB & Class H (9) CNG; FY20/21 (2) Class H CNG. FY21/22 (5) Class H CNG. FY22/23 - (5) Class (H) CNG, FY23/24 - (11) Class H fuel cell electric buses. FY24/25 - (2) Class HFCEB and FY25/26 - (2) Class HFCEB. (TDC: FY21; CMAQ \$302; FY25 CMAQ \$349; FY26 CMAQ \$356)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$22,133	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,133
CON	5339VH-Victorville-Hesperia Urbanized Area	\$4,903	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,903
CON	AGENCY	\$1,329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,329
CON	ARRA - FTA 5311	\$204	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204
CON	CMAQ	\$15,602	\$3,044	\$3,100	\$0	\$0	\$0	\$0	\$0	\$21,746
CON	LOCAL TRANS FUNDS	\$6,867	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,867
CON	PRIVATE FUNDS	\$1,122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,122
CON	PUBLIC TRANS MODERINAZATION IMP	\$4,038	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,038
CON	SB1 STATE OF GOOD REPAIR	\$1,518	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,518
CON	STATE TRANSIT ASSIST	\$1,117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,117
TOTAL	TOTAL	\$58,833	\$3,044	\$3,100	\$0	\$0	\$0	\$0	\$0	\$64,977

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD41114	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$10,136	SBD41114	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
PAR17 - PARATRANSIT VEHICLES-REPLACEMENT-ALTERNATIVE FUEL		NO	25-00

DESCRIPTION

PARATRANSIT - FY22/23 Purchased (2) PT Vehicles, FY 23/24 (2) Replacement Buses, FY 24/25 (4) Replacement Buses, FY25/26 (3) Replacement Buses, FY26/27 (2) Replacement Buses, FY 27/28 (7) Replacement Buses, FY 28/29 (3) Replacement Buses.

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)



**2025 Federal Transportation Improvement Program  
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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$2,697	\$561	\$420	\$280	\$981	\$420	\$0	\$0	\$5,359
CON	5310VH-Victorville-Hesperia Urbanized Area -	\$194	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$194
CON	5339VH-Victorville-Hesperia Urbanized Area	\$2,051	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,051
CON	CMAQ	\$696	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$696
CON	LOCAL TRANS FUNDS	\$199	\$99	\$74	\$49	\$173	\$74	\$0	\$0	\$668
CON	PUBLIC TRANS MODERINAZATION IMP	\$287	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287
CON	SB1 STATE OF GOOD REPAIR	\$690	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$690
CON	STATE TRANSIT ASSIST	\$191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191
TOTAL	TOTAL	\$7,005	\$660	\$494	\$329	\$1,154	\$494	\$0	\$0	\$10,136

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD41117	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$2,660	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT					NO	25-00	

DESCRIPTION
BUS SYSTEM: FY17 - Service Vehicles (2), FY19 Service Vehicle (2: 1 Hesperia, 1 Barstow), FY20 Service Vehicles (2: Hesperia), FY21/22 Service Vehicles (2), FY 22/23 Service Vehicles (2); FY23/24 Bus Wash Upgrade; FY 24/25 Service Vehicles (1); FY 26/27 Service Vehicles (5)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$1,138	\$64	\$0	\$318	\$0	\$0	\$0	\$0	\$1,520
CON	LOCAL TRANS FUNDS	\$312	\$11	\$0	\$56	\$0	\$0	\$0	\$0	\$379
CON	PUBLIC TRANS MODERINAZATION IMP	\$215	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215
CON	SB1 STATE OF GOOD REPAIR	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
CON	STATE TRANSIT ASSIST	\$506	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$506
TOTAL	TOTAL	\$2,211	\$75	\$0	\$374	\$0	\$0	\$0	\$0	\$2,660

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990204	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$7,081	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
NCN27 - PEDESTRIAN FACILITIES-NEW					NO	25-00	

DESCRIPTION
CONSTRUCT NEW TRANSFER CENTER - HESPERIA

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$3,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,120
CON	5339VH-Victorville-Hesperia Urbanized Area	\$2,062	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,062
CON	AGENCY	\$209	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$209
CON	LOCAL TRANS FUNDS	\$1,609	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,609
CON	SB1 STATE OF GOOD REPAIR	\$81	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$81
TOTAL	TOTAL	\$7,081	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,081

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990205	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$458	4TL104	Transit
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCR86 - MAINTENANCE/STORAGE FACILITY-UPGRADE					NO	25-00	

DESCRIPTION
FACILITY RENOVATIONS

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PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	5307VH-Victorville-Hesperia Urbanized Area -	\$366	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$366
CON	STATE TRANSIT ASSIST	\$92	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92
TOTAL	TOTAL	\$458	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$458

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD990206	VICTOR VALLEY TRANSIT AUTHORITY	San Bernardino	EXEMPT - 93.126	MDAB	\$8,442	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
FUL52 - FUELING STATIONS-ALTERNATIVE FUEL		NO	25-00

DESCRIPTION
HYDROGEN FUEL CELL ELECTRIC BUS INFRASTRUCTURE AND EV STRUCTURE. TDC: FY22/23 \$736 CMAQ(AND 5307 TRANSFER); FY 23/24 \$14 CMAQ; FY25/26 \$149

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
CON	CMAQ	\$2,845	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$4,145
CON	FTA 5307 (FHWA TRANSFER FUNDS)	\$3,690	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,690
CON	LOCAL TRANS FUNDS	\$607	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$607
TOTAL	TOTAL	\$7,142	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$8,442

Attachment: 2025 FTIP Adoption Project Listing (10363 : 2025 Federal Transportation Improvement Program)

## ***Minute Action***

### AGENDA ITEM: 21

***Date:*** March 6, 2024

***Subject:***

Fiscal Year 2023/2024 Low Carbon Transit Operations Program Apportionment - Population Share

***Recommendation:***

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

Approve a Low Carbon Transit Operations Program - Population Share Apportionment for Fiscal Year 2023/2024 in the amount of **\$5,779,784** ~~\$6,207,879~~ to be apportioned **\$4,173,903** ~~\$4,483,055~~ to the Valley and **\$1,605,881** ~~\$1,724,824~~ to the Mountain/Desert areas based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2023.

***Background:***

The Low Carbon Transit Operations Program (LCTOP), established by the California Legislature in 2014 by Senate Bill 862, is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program. The LCTOP was created to provide transit operating and capital assistance to eligible agencies in an effort to reduce greenhouse gas emissions and improve mobility with an emphasis on serving disadvantaged communities. Auction proceeds from the California Air Resources Board (CARB) Cap-and-Trade Program are deposited into the Greenhouse Gas Reduction Fund (GGRF), which provides funding for a variety of programs designed to provide economic, environmental, and public health co-benefits. Five percent of the proceeds deposited into the GGRF are continually appropriated to fund the LCTOP.

Eligible projects funded by the LCTOP include expenditures that support new or expanded transit services or expanded intermodal transit facilities, operational expenditures that increase transit mode share, free or reduced transit fares, and expenditures related to the purchase of zero-emission buses or infrastructure. Projects are required to reduce greenhouse gas emissions. For agencies whose service area includes a Disadvantaged Community (DAC), at least 50 percent of the total monies received shall be expended on projects that will benefit the DAC.

Administered by the California Department of Transportation (Caltrans), LCTOP funds are apportioned to eligible agencies utilizing the State Transit Assistance (STA) Program formula. The formula apportions 50 percent of LCTOP funds by population and the remaining 50 percent by operator revenues from the prior Fiscal Year (FY) in accordance with California Public Utilities Code (CPUC) section 99313 and CPUC section 99314, respectively. The State Controller's Office (SCO) is responsible for determining the funding levels for CPUC section 99313 (Population Share) and CPUC section 99314 (Operator Share) funds. Agencies eligible to receive LCTOP funding include the San Bernardino County Transportation Authority (SBCTA), Basin Transit, Mountain Transit, Victor Valley Transit Authority (VVTA), City of Needles, Omnitrans, and Southern California Regional Rail Authority (SCRRA). While SBCTA is responsible for allocating LCTOP-Population Share funds to projects in the San Bernardino region, the transit operators eligible to receive LCTOP-Operator Share funds must work directly with Caltrans to receive their LCTOP-Operator Share allocations.

*Entity: San Bernardino County Transportation Authority*

The amount of FY 2023/2024 LCTOP-Population Share funds available to SBCTA as determined by the SCO is \$5,779,784. Although the SCO had not released the final apportionment amounts as of the preparation of this agenda item, the amount of FY 2023/2024 LCTOP-Population Share funds available to SBCTA is estimated at \$6,207,879 based on auction proceeds resulting from the CARB Cap and Trade Program. Should the Transit Committee recommend the SBCTA Board of Directors' (Board) approval of this item, and then SCO final apportionments become available prior to the Board meeting, staff will update the apportionment estimates. Otherwise, final SCO apportionments will be included as part of the subsequent LCTOP Allocations and Project List item slated for Board consideration in April. In accordance with the LCTOP Allocation Principles approved by the Board in July 2015 at the inception of the LCTOP, SBCTA staff is recommending that these funds be apportioned to the Valley and Mountain/Desert subareas based on population. Additionally, while not included in the LCTOP Allocation Principles, SBCTA staff also recommends further apportioning of the Mountain/Desert LCTOP-Population Share apportionment to the Mountain/Desert transit operators in accordance with the population of their respective service areas, which is consistent with past apportionment formula practices for other fund sources such as the Local Transportation Fund and Senate Bill 1 State of Good Repair funding. Final proposed apportionments based on a population formula are shown below in Table 1.

**Table 1 – FY 2023/2024 LCTOP-Population Share Apportionment<sup>1</sup>**

Apportionment Area	Population <sup>2</sup>	Percentage	Total FY 2023/2024 Apportionment <sup>3</sup>
Valley	1,575,784	72.22%	<del>\$4,483,055</del> <b>\$4,173,903</b>
Mountain/Desert	606,272	27.78%	<del>\$1,724,824</del> <b>\$1,605,881</b>
Basin Transit	72,166	11.90%	<del>\$205,310</del> <b>\$191,152</b>
Mountain Transit	49,887	8.23%	<del>\$141,927</del> <b>\$132,140</b>
VVTA	479,463	79.08%	<del>\$1,364,057</del> <b>\$1,269,991</b>
City of Needles	4,756	0.78%	<del>\$13,530</del> <b>\$12,598</b>
Total	2,182,056	100.00%	<del>\$6,207,879</del> <b>\$5,779,784</b>

<sup>1</sup>Due to rounding, some totals may not correspond with the sum and/or products of the figures displayed.

<sup>2</sup>Population Source: California Department of Finance and County Demographic Research Unit July 2023

<sup>3</sup>Total population share amount is determined by the State Controller's Office.

For information, the Operator Share Estimate for all operators is shown in Table 2.

**Table 2 – FY 2023/2024 LCTOP-Operator Share Estimate (Provided by SCO)**

Operator	Operator Share Estimate
Omnitrans	<del>\$666,658</del> <b>\$620,685</b>
SCRRA	<del>\$520,999</del> <b>\$485,071</b>
Basin Transit	<del>\$19,988</del> <b>\$18,610</b>
Mountain Transit	<del>\$10,983</del> <b>\$10,225</b>
VVTA	<del>\$88,103</del> <b>\$82,027</b>
City of Needles	<del>\$1,131</del> <b>\$1,054</b>
Total	<del>\$1,307,862</del> <b>\$1,217,672</b>

The total FY 2023/2024 LCTOP-Population Share apportionment for the Valley totals **\$4,173,903** ~~\$4,483,055~~ and for the Mountain/Desert totals **\$1,605,881** ~~\$1,724,824~~ for a total FY 2023/2024 Population Share apportionment of **\$5,779,784** ~~\$6,207,879~~.

San Bernardino County Transportation Authority

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**Financial Impact:**

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

Disbursement or expenditure of these funds will be based on allocations approved by the SBCTA Board of Directors at a future meeting.

**Reviewed By:**

This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024. Final apportionment amounts were received from the SCO on February 26, 2024, and have been incorporated into the item and indicated in bold.

**Responsible Staff:**

James Mejia, Management Analyst II

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

## ***Minute Action***

### AGENDA ITEM: 22

***Date:*** March 6, 2024

***Subject:***

Fiscal Year 2024/2025 State of Good Repair Program Apportionment

***Recommendation:***

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

A. Approve a State of Good Repair – Population Share Apportionment for Fiscal Year 2024/2025 of \$3,782,902 based on the State Controller’s Office estimate on January 31, 2024, to be apportioned \$2,731,844 to the Valley and \$1,051,058 to the Mountain/Desert areas, based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2023.

B. Authorize staff to release State of Good Repair - Operator Share funds received in excess of the allocated amount to operators as the funds are received.

***Background:***

Senate Bill (SB) 1, also known as the Road Repair and Accountability Act of 2017, was approved on April 28, 2017, and is estimated to provide over \$50 billion in new transportation funding over a decade to improve transit service and repair highways, bridges, and local roads. The State of Good Repair (SGR) Program, derived from the approval of SB1, is funded from a portion of a Transportation Improvement Fee on vehicle registrations and provides approximately \$105 million annually to transit operators in California for eligible maintenance, rehabilitation, and capital projects. While SB1 addresses a variety of transportation needs, the SGR Program has a specific goal of keeping transit systems in a state of good repair, including the maintenance and rehabilitation of transit facilities and vehicles and the purchase of new transit vehicles.

Administered by the California Department of Transportation (Caltrans), SGR Program funds are apportioned to eligible agencies using the State Transit Assistance (STA) Program formula. The formula apportions 50 percent of the available SGR funds by population and the remaining 50 percent by operator revenues from the prior Fiscal Year (FY), in accordance with California Public Utilities Code (CPUC) Section 99313 and CPUC Section 99314, respectively. The State Controller’s Office (SCO) is responsible for determining the estimated funding levels for CPUC Section 99313 (Population Share) and CPUC Section 99314 (Operator Share) funds. San Bernardino County Transportation Authority (SBCTA), as the regional transportation planning agency, receives direct allocations of SGR funds in accordance with CPUC Section 99312.2(c) and is responsible for allocating SGR-Population Share funds to projects based on local need and sub-allocating SGR-Operator Share funds to the transit operators in the region based on the amounts published by the SCO. SBCTA is further responsible for providing a list annually to Caltrans of all projects proposed to be funded with SGR funds made available to San Bernardino County. Agencies eligible to receive SGR funds include SBCTA, Omnitrans, Victor Valley Transit Authority (VVTa), Basin Transit, Mountain Transit, City of Needles, and Southern California Regional Rail Authority (SCRRA).

For the San Bernardino region, SCO estimates a FY 2024/2025 apportionment of \$3,625,195 in Population Share funds and \$763,748 in Operator Share funds, for a total of \$4,388,943.

*Entity: San Bernardino County Transportation Authority*

An additional \$157,707 will be added to the Population Share, composed of \$30,935 from excess FY 2022/2023 Population Share revenue and \$126,772 from interest earned on the SGR fund balance. Consistent with the CPUC Section 99313 funding formula used by the SCO, staff recommends apportioning FY 2024/2025 SGR-Population Share funds to the Valley and Mountain/Desert subareas based on the ratio of the population of these subareas to the total population of San Bernardino County. Staff recommends further apportioning the Mountain/Desert SGR-Population Share apportionment to the Mountain/Desert transit operators in accordance with the population of their respective service areas. The Valley SGR-Population Share apportionment is available to Omnitrans, SBCTA, and SCRRA. Project recommendations for the Valley Share are based on identified need, project schedules, and the availability of alternate fund sources. Table 1 below indicates the total SGR amount available for allocation for the FY 2024/2025 apportionment, including the additional \$157,707.

**Table 1 – FY 2024/2025 SGR-Population Share Apportionment**

Prior Year Excess Population Revenue & Accrued Interest <sup>1</sup>			\$157,707
Estimated FY 2024/2025 Population Formula Share <sup>2</sup>			\$3,625,195
<b>Total Estimated Funds Available</b>			<b>\$3,782,902</b>
<b>Apportionment Area</b>	<b>Population<sup>3</sup></b>	<b>Percentage</b>	<b>Apportionment</b>
Valley	1,575,784	72.22%	\$2,731,844
Mountain/Desert	606,272	27.78%	\$1,051,058
<i>Basin Transit</i>	72,166	11.90%	<i>\$125,110</i>
<i>Mountain Transit</i>	49,887	8.23%	<i>\$86,486</i>
VVTA	479,463	79.08%	\$831,217
<i>City of Needles</i>	4,756	0.78%	<i>\$8,245</i>
<b>TOTAL<sup>4</sup></b>	<b>2,182,056</b>	<b>100.00%</b>	<b>\$3,782,902</b>

<sup>1</sup> Apportionment includes revenue over FY 2022/2023 estimate + interest.

<sup>2</sup> Formula Share amount is determined by the SCO.

<sup>3</sup> Population Source: California Department of Finance and County Demographic Research Unit January 2023.

<sup>4</sup> Numbers may not foot due to rounding.

As required, SGR-Operator Share funds will be allocated to the transit operators based on the amounts determined by the SCO. For information, the Operator Share Estimate for all operators is shown in Table 2.

**Table 2 – FY 2024/2025 SGR-Operator Share Allocations  
(Provided by SCO)**

<b>Operator</b>	<b>Operator Share Estimate</b>
Omnitrans	\$389,306
SCRRA	\$304,246
VVTA	\$51,449
Basin Transit	\$11,672
Mountain Transit	\$6,414
City of Needles	\$661
<b>Total</b>	<b>\$763,748</b>



Because the apportionment amounts are estimates, there will be variances in the final amounts received. If Population Share apportionments are less than the estimate, every allocation will be reduced proportionally, and the operator will have the option to backfill the amount with a future year allocation. Any Population Share apportionments received in excess of the estimate will be apportioned and allocated in a subsequent FY. Staff recommends that any Operator Share apportionments received in excess of the estimate be immediately released to the operators as SBCTA has no discretion in the apportionment of these funds. Additionally, Caltrans does not require revised allocation documents to account for differences between estimates and actuals; any variances are noted in required annual reports. The original and final FY 2022/2023 allocations are presented in Table 3 for information.

**Table 3 – FY 2022/2023 SGR-Population Share and Operator Share Allocations**

Agency	Approved Fiscal Year 2022/2023 SGR Allocations			Actual Fiscal Year 2022/2023 SGR Allocations		
	Population Share	Operator Share	Total Allocation	Actual Population Share	Actual Operator Share	Total Actual Allocation
Omnitrans	\$0	\$364,107	\$364,107	\$0	\$364,352	\$364,352
SCRRA	\$0	\$284,553	\$284,553	\$0	\$284,744	\$284,744
SBCTA	\$2,505,811	\$0	\$2,505,811	\$2,505,811	\$0	\$2,505,811
Basin Transit	\$123,026	\$10,917	\$133,943	\$123,026	\$10,923	\$133,949
Mountain Transit	\$81,243	\$5,998	\$87,241	\$81,243	\$6,004	\$87,247
City of Needles	\$8,505	\$618	\$9,123	\$8,505	\$619	\$9,124
VVTA	\$738,603	\$48,119	\$786,722	\$738,603	\$48,151	\$786,754
<b>Total</b>	<b>\$3,457,188</b>	<b>\$714,312</b>	<b>\$4,171,500</b>	<b>\$3,457,188</b>	<b>\$714,793</b>	<b>\$4,171,980</b>

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

Disbursement or expenditure of these funds will be based on allocations approved by the SBCTA Board of Directors at a future meeting.

***Reviewed By:***

This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024.

***Responsible Staff:***

James Mejia, Management Analyst II

Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

## ***Minute Action***

### AGENDA ITEM: 23

***Date:*** March 6, 2024

***Subject:***

State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2024/2025

***Recommendation:***

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

Approve a State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2024/2025 of \$29,817,062 based on the State Controller's Office estimate on January 31, 2024, to be apportioned \$21,532,559 to the Valley and \$8,284,503 to the Mountain/Desert areas based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2023.

***Background:***

Pursuant to the California Public Utilities Code (CPUC) Section 99312, the San Bernardino County Transportation Authority (SBCTA) receives State Transit Assistance (STA) funds, which are derived from the statewide sales tax on diesel fuel, from the State Controller's Office (SCO). This funding is allocated as follows: 1) 50% for CPUC 99313 STA-Population (STA-Pop) Share based on the ratio of the population of the area under its jurisdiction to the total population of the state and 2) 50% for CPUC 99314 STA-Operator (STA-Op) Share, which is specific monies for operators and allocated based on the ratio of the total prior year transit operator passenger fare and local support revenues, as well as member agencies, to the total revenue of all operators in the state and member agencies. The amount of STA-Op Share funds available to each transit operator on an annual basis is determined by the State of California (State), and SBCTA functions as a pass through agency for this portion of STA.

SBCTA apportions STA-Pop Share funds to the Valley and Mountain/Desert areas based on the population of these larger subareas to the population of the county as a whole. Historically, STA funds were allocated to specific projects as needs were identified because revenues had been unstable, and operators needed to meet efficiency standards to use STA for operating expenses. This "pass or fail" efficiency standard could result in operators that are eligible for operations funding in one year not being eligible the next. However, changes to State law concerning the use of these funds for operations provided additional flexibility to use STA for operating expenses.

For annual apportionments, SBCTA uses the estimates published each January by the SCO. For Fiscal Year (FY) 2024/2025, the SCO estimates \$31,590,601 (\$26.1 million STA-Pop, \$5.5 million STA-Op), which is a decrease of 0.1% over the previous year's estimate.

The total annual STA apportionment is a function of three components.

1. Projected annual revenue
2. Prior year audited, unrestricted balance
3. Fund Reserve

Table 1 below shows the staff recommended STA-Pop apportionment for FY 2024/2025 of \$29,817,062. The total apportionment includes a STA-Pop revenue estimate of \$26,093,318,  
*Entity: San Bernardino County Transportation Authority*

consistent with the STA estimate that was made available on January 31, 2024, by the SCO. The prior year audited, unrestricted balance represents the difference between actual revenue received versus the estimate that was approved by the SBCTA Board of Directors (Board) for that FY, including interest. The FY 2024/2025 unrestricted balance is \$3.7 million. It should be noted that the fourth quarter of STA revenue was not received in FY 2022/2023 and will be included in the FY 2025/2026 apportionment. The apportionment also includes a return of the previous year's reserve, less a new reserve equal to 10% of the current year's STA-Pop revenue estimate per Policy No. 31010 adopted by the Board in December 2017. The resulting apportionments to the Valley and Mountain/Desert areas are based on the population estimates approved by the Board in July 2023.

**TABLE 1**  
**San Bernardino County State Transit Assistance Fund – Population Share**  
 Fiscal Year 2024/2025 Apportionment

			<b>APPORTIONMENT</b>
Prior Year Audited Unrestricted Balance <sup>1</sup>			\$ 3,722,724
Estimated Annual STA-Population Receipts <sup>2</sup>			26,093,318
Returned FY 2023/2024 Fund Reserve			2,610,352
Proposed FY 2024/2025 Fund Reserve <sup>3</sup>			(2,609,332)
<b>Total Estimated Funds Available</b>			<b>\$ 29,817,062</b>
<b>Apportionment Area</b>	<b>Population<sup>4</sup></b>	<b>Percentage</b>	<b>APPORTIONMENT</b>
Valley	1,575,784	72.22%	\$ 21,532,559
Mountain/Desert	606,272	27.78%	8,284,503
<b>Total</b>	<b>2,182,056</b>	<b>100.00%</b>	<b>\$ 29,817,062</b>

<sup>1</sup> The difference between actuals and estimates for FY22/23, less the unrestricted fund balance apportioned in FY22/23.

<sup>2</sup> Estimated Annual STA Receipts based on SCO estimate for FY24/25 January 31, 2024.

<sup>3</sup> Reserve is 10% of annual estimated STA revenue per Policy 31010.

<sup>4</sup> Population Source: California Department of Finance and County Demographic Research Unit January 2023.

SBCTA is the designated agency responsible for the administration of the STA-Pop Share Apportionment for San Bernardino County. Adoption of the STA-Pop Share apportionment will provide SBCTA and the transit operators with revenue estimates to use for FY 2024/2025 budgeting purposes.

***Financial Impact:***

SBCTA is the designated agency responsible for the administration of the STA-Population Share Apportionment for San Bernardino County. Adoption of the STA Population apportionment will provide SBCTA and the transit operators with revenue estimates to use for Fiscal Year 2024/2025 budgeting purposes. This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024.

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

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Approved  
Board of Directors  
Date: March 6, 2024  
Witnessed By:

San Bernardino County Transportation Authority

## ***Minute Action***

AGENDA ITEM: 24

***Date:*** *March 6, 2024*

***Subject:***

Local Transportation Fund Apportionment for Fiscal Year 2024/2025

***Recommendation:***

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

A. Maintain Fiscal Year (FY) 2023/2024 Local Transportation Fund apportionment of \$182,615,139, as approved by the SBCTA Board of Directors (Board) on March 1, 2023.

B. Approve a FY 2024/2025 Fund Reserve of \$14,956,894, representing 10% of the estimated annual revenues for unexpected financial need per Policy No. 31010.

C. Approve a Local Transportation Fund estimated apportionment of \$171,056,630 for FY 2024/2025, as detailed in Attachment A, based on \$149,568,943 in estimated receipts plus a carryover of \$21,428,798 from actual revenue and interest received in FY 2022/2023 over the estimate the Board approved on March 2, 2022, the return of the unused FY 2023/2024 Fund Reserves, less the Fund Reserves in Recommendation B.

***Background:***

As required by the Transportation Development Act (TDA), the San Bernardino County Transportation Authority (SBCTA) must analyze and evaluate the total amount of Local Transportation Fund (LTF) revenue anticipated to be available and relative needs and annually determine the amount to be allocated to each claimant. The first step in this process is to determine how much apportionment each area receives based on population data.

Pursuant to Section 6620 of the California Code of Regulations (CCR), the San Bernardino County Auditor/Controller (Auditor) is to provide SBCTA with an estimate of LTF revenue available for apportionment and allocation during the ensuing year, Fiscal Year (FY) 2024/2025, and, if requested, a revised or updated estimate of revenues for current FY 2023/2024 prior to February 1, 2024. Section 6644 of the CCR requires that SBCTA determine and advise all prospective claimants of the amount of all area apportionments for the next FY by March 1, 2024.

The total annual LTF apportionment is a function of three components.

1. Projected annual revenue
2. Prior audited, unapportioned fund balance
3. Fund reserve

Annually, SBCTA staff analyzes LTF receipts and revenue trends and presents the Auditor with an estimate of current year and subsequent year LTF revenue projections. This year, the Auditor replied with information from the Legislative Analyst's office on a bleaker FY 2024/2025 outlook and reduced the SBCTA estimate for FY 2024/2025 by approximately \$1 million. SBCTA staff is recommending a FY 2024/2025 revenue estimate of \$149,568,943 in concurrence with the Auditor's proposed revenue estimate.

*Entity: San Bernardino County Transportation Authority*

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Any difference between actual revenue received versus the estimate that was approved by the SBCTA Board of Directors (Board) for that FY is captured in the second component of the annual apportionment calculation, the prior year audited and unapportioned fund balance. The difference, including interest and investment earnings/losses, is included in the fund balance in the annual financial audit. In this instance, the unapportioned amount of \$21,428,798 is made up of actual revenue plus interest received above the FY 2022/2023 estimate approved by the Board on March 1, 2023.

Finally, the third component of the apportionment is the fund reserve. In the proposed FY 2024/2025 LTF apportionment, staff is recommending a fund reserve of \$14,956,894, calculated as 10% of the annual estimated LTF revenue, consistent with Policy No. 31010 adopted by the Board on December 6, 2017. This reserve is to be maintained for operators based on a population pro-rata share and is intended to remedy an immediate economic shortfall or address extreme or unusual circumstances. The prior year's fund reserve of \$15 million gets returned as part of the overall funds available for apportionment.

The total proposed FY 2024/2025 LTF apportionment is included in Attachment A. The three components of revenue are included at the top of the table. The resulting total apportionment is \$171,056,630, a decrease of \$11.6 million compared to the prior year, which is a result of a lower prior year audited unrestricted fund balance amount in this apportionment. If the total apportionment is approved, the individual amounts of apportionment that would be provided to eligible claimants are outlined in Attachment A. The first section pertains to administration and planning, the second section pertains to non-motorized transportation, and the third section pertains to the Valley and Mountain/Desert jurisdictions for eligible expenditures.

Pursuant to Section 99233.1 of the California Public Utilities Code (CPUC), SBCTA and the Auditor shall allocate such sums as are necessary for the administrative responsibilities under the TDA. The Auditor's staff is requesting an allocation of \$32,508, which is the same amount allocated in FY 2023/2024. SBCTA's administrative costs include conducting the LTF and State Transit Assistance (STA) Funds financial and performance audits; staff time associated with processing allocations and disbursements, fiscal tracking, and conducting Public and Specialized Transportation Advisory and Coordination Council (PASTACC) meetings and unmet needs hearings when needed; and a portion of SBCTA's indirect costs. Staff is requesting 1% of the estimated funds available, or \$1,710,566 for SBCTA's administrative costs in FY 2024/2025, consistent with the indirect methodology outlined in Policy No. 20600.

Pursuant to Section 99233.2(b)(1) of the CPUC, up to 3% of the annual LTF revenues may be allocated to SBCTA for its transportation planning and programming functions. The amount of LTF planning funds available for this purpose for FY 2024/2025 is \$5,131,699. This is a critical component of funding for staff activities that are not directly related to Measure I and a portion of SBCTA's administrative costs.

Further, pursuant to Section 99233.2(b)(2) of the CPUC, Southern California Association of Governments (SCAG) is to be allocated up to 3/4% of the annual LTF revenues. For FY 2024/2025, the allocation to SCAG is \$1,282,925.

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Lastly, in accordance with Section 99233.3 of the CPUC (Article 3), 2% of the remaining balance following allocations for administration and planning is made available to counties, cities, and transit operators, through a competitive grant process, for facilities provided for the exclusive use of pedestrians and bicycles. The allocation for pedestrian and bicycle related projects for FY 2024/2025 is \$3,257,979. SBCTA conducts an Article 3 call-for-projects every two years. The next call-for-projects is tentatively scheduled for spring 2025.

The balance of LTF is available for apportionment to the Valley and to each individual city and county area in the Mountain/Desert subareas based on the population estimates approved by the Board for FY 2023/2024 in July 2023. While apportionments are made to individual jurisdictions in the Mountain/Desert subareas, the funds are first allocated to the respective transit operators for transit purposes, and any unused apportionment is returned to the local jurisdictions for streets and roads purposes in the subsequent FY. Currently all transit operators are making full use of their allocations for transit purposes.

SBCTA received concurrence on January 23, 2024, on the estimated funds available for apportionment included in Attachment A from the Auditor.

***Financial Impact:***

SBCTA is the designated agency responsible for the administration of LTF for San Bernardino County. Adoption of the LTF apportionment will provide SBCTA, SCAG, transit agencies, and local jurisdictions with revenue estimates to use for Fiscal Year (FY) 2024/2025 budgeting purposes. This item has no financial impact on the adopted Budget for FY 2023/2024.

***Reviewed By:***

This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024.

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

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San Bernardino County Transportation Authority



**San Bernardino County Local Transportation Fund  
Fiscal Year 2024/2025 Apportionment**

			<b>APPORTIONMENT<sup>1</sup></b>
Prior Year Audited Unrestricted Fund Balance <sup>2</sup>			\$ 21,428,798
Estimated Annual LTF Receipts <sup>3</sup>			\$ 149,568,943
Returned FY 2023/2024 Fund Reserve			\$ 15,015,783
Proposed FY 2024/2025 Fund Reserve <sup>4</sup>			\$ (14,956,894)
Proposed Additional Fund Reserve <sup>5</sup>			\$ -
<i>Allocation of Transit Reserves:</i>			
<i>Valley</i>	<i>\$ 10,801,205</i>		
<i>VVTA</i>	<i>\$ 3,286,477</i>		
<i>MARTA</i>	<i>\$ 341,950</i>		
<i>MBTA</i>	<i>\$ 494,662</i>		
<i>City of Needles</i>	<i>\$ 32,600</i>		
<b>Total Estimated Funds Available</b>			<b>\$ 171,056,630</b>
Auditor's Administrative Cost <sup>5</sup>			\$ 32,508
SBCTA's Administrative Cost Set-Aside <sup>6</sup>			\$ 1,710,566
SBCTA Planning <sup>7</sup>			\$ 5,131,699
SCAG Planning <sup>8</sup>			\$ 1,282,925
<b>Resulting Balance</b>			<b>\$ 162,898,932</b>
Article 3 (SB821) Program <sup>9</sup>			\$ 3,257,979
<b>Balance Available for Apportionment</b>			<b>\$ 159,640,953</b>
<b>Apportionment Area</b>	<b>Population<sup>10</sup></b>	<b>Percentage<sup>1</sup></b>	<b>APPORTIONMENT<sup>1</sup></b>
Valley	1,575,784	72.22%	\$ 115,285,611
Adelanto	36,656	1.68%	\$ 2,681,782
Apple Valley	74,996	3.44%	\$ 5,486,767
Barstow	24,918	1.14%	\$ 1,823,021
Big Bear Lake	4,914	0.23%	\$ 359,512
Hesperia	100,041	4.58%	\$ 7,319,079
Needles	4,756	0.22%	\$ 347,953
Twentynine Palms	25,929	1.19%	\$ 1,896,986
Victorville	137,193	6.29%	\$ 10,037,149
Yucca Valley	21,635	0.99%	\$ 1,582,834
County - Unincorporated			
<i>Colorado River (VVTA)</i>	<i>2,170</i>	<i>0.10%</i>	<i>\$ 158,759</i>
<i>Morongo Basin (MBTA)</i>	<i>24,602</i>	<i>1.13%</i>	<i>\$ 1,799,902</i>
<i>Mountains (MARTA)</i>	<i>44,973</i>	<i>2.06%</i>	<i>\$ 3,290,260</i>
<i>North Desert (VVTA)</i>	<i>33,390</i>	<i>1.53%</i>	<i>\$ 2,442,839</i>
<i>Victor Valley (VVTA)</i>	<i>70,099</i>	<i>3.21%</i>	<i>\$ 5,128,499</i>
<b>Total</b>	<b>2,182,056</b>	<b>100.00%</b>	<b>\$ 159,640,953</b>

<sup>1</sup> Due to rounding, some totals may not correspond with the sum and/or products of the figures displayed.

<sup>2</sup> Difference between the FY 2022/2023 revenue estimate and the actual amount received + interest.

<sup>3</sup> Estimate based off of letter from auditor received January 2024 and Legislative Analyst's Office.

<sup>4</sup> Reserve is 10% of annual estimated LTF revenue per Policy 31010.

<sup>5</sup> Estimate provided by County Auditor in January 2024.

<sup>6</sup> SBCTA's Administrative Cost set-aside is 1% of Total Estimated Funds Available. Expenditures includes staff time associated with administration of TDA funds, audits, TDA update work, unmet needs hearings and a portion of agency indirect costs.

<sup>7</sup> SBCTA Planning set-aside is 3% of Total Estimated Funds Available.

<sup>8</sup> SCAG Planning set-aside is 3/4% of Total Estimated Funds Available.

<sup>9</sup> Article 3 (SB821) Program set-aside is 2% of Resulting Balance.

<sup>10</sup> Population Source: California Department of Finance and County Demographic Research Unit January 2023

## ***Minute Action***

AGENDA ITEM: 25

***Date:*** March 6, 2024

***Subject:***

Senate Bill 125 Transit Funding

***Recommendation:***

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

A. Approve the apportionment of anticipated Fiscal Year 2023/2024 Senate Bill (SB) 125 Transit Funding to the Valley and the Mountain/Desert area operators as shown in Table 1.

B. Authorize the Executive Director, or his designee, to submit the Revised Allocation Package to the California State Transportation Agency on behalf of SBCTA subsequent to approvals of allocations by the SBCTA Board.

***Background:***

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Assembly Bill (AB) 398 (Chapter 135, Statutes of 2017) extended the Cap-and-Trade Program that supports the TIRCP from 2020 through 2030. SB 1 (Chapter 5, Statutes of 2017) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account (PTA).

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4 million of General Fund to the TIRCP over the next two fiscal years as well as \$910 million of GGRF funding and \$190 million of PTA funding over the next four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP). These funds are formula funds that are to be administered by San Bernardino County Transportation Authority (SBCTA). The TIRCP portion is distributed to SBCTA based on a population formula and the ZETCP is distributed to SBCTA based on the State Transportation Assistance (STA) formula, which is 50% based on population and 50% based on transit operator revenues. The total amount to be received by SBCTA through Fiscal Year (FY) 2026/2027 is estimated at \$259,191,238. The guidelines for the management of these funds were approved by the California State Transportation Agency (CalSTA) on September 29, 2023.

As outlined in SB 125, it is the intent of the Legislature to:

1. provide one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified
2. assist transit operators in preventing service cuts and increasing ridership
3. prioritize the availability of transit for riders who are transit dependent
4. prioritize transit agencies representing a significant percentage of the region's ridership

*Entity: San Bernardino County Transportation Authority*

The TIRCP portion is appropriated over two fiscal years. The bill authorizes the funds to be used for high-priority transit capital projects consistent with the uses allowed in Cycle 6 of the TIRCP, which includes existing projects seeking to maintain or obtain federal or local funding commitments, project development for major projects that are seeking to enter or have already entered project development with federal partners, or for new TIRCP projects. As in Cycle 6, all capital projects must both increase ridership and reduce greenhouse gas emissions, in common with traditional TIRCP project requirements. The funding may also be used to fund transit operating expenses that prevent service cuts and increase ridership, subject to compliance with requirements.

The ZETCP portion is appropriated over four fiscal years. The bill authorizes the funds to be used for zero-emission transit equipment, including, but not limited to, zero-emission vehicles and refueling infrastructure and, subject to compliance with requirements, to use those moneys to fund transit operating expenditures that prevent service reduction or elimination in order to maintain or increase ridership.

These funds are transferred to SBCTA after CalSTA approves an Allocation Package submitted by SBCTA. The Initial Allocation Package was submitted to CalSTA by the required submittal deadline of December 31, 2023, and updated Allocation Packages can be submitted on a rolling basis to incorporate changes to projects and costs. The funds must be transferred to SBCTA within four years of appropriation in the State Budget, and there is no expenditure deadline. Because the funds are received by SBCTA prior to expenditure, and can only be received by SBCTA, it may be necessary to develop funding agreements with any transit operators that are allocated funds from these programs.

There is an allowance for up to 1% to be used for administrative purposes such as preparation of annual reports, processing agreements and invoices, preparing Allocation Packages, and developing the required financial plans. At the December 2023 SBCTA Board of Directors (Board) meeting, the Board approved the maximum eligible amount totaling \$2,591,912 be reserved for this purpose before the funds are apportioned; if the administration funds are not fully used, they can be reallocated for projects in the future.

As far as how to distribute these funds to projects within San Bernardino County, staff recommends apportioning the Fiscal Year 2023/2024 funds to the Valley Subarea and to the Mountain/Desert operators in the same manner as they are received by SBCTA. Table 1 is the resulting recommended apportionment with the TIRCP funds being apportioned based on population and ZETCP funds being apportioned in the same manner as the STA funds with 50% based on population and 50% based on transit operator revenue, consistent with the FY 2023/2024 STA operator apportionments. Staff recommends that the Board only apportion the first year of TIRCP and ZETCP at this time and defer the apportionment of the subsequent years until more information is known about the timing of specific transit needs throughout the region, particularly given the rare opportunity of the amount of funding available and the limited eligibility of the funding program. Additionally, given the reported State budget deficit, the availability of future SB 125 appropriations could be altered or at risk, which could impact the apportionment or allocation strategy. In SB 125 as approved, the second year of TIRCP funding is estimated at \$111 million and the second through fourth years of ZETCP funding is estimated at \$23.3 million.

**Table 1 – Fiscal Year 2023/2024 TIRCP / ZETCP Formula Apportionments**

				TIRCP	ZETCP	TOTAL
<b>Estimated Fiscal Year 2023/2024 Apportionment</b>				<b>\$ 110,856,746</b>	<b>\$ 13,864,934</b>	<b>\$ 124,721,680</b>
<b>Less SBCTA Administration</b>					<b>\$ 2,591,912</b>	<b>\$ 2,591,912</b>
<b>Total Estimated Funds Available</b>				<b>\$ 110,856,746</b>	<b>\$ 11,273,022</b>	<b>\$ 122,129,768</b>
<b>Apportionment Area</b>	<b>Population</b>	<b>Percentage</b>	<b>Revenue Basis Percentage (PUC Section 99314)</b>	<b>TIRCP Apportionment</b>	<b>ZETCP Apportionment</b>	<b>Total Apportionment</b>
Valley	1,584,480	72.43%	90.81%	\$ 80,291,222	\$ 9,200,869	\$ 89,492,091
Mountain/Desert	603,185	27.57%	9.19%	\$ 30,565,524	\$ 2,072,153	\$ 32,637,677
<i>MBTA</i>	71,822	11.91%	1.53%	\$ 3,639,476	\$ 246,734	\$ 3,886,209
<i>Mountain Transit</i>	50,897	8.44%	0.84%	\$ 2,579,132	\$ 174,849	\$ 2,753,981
<i>VVTA</i>	475,590	78.85%	6.74%	\$ 24,099,833	\$ 1,633,819	\$ 25,733,652
<i>City of Needles</i>	4,876	0.81%	0.09%	\$ 247,084	\$ 16,751	\$ 263,835
<b>TOTAL</b>	<b>2,187,665</b>	<b>100.00%</b>	<b>100.00%</b>	<b>\$ 110,856,746</b>	<b>\$ 11,273,022</b>	<b>\$ 122,129,768</b>

As approved by the Board in December 2023, the Initial Allocation Package that was submitted in December 2023 was limited to known funding shortfalls for SBCTA capital projects to allow time for SBCTA and the operators to review their Short Range Transit Plans and plan for the best use of these funds. There is \$56,157,312 remaining from the Fiscal Year 2023/2024 SB 125 TIRCP proposed apportionment for the Valley after funding those known shortfalls, which were the Metrolink Active Transportation Program (ATP) Phase II Project (\$3,170,910), the DMU to ZEMU Vehicle Conversion Project (\$4,453,000), and the Metrolink Double Track Lilac to Rancho Project (\$16,510,000).

The agenda item presented to the Transit Committee in November 2023 containing the above recommended allocations also included proposed apportionments for the TIRCP and ZETCP funds. The Transit Committee recommended delaying the proposed apportionments and instead recommended formation of an Ad Hoc Committee to analyze the specific transit needs throughout the county. Staff in consultation with the SBCTA Board President and the affected transit operators have determined that it is appropriate for these funds to be apportioned throughout the county in the manner in which they were apportioned to SBCTA and that allocation issues can be resolved at the staff level based on planning documents. As such, formation of an Ad Hoc Committee is not necessary at this time. After approval of the proposed apportionments in Table 1, an allocation item will be brought to the SBCTA Transit Committee and Board for approval before being submitted to CalSTA as all Allocation Packages must be submitted by SBCTA.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024. Future Budget amendment actions will be presented to the Board for approval to establish appropriate financial accounts and incorporate approved funding.

***Reviewed By:***

This item was reviewed and unanimously approved by the Transit Committee on February 15, 2024.

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March 6, 2024  
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***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

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Approved  
Board of Directors  
Date: March 6, 2024  
Witnessed By:

San Bernardino County Transportation Authority

## ***Minute Action***

AGENDA ITEM: 26

***Date:*** March 6, 2024

***Subject:***

State Legislative Update

***Recommendation:***

Receive and file the February 2024 State Legislative Update.

***Background:***

San Bernardino County Transportation Authority (SBCTA) Legislative Affairs staff, along with a representative from state advocates, California Advisors, LLC, updated the Legislative Policy Committee on February 14, 2024, on recent meetings with state officials and legislators, the expanding projected state budget deficit and the upcoming legislative session.

### **2024 Legislative Session**

The Legislature reconvened for the 2024 Legislative Session on January 3, 2024. The newly formed committees went to work on hearing “two-year” bills and had to move those bills out of each house by January 31, 2024. The deadline to introduce new bills for the 2024 session will be February 16, 2024. While new measures have been slowly introduced during January, we anticipate that introductions will significantly pick up in February as the bill deadline approaches.

### **2024-2025 Budget**

To meet his constitutional requirement, Governor Gavin Newsom released his 2024-25 budget proposal to the Legislature on Wednesday, January 10, 2024. This year, the fiscal outlook has been projected to be dire. Specifically, the Legislative Analyst Office (LAO) has stated that they estimate the Legislature will need to solve a \$68 billion deficit in the upcoming budget process. Notably, Newsom’s administration projects the budget shortfall will only be \$37.86 billion, which is roughly \$30 billion lower than what the LAO estimated. This is largely because the Governor believes the state will save about \$15 billion on Prop 98 spending due to revenue estimates they made during last year’s budget being higher than what the state received. The other \$15 billion is because the Governor takes a more optimistic view on revenues in the short-term. However, on the revenue front, the LAO has already noted that personal income tax for January is \$3-\$4 billion short of the Governor’s budget projections.

**Transportation Package.** In total, the Governor’s budget includes the following amendments to the prior year’s transportation package: \$296 million General Fund reductions, \$791 million in fund shifts, and \$3.2 billion in delays. According to the administration, the proposed delays will not have a programmatic impact and primarily align the budget with expenditure schedules. More specifically, the budget solutions include the following:

**Active Transportation Program (ATP).** A reduction of \$200 million General Fund to the ATP at the California Transportation Commission (CTC). This will be backfilled by ATP funding that was expected to be available for allocation in future cycles. In addition, the Governor’s budget includes a delay of \$400 million of the General Fund from 2021-22.

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

**Competitive Transit and Intercity Rail Capital Program.** A delay of \$2.1 billion General Fund from 2021-22 to as late as 2027-28 as well as a shift of \$530 million from General Fund to Greenhouse Gas Reduction Fund (GGRF) to the competitive Transit and Intercity Rail Capital Program (TIRCP) at the California State Transportation Agency (CalSTA).

**Formula Transit and Intercity Rail Capital Program.** A delay of \$1 billion General Fund from 2024-25 to 2025-26 as well as a shift of \$261 million from General Fund to GGRF to the formula TIRCP at CalSTA.

**Highways to Boulevards.** A delay of \$150 million General Fund from 2021-22 to the Highways to Boulevards program at Caltrans.

**Port and Freight Infrastructure Program.** A delay of \$100 million General Fund from 2021-22 to the Port and Freight Infrastructure Program at CalSTA.

**High Speed Rail.** The budget includes a \$6 million High-Speed Rail Property Fund for the reinvestment of excess property sale revenues to offset future costs related to right-of-way acquisitions for the Central Valley Segment.

**California Highway Patrol.** The budget includes \$18 million (\$4.9 million Motor Vehicle Account (MVA)) and \$13.1 million Public Buildings Construction Fund) for the Keller Peak Tower replacement and six ongoing area office replacement projects located at Gold Run, Redding, Los Banos, Antelope Valley, Barstow, and Porterville.

**Department of Motor Vehicles.** The budget includes a \$17.9 million Public Buildings Construction Fund for the performance criteria phase of the El Centro field office replacement project and for the construction phase of the Oxnard field office reconfiguration project.

On January 25, 2024, the Department of Finance informed the Legislature that the Administration would not be proposing any April 1, 2024, Finance Letter spending adjustments or May 1, 2024, capital outlay adjustments. The reasoning they gave in the letter was due to the substantial structural deficit and fiscal uncertainty the state is facing. The Administration is planning on evaluating all additional changes in the May Revise. Typically, these finance letters are meant to be submitted by the state departments to request additional budget augmentations. Governor's Proposed 2024-25 Budget Bills are Assembly Bill 1812 (Gabriel) and Senate Bill 917 (Skinner). The Legislature has already held two hearings on the Governor's proposal. The Assembly Chair mentioned they would be holding 61 sub-committee meetings between now and the June 15, 2024, deadline.

Attachment A contains a list of legislative bills that (SBCTA)/San Bernardino Associated Governments (SBCOG) have taken a position on. Attachment B reflects bills of interest to SBCTA and SBCOG.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was received by the Legislative Policy Committee on February 14, 2024.

***Responsible Staff:***

Otis Greer, Director of Legislative and Public Affairs

San Bernardino Council of Governments

San Bernardino County Transportation Authority



Board of Directors Agenda Item  
March 6, 2024  
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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)  
LEGISLATIVE BILL POSITIONS - February 2024**

**ATTACHMENT**

26.a

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 400 (Rubio)	Would remove the sunset date on the use of the design-build procurement process by local agencies on specified infrastructure projects.	Signed by the Governor. (9/22/23)	Support	4/12/2023
SB 617 (Newman)	Would allow transportation agencies the use of the progressive design-build procurement process on capital projects.	Signed by the Governor. (10/4/23)	Support	4/12/2023
SB 706 (Caballero)	Would allow local agencies, such as cities, counties and special districts, the use of the progressive design-build procurement process on non-water related public works projects in excess of \$5 million.	Signed by the Governor. (10/8/23)	Support	4/12/2023
AB 6 (Friedman)	Would require the California Air Resources Board to establish additional greenhouse gas emissions targets for 2035 and 2045, as well as imposing new requirements on Metropolitan Planning Organizations, such as the Southern California Association of Governments, regarding technical methodology in developing their Regional Transportation Plan and Sustainable Community Strategy.	Failed Policy Committee deadline, two-year bill. (7/14/23)	Oppose	6/14/2023

Attachment: Bill position matrix 2-24 (10358 : State Legislative Update)

**SAN BERNARDINO COUNTY**  
**TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)**  
**LEGISLATIVE BILL POSITIONS - February 2024**

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 7 (Friedman)	Would require the project selection process for transportation infrastructure projects funded by certain state transportation accounts to incorporate federal principles that promote accessibility, climate change, the environment, resilience, safety, timeliness, among other principles	Failed to be voted upon on Senate Floor, two-year bill. (9/14/23)	Oppose	6/14/2023

## Status Report

Thursday, February 01, 2024

**AB 6 Friedman D ( Dist. 44) Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.****Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law requires that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified.

**Position:** Oppose**AB 7 Friedman D ( Dist. 44) Transportation: planning: project selection processes.****Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes.

**Position:** Oppose**AB 9 Muratsuchi D ( Dist. 66) Greenhouse gases: market-based compliance mechanism.****Location:** ASSEMBLY 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to initiate a regulatory process to evaluate potential updates to the market-based compliance mechanism, and would require regulatory changes to take effect no later than January 1, 2025. The bill would require the evaluation to focus on specified items, including whether the supply of emission allowances and carbon offsets are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the state board's most recent scoping plan, rules for banking allowances to use for future compliance and recommendations made by the Independent Emissions Market Advisory Committee and the state board's environmental justice advisory committee. The bill would require the state board, beginning January 1, 2028, and subsequently on a triennial basis, as specified, and in consultation with the Independent Emissions Market Advisory Committee and the environmental justice advisory committee, to conduct an evaluation of the market-based compliance mechanism, as provided.

**Position:** Watch**AB 16 Dixon R ( Dist. 72) Motor Vehicle Fuel Tax Law: adjustment suspension.**

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as specified, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.

**AB 31 Carrillo, Juan D ( Dist. 39) Public transit: funding.**

Location: ASSEMBLY 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law provides various sources of funding for capital and operating expenses of public transit systems and intercity rail in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California.

**AB 53 Fong, Vince R ( Dist. 32) Motor Vehicle Fuel Tax Law: suspension of tax.**

Location: ASSEMBLY TRANS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

**AB 241 Reyes D ( Dist. 50) Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.**

Location: ASSEMBLY INACTIVE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Current law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Current law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided. This bill would extend the increases in those charges to July 1, 2035.

**AB 295 Fong, Vince R ( Dist. 32) Department of Transportation: maintenance projects.**

Location: SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would require the Department of Transportation to expedite roadside maintenance for specified projects related to roadside maintenance and the removal and clearing of material, as provided. The bill would also authorize local governmental entities, fire protection districts, fire safe councils, and tribal entities to notify the department of those

projects related to roadside maintenance and the removal and clearing of material that have not been completed in an efficient and timely manner if the continued failure to complete these projects poses a clear and imminent danger, as provided. The bill would require the Division of Maintenance to begin the maintenance project within 90 days of being notified.

**AB 382 Cervantes D ( Dist. 58) High-occupancy vehicle lanes: County of Riverside.**

**Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit. Current law authorizes a value pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in the County of Riverside by the Riverside County Transportation Commission. Current law requires the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside. Separate from that report, this bill would require the Transportation Agency, on or before January 1, 2025, to report to the transportation policy committees of the Legislature on that same topic and on the feasibility and appropriateness of removing from high-occupancy vehicle lanes in the County of Riverside, except for certain high-occupancy toll lanes, any double parallel solid lines to restrict the entrance into or exit from those lanes, including the use of the appropriate markings and signage.

**Position:** Watch

**AB 591 Gabriel D ( Dist. 46) Electric vehicle service equipment: connectors and public accessibility.**

**Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would require that any electric vehicle service equipment that is capable of charging a light-duty electric vehicle and is installed or substantially retrofitted, as defined, except for private use at a single-family residence or multifamily residence, include a universal connector, as defined, and be publicly accessible. The bill would require an owner or operator of CHAdeMO electric vehicle service equipment, as defined, that is in operation on January 1, 2024, except where it is located at a single-family residence or multifamily residence and is only for private use, to maintain the CHAdeMO electric vehicle service equipment in good working condition until at least January 1, 2029.

**AB 610 Holden D ( Dist. 41) Fast food restaurant industry: Fast Food Council: health, safety, employment, and minimum wage.**

**Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law establishes an hourly minimum wage for fast food restaurant employees, as described, authorizes the council to increase the hourly minimum wage pursuant to specified parameters, and sets forth requirements, limitations, and procedures for adopting and reviewing fast food restaurant health, safety, and employment standards. Current law defines terms for these purposes, including defining “fast food restaurant” to mean a limited-service restaurant in the state that is part of a national fast food chain. Current law exempts from the definition of “fast food restaurant” an establishment that on September 15, 2023, operates a bakery in a prescribed manner, as long as it continues to operate such a bakery. Current law also exempts certain restaurants in grocery establishments. This bill would exempt additional restaurants from the definition of “fast food restaurant,” including

**AB 627 Jackson D ( Dist. 60) Drayage trucks: voucher incentive project.****Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. The Budget Act of 2023 appropriated funds from the Greenhouse Gas Reduction Fund to the state board for zero-emission drayage trucks to be administered through the project and, in expending those funds, requires the state board, before January 1, 2025, to limit the number and award amount levels under the project based on fleet size. This bill would require the state board to ensure that a voucher provided under the project for the purchase of a new, or the retrofit of a used, drayage truck is provided to an operator in an amount determined pursuant to a sliding scale established by the state board, based on the number of drayage trucks the operator owns. In administering the project, the bill would require the state board to prioritize the award of those vouchers to operators meeting certain criteria.

**Position:** Watch**AB 761 Friedman D ( Dist. 44) Local finance: enhanced infrastructure financing districts.****Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Current law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Current law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects.

**Position:** Watch**AB 817 Pacheco D ( Dist. 64) Open meetings: teleconferencing: subsidiary body.****Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

The Ralph M. Brown Act requires, with specified exceptions, each legislative body of a local agency to provide



notice of the time and place for its regular meetings and an agenda containing a brief general description of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Current law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met (nonemergency provisions). This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.

**AB 849 Garcia D ( Dist. 36) Community emissions reduction programs.**

**Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law requires the State Air Resources Board to prepare, and to update at least once every 5 years, a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. Current law requires the state board to include in the statewide strategy, among other components, an assessment and identification of communities with high cumulative exposure burdens for toxic air contaminants and criteria air pollutants, prioritizing disadvantaged communities and sensitive receptor locations based on specified factors. Current law requires the state board, based on the assessment and identification of communities with high cumulative exposure burdens, to select locations around the state for preparation of community emissions reduction programs. Current law requires an air district encompassing any location selected by the state board to adopt, in consultation with the state board, within one year of the state board's selection, a community emissions reduction program to achieve emissions reductions for the location selected using cost-effective measures, as specified. Current law also requires an air district to submit the community emissions reduction program to the state board for review and approval as prescribed. Current law requires the air district and the state board to implement and enforce the measures in the community emissions reduction program consistent with their respective authority. This bill would additionally require the air district, in adopting a community emissions reduction program, to consult with other relevant state agencies. By imposing additional duties on air districts, this bill would impose a state-mandated local program.

**AB 930 Friedman D ( Dist. 44) Local government: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts.**

**Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would authorize the legislative bodies of 2 or more cities or counties to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would authorize a special district to join a RISE district, by resolution, as specified. The bill would require the Office of Planning and Research (OPR) to develop guidelines for the formation of RISE districts no later than November 30, 2026. The bill would provide for the establishment of a governing board of a RISE district with representatives

of each participating local government.

**AB 1008 Bauer-Kahan D ( Dist. 16) The Western Joshua Tree Conservation Act.**

**Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The California Endangered Species Act requires the Fish and Game Commission (commission) to establish a list of endangered species and a list of threatened species and to add or remove species from either list if it finds, upon the receipt of sufficient scientific information, as specified, that the action is warranted. The act prohibits the taking of an endangered or threatened species, except in certain situations. Under the act, the Department of Fish and Wildlife may authorize the taking of listed species pursuant to an incidental take permit if the taking is incidental to an otherwise lawful activity, the impacts are minimized and fully mitigated, and the issuance of the permit would not jeopardize the continued existence of the species. A violation of the provisions of the Fish and Game Code is a crime. This bill, the Western Joshua Tree Conservation Act, would prohibit any person or public agency from importing into the state, exporting out of the state, or taking, possessing, purchasing, or selling within the state, a western Joshua tree or any part or product of the tree, except as provided pursuant to existing law or by paying a specified fee.

**Position:** Watch

**AB 1168 Bennett D ( Dist. 38) Emergency medical services (EMS): prehospital EMS.**

**Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The Emergency Medical Services System and the Prehospital Emergency Medical Care Personnel Act governs local emergency medical services (EMS) systems and authorizes each county to develop an EMS program and designate a local EMS agency. Current law requires a county to enter into a written agreement with a city or fire district that contracted for or provided prehospital EMS as of June 1, 1980. Current law requires, until that written agreement is reached, prehospital EMS to be continued at not less than the existing level and the administration of prehospital EMS by cities and fire districts contracting for or providing those services as of June 1, 1980, to be retained by those cities and fire districts. This bill would require a city to be treated as if it had retained its authority regarding, and the administration of, prehospital EMS if specified requirements are met.

**AB 1176 Zbur D ( Dist. 51) General plans: Local Electrification Planning Act.**

**Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city's or county's physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require a city, county, or city and county to prepare and adopt a specified plan, or otherwise integrate a plan into the general plan, that, among other things, identifies opportunities to expand electric vehicle charging to meet the needs of the city's, county's, or city and county's current and future visitors, residents, and businesses, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for investments in zero-emission technologies that directly benefit these groups, as specified.

**Position:** Watch

**AB 1333 Ward D ( Dist. 78) Residential real property: bundled sales.**

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law, until January 1, 2031, for purposes of the exercise of a power of sale, prohibits a trustee from bundling properties for the purpose of sale, instead requiring each property to be bid on separately, unless the deed of trust or mortgage provides otherwise. Current law also prohibits specified institutions that, during their immediately preceding annual reporting period, as established with their primary regulator, foreclosed on 175 or more residential real properties, containing no more than 4 dwelling units, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, at least 2 of which have been acquired through foreclosure under a mortgage or deed of trust. This bill would prohibit a developer of residential one to 4 dwelling units, inclusive, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, in a single transaction to an institutional investor, as defined, if the occupancy permit was issued on or after January 1, 2025.

**AB 1335 Zbur D ( Dist. 51) Local government: transportation planning and land use: sustainable communities strategy.**

Location: SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.

**AB 1348 Grayson D ( Dist. 15) State government: Controller: claims audits.**

Location: SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Existing law, the Government Claims Act, generally requires the presentation of all claims for money or damages against local public entities and the state. Existing law provides for the presentation of a claim for which appropriations have been made, or for which state funds are available, under that act to the Controller, in the form and manner prescribed by the general rules and regulations adopted by the Department of General Services. Existing law, with specified exceptions, prohibits the Controller from drawing a warrant for any claim until it has been audited in conformity with law and the general rules and regulations adopted by the Department of General Services governing the presentation and audit of claims. This bill would authorize the Controller to conduct, unless prohibited by the provisions of a state ballot proposition passed by the electorate, financial and compliance audits at the Controller's office deems as necessary for purposes of ensuring that any expenditures, regardless of the source or fund from which the warrants for claims are drawn, are expended in a manner consistent with the law and the voters' intent. The bill would also authorize the Controller to conduct any audits necessary to carry out their constitutional and statutory duties and responsibilities under the law. The bill would require, if an audit is conducted

as specified, the Controller to provide a report with specified information from these audits to the Legislature June 30 following the completion of the audit and would require the Controller to allow all auditees in the report a reasonable period of time to review and comment on the section of the report relating to the auditee, as described. The bill would make related legislative findings and declarations.

**AB 1550 Bennett D ( Dist. 38) Renewable hydrogen.**

**Location:** ASSEMBLY THIRD READING

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would require, on and after January 1, 2045, that all hydrogen produced or used in California for the generation of electricity or fueling of vehicles be renewable hydrogen of nonbiological origin, as defined, or renewable hydrogen of biological origin, as defined, in furtherance of the state's policy to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045. The bill would require the State Air Resources Board, in consultation with the Public Utilities Commission (PUC) and the State Energy Resources Conservation and Development Commission (Energy Commission), to develop interim targets to ensure the state achieves that requirement. Because a violation of a state board regulation implementing this requirement would be a crime, the bill would impose a state-mandated local program.

**AB 1609 Garcia D ( Dist. 36) Air pollution: motor vehicle registration: pollution reduction.**

**Location:** ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law requires a registration fee to be paid to the Department of Motor Vehicles for the registration of each vehicle or trailer coach of a type subject to registration under the Vehicle Code, except those vehicles that are expressly exempted from the payment of registration fees. Current law, until January 1, 2024, increases vehicle registration fees by \$3 and requires revenues from those fees to be used, upon appropriation by the Legislature, for programs to reduce air pollution from motor vehicles. This bill would impose an additional annual \$4 charge on each motor vehicle registered in the state except those vehicles that are expressly exempted from the payment of registration fees, thereby imposing a tax. The bill would require the department to collect the charge and deposit revenues from the charge in the Air Quality Improvement Fee Fund, which the bill would create. The bill would continuously appropriate the revenues in the fund to the department for distribution to air pollution control districts and air quality management districts based upon the amount of the charges collected from motor vehicles registered within each air district, thereby creating an appropriation. The bill would require these revenues to be used for the reduction of air pollution from motor vehicles and for related planning, monitoring, enforcement, and technical studies, as specified, or for the attainment or maintenance of state or federal ambient air quality standards or the reduction of toxic air contaminant emissions from motor vehicles.

**Position:** Watch

**AB 1889 Friedman D ( Dist. 44) General plan: wildlife connectivity element.**

**Location:** ASSEMBLY PRINT

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The Planning and Zoning Law requires the legislative body of a city or county to adopt a comprehensive general plan that includes various elements, including land use and housing elements, as specified. This bill would require a general plan to include a wildlife connectivity element, or related goals, policies, and objectives integrated in other elements, that considers the effect of development within the jurisdiction on fish, wildlife, and habitat connectivity, as specified. The bill would require the wildlife connectivity element to, among other things, identify and analyze connectivity areas, permeability, and natural landscape areas within the jurisdiction, incorporate and analyze specified guidelines and standards, incorporate and analyze relevant information from specified sources, and

incorporate and analyze relevant best available science. The bill would require a city or county subject to the provisions to adopt or review the wildlife connectivity element, or related goals, policies, and objectives integrated in other elements, upon the adoption or next revision of one or more elements on or after January 1, 2025.

**AB 1904 Ward D ( Dist. 78) Transit buses: yield right-of-way sign.**

**Location:** ASSEMBLY PRINT

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Current law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it.

**ABX1 2 Fong, Vince R ( Dist. 32) Motor Vehicle Fuel Tax Law: suspension of tax.**

**Location:** ASSEMBLY PRINT

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.

**SB 5 Nguyen R ( Dist. 36) Motor Vehicle Fuel Tax Law: limitation on adjustment.**

**Location:** SENATE GOV. & F.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

**SB 7 Blakespear D ( Dist. 38) Planning and zoning: annual report: housing for extremely low income households.**

**Location:** ASSEMBLY DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development. The law requires that the annual report include, among other specified information, the number of net new units of housing, including both rental housing and for-sale housing, that have been issued a completed entitlement, building permit, or certificate of occupancy, and the income category, by area median



income, that each unit of housing satisfies, as specified. This bill would revise and recast these provisions to that the income category includes extremely low income households, as defined.

**SB 32 Jones R ( Dist. 40) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.**

**Location:** SENATE E.Q.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The California Global Warming Solutions Act of 2006 requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the State Air Resources Board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.

**SB 84 Gonzalez D ( Dist. 33) Air quality programs: funding.**

**Location:** SENATE INACTIVE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law creates the Enhanced Fleet Modernization Program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. Existing law requires the Bureau of Automotive Repair to administer the program and the State Air Resources Board to adopt the guidelines for the program. Current law requires the guidelines to ensure vehicle replacement or a mobility option be an option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Current law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. This bill would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified.

**Position:** Watch

**SB 312 Wiener D ( Dist. 11) California Environmental Quality Act: university housing development projects: exemption.**

**Location:** ASSEMBLY DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law, until January 1, 2030, exempts from the California Environmental Quality Act (CEQA) a university housing development project carried out by a public university on real property owned by the public university if the project meets certain requirements, including that each building within the project is certified as Leadership in Energy and Environmental Design (LEED) Platinum or better by the United States Green Building Council. Current law requires the lead agency, if the university housing development project is exempt from CEQA under the above provision, to file the LEED certificate for buildings within the project and a notice determining that the construction impacts of the project have been fully mitigated with the Office of Planning and Research and the county clerk of the county in which the project is located. Current law requires a public university or a relevant public agency with authority to issue a certificate of occupancy for a building within the project to not issue the certificate of occupancy for the building unless the lead agency receives certification of LEED Platinum or better from the United States

Green Building Council for the building and the lead agency determines that the construction impacts of the building have been fully mitigated. This bill would instead require a public university to obtain LEED Platinum certification for each building within a university housing development project no later than 12 months from the issuance of the building's certificate of occupancy or its usage. The bill would prohibit a public university that has exempted a university housing development project from being eligible to exempt a subsequent university housing development project until the public university has obtained LEED Platinum certification for each building within the prior exempted university housing development project.

**SB 517 Gonzalez D ( Dist. 33) Economic development: movement of freight.**

**Location:** ASSEMBLY 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law authorizes GO-Biz to undertake various activities relating to economic development, including the provision of prescribed information. Current law requires the Transportation Agency to prepare a state freight plan that provides a comprehensive plan to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would authorize GO-Biz to serve as the coordinating entity to steer the growth, competitiveness, and sustainability for freight and the supply chain across the state and to promote and assess the continued economic vitality, economic competitiveness, and sustainability of the freight sector. The bill would also authorize GO-Biz to provide freight and supply chain economic competitiveness information.

**SB 537 Becker D ( Dist. 13) Open meetings: multijurisdictional, cross-county agencies: teleconferences.**

**Location:** ASSEMBLY INACTIVE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows "just cause," including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of "just cause" to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely. The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified. The bill would also require the legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, and the number of public comments on its internet website within 10 days after a teleconference meeting, as specified. The bill would require at least a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction.

**SB 614 Blakespear D ( Dist. 38) Transportation Development Act.**

**Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							



The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard. This bill would make nonsubstantive changes to the legislative findings and declarations of the act.

**SB 663 Archuleta D ( Dist. 30) California Renewables Portfolio Standard Program: renewable hydrogen.**

**Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law establishes the California Renewables Portfolio Standard Program, which requires the Public Utilities Commission to implement annual procurement targets for the procurement of eligible renewable energy resources, which is defined as an electrical generating facility that meets the definition of “renewable electrical generation facility” subject to certain conditions, for all retail sellers, as defined, and requires local publicly owned electric utilities to adopt and implement a renewable energy resources procurement plan to achieve the targets and goals of the program. This bill would include a facility that uses renewable hydrogen, as defined, meeting certain requirements, including a requirement that sellers and purchasers of renewable hydrogen comply with a system for tracking and verifying the use of renewable hydrogen, as a renewable electrical generation facility for purposes of the California Renewables Portfolio Standard Program.

**SB 672 McGuire D ( Dist. 2) Residential property insurance.**

**Location:** ASSEMBLY 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law generally regulates classes of insurance, including residential property insurance. Current law prohibits residential property insurance policy from being issued or renewed in this state unless it complies with certain requirements. This bill would prohibit an admitted insurer that offers residential property insurance from refusing to offer or sell residential property insurance to an applicant whose property meets specified best practices for wildfire building hardening and property-level mitigation.

**SB 768 Caballero D ( Dist. 14) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study.**

**Location:** ASSEMBLY DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law creates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles, which is the major source of air pollution in many areas of the state. Existing law authorizes the state board to do those acts as may be necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. This bill would require the state board, by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA, as specified.

**SB 849 Stern D ( Dist. 27) Air pollution: emissions from ports.**

**Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered	26.b
	1st House				2nd House								

Under existing law, the State Air Resources Board has adopted the Ocean-Going Vessels At Berth Regulation to increase emissions reductions from oceangoing vessels at berth in state ports to provide more air quality and health benefits to the people living and working in and around California's busiest seaports. This bill would state the intent of the Legislature to enact subsequent legislation to reduce emissions at the ports of California.

**SB 908 Cortese D ( Dist. 15) Public records: legislative records: electronic messages.**

**Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would prohibit an elected or appointed official or employee of a public agency from creating or sending a public record using a nonofficial electronic messaging system unless the official or employee sends a copy of the public record to an official electronic messaging system, as specified. By imposing additional duties on local agencies, the bill would create a state-mandated local program.

**SB 955 Seyarto R ( Dist. 32) Office of Planning and Research: Infrastructure Gap-Fund Program.**

**Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the Office of Planning and Research, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to assist local agencies in developing and constructing infrastructure projects. The bill would require the office to develop guidelines and criteria to implement the program.

**SB 960 Wiener D ( Dist. 11) Transportation: planning: transit priority projects: multimodal.**

**Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would require all transportation projects funded or overseen by the Department of Transportation to provide comfortable, convenient, and connected complete streets facilities unless an exemption is documented and approved, as specified.

**SBX1 1 Jones R ( Dist. 40) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.**

**Location:** SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for

Attachment: Bill Report 2-24 (10358 : State Legislative Update)

the use of market-based compliance mechanisms for one year.

Total Measures: 43

Total Tracking Forms: 43

## ***Minute Action***

AGENDA ITEM: 27

***Date:*** March 6, 2024

***Subject:***

Federal Legislative Update

***Recommendation:***

Receive and file the February 2024 Federal Legislative Update.

***Background:***

San Bernardino County Transportation Authority Legislative Affairs staff, along with a representative from federal advocates, Potomac Partners D.C., LLC, updated the Legislative Policy Committee on February 14, 2024, regarding the appropriations process for Fiscal Year 2024 and upcoming deadlines for Community Project Funding and Congressionally Directed Spending applications.

**Fiscal Year 2024 (FY24) Budget**

In late December 2023, House Speaker Johnson and Senate Majority Leader Schumer released an agreement on the topline spending for FY24. The announcement set topline spending at \$1.659 trillion.

On January 18, 2024, the House passed another Continuing Resolution (CR) by a vote of 314-108 to extend government funding until March 1 and March 8, 2024. The CR originated in the Senate, so House passage sent the bill to the President and was signed on January 19, 2024. The CR pushes the spending deadline to early March in two tracks:

- **March 1, 2024:**
  - Agriculture, Rural Development, Food and Drug Administration
  - Energy and Water Development
  - Military Construction, Veterans Affairs
  - Transportation, Housing and Urban Development, and Related Agencies.
- **March 8, 2024:**
  - Commerce, Justice, Science
  - Defense
  - Financial Services and General Government
  - Homeland Security
  - Interior, Environment
  - Labor, Health and Human Services, Education
  - Legislative Branch
  - State, Foreign Operations

**Brightline West High Speed Rail Project**

On January 23, 2024, the United States Department of Transportation (DOT) announced the approval of \$2.5 billion in private activity bonds authority for the Brightline West High-Speed Passenger Rail Project.

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

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This approval comes on top of an approval of \$1 billion in private activity bond allocation in 2020, a DOT grant award of \$3.5 billion in December 2023, and a DOT grant award in June 2023, of \$25 million to SBCTA for Brightline West station construction in Hesperia and Apple Valley.

The \$12 billion project will provide high-speed passenger rail service along a 218 mile route from Las Vegas to the Metrolink station in Rancho Cucamonga, primarily along the Interstate 15 median, reaching speeds up to 186 miles per hour. The project is anticipated to create 35,000 jobs and cut more than 400,000 tons of carbon pollution each year.

Attachment A contains a press release from the DOT regarding the approval of the private activity bonds.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was received by the Legislative Policy Committee on February 14, 2024.

***Responsible Staff:***

Otis Greer, Director of Legislative and Public Affairs

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority



United States  
Department of Transportation

## U.S. DEPARTMENT OF TRANSPORTATION APPROVES \$2.5 BILLION IN PRIVATE ACTIVITY BONDS ALLOCATION FOR BRIGHTLINE WEST PROJECT

*U.S. Department of Transportation sent this bulletin at 01/23/2024 08:00 AM EST*

Tuesday, January 23, 2024

Contact: [pressoffice@dot.gov](mailto:pressoffice@dot.gov)

### U.S. DEPARTMENT OF TRANSPORTATION APPROVES \$2.5 BILLION IN PRIVATE ACTIVITY BONDS ALLOCATION FOR BRIGHTLINE WEST PROJECT

*High-speed rail project will create thousands of jobs and provide an efficient way to travel between Southern California and Las Vegas*

WASHINGTON – The U.S. Department of Transportation (DOT) today announced the approval of \$2.5 billion in private activity bonds authority allocated for the [Brightline West High-Speed Intercity Passenger Rail project](#) connecting Las Vegas, Nevada, and Southern California. The 218-mile, high-speed rail line will primarily run along the I-15 median with trains capable of reaching 186 mph or more, cutting the trip to two hours – half the time to travel by car. Brightline West’s \$12 billion high-speed rail project will be a fully electric, zero-emission system to become one of the greenest forms of transportation in the U.S. The project will bolster tourism, create 35,000 good-paying jobs, ease traffic on I-15, and cut more than 400,000 tons of carbon pollution each year.

“Today, the Biden-Harris administration takes the next step to fulfill the promise of high-speed rail in the American West, with \$2.5 billion in private activity bond authority to lay tracks, create jobs, and connect American cities,” said **U.S. Transportation Secretary Pete Buttigieg**. “President Biden’s historic infrastructure package gives us the opportunity to build safe, green, and accessible rail systems that will deliver benefits to the American people for generations to come.”

“Building a high speed rail corridor from Las Vegas to Southern California will drive economic investment and opportunity across the region,” said **U.S. Transportation Deputy Secretary Polly Trottenberg**. “Residents and visitors alike will benefit from access to a fast and sustainable travel option that better connects key cities.”

DOT previously approved a private activity bond allocation of \$1 billion for Brightline West in 2020, bringing the total allocation for this project to \$3.5 billion. In December, DOT also [awarded a \\$3 billion grant](#) from President Biden’s infrastructure law to the Nevada Department of Transportation for this project. In June, DOT [awarded a \\$25 million grant](#) to San

Bernardino County Transportation Authority (SBCTA) through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program that will be used for the construction of the Brightline West stations in Hesperia and Victor Valley, California.

“As the first true high-speed rail system in America, Brightline West will serve as the blueprint for connecting cities with fast, eco-friendly passenger rail throughout the country,” said **Brightline Founder and Chairman Wes Edens**. “Connecting Las Vegas and Southern California will provide wide-spread public benefits to both states, creating thousands of jobs and jumpstarting a new level of economic competitiveness for the region. We appreciate the confidence placed in us by DOT and are ready to get to work.”

To date, the Biden-Harris Administration has announced nearly \$31 billion in unprecedented investments for our nation’s rail system, the most significant investment in passenger rail since the creation of Amtrak. Including the new Railroad Crossing Elimination (RCE) program grants and Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants announced last year, President Biden’s Investing in America Agenda is laying the foundation for a safe and modern rail network.

###

*The Secretary of Transportation is authorized by Congress to allocate up to \$30 billion in private activity bond (PABs) authority through the [Build America Bureau](#) for qualified surface transportation facilities. The allocations provide privately financed projects with access to tax-exempt bonds lowering their cost of capital and increasing private sector involvement in the delivery of transportation projects. President Biden’s Bipartisan Infrastructure Law signed in November 2021 doubled the available private activity bond authority from \$15 billion to \$30 billion.*

*The Department of Transportation’s Build America Bureau advances investment in transportation infrastructure by lending Federal funds to qualified borrowers; clearing roadblocks for credit worthy projects; and encouraging best practices in project planning, financing, delivery, and operations. The Bureau draws on expertise across DOT to serve as the point of coordination for states, municipalities, private partners, and other project sponsors seeking Federal financing.*



## ***Minute Action***

AGENDA ITEM: 28

***Date:*** March 6, 2024

***Subject:***

Report of Bill Position

***Recommendation:***

Receive and file report of action taken by the Legislative Policy Committee on February 14, 2024.

***Background:***

Existing California law requires public agencies to obtain competitively bid contracts for construction projects, and contracts for supplies, equipment, and materials above a specified cost threshold. This amount varies depending on the public agency and whether it is a city, county, special district, or school, and other variables.

California Public Utilities Code section 130232 governs County Transportation Commissions and reads, in part:

*(b) Except as provided for in subdivision (f), whenever the expected expenditure required exceeds one thousand dollars (\$1,000), but not twenty-five thousand dollars (\$25,000), the commission shall obtain a minimum of three quotations, either written or oral, that permit prices and terms to be compared.*

The dollar thresholds in the statute were established in 1986 and have remained in place since then. Legislation has been passed to increase these thresholds for certain agencies, such as LA Metro and most recently the Monterey-Salinas Transit District.

These cost thresholds have not been updated in more than thirty years, resulting in prolonged bidding processes for smaller purchases due to inflation and rising costs. The outdated cost thresholds hamper San Bernardino County Transportation Authority (SBCTA as the county's transportation commission) in its ability to efficiently complete projects and deliver services because of the need to seek bids and run lengthy procurement processes for simple purchases, or reduce the scope of projects.

SBCTA staff recommended that SBCTA work with a member of our State Legislative delegation to sponsor legislation to change the bid thresholds in paragraph (b) of the California Public Utilities Code Section 130232. The proposed bill would increase the existing bid thresholds from \$1,000 to \$5,000 and from \$25,000 to \$150,000.

Staff believes the proposed legislation is consistent with the SBCTA 2023-2024 State Legislative Platform approved by the Board of Directors, which states that the agency supports efforts to "Preserve local flexibility in the administration of programs and services."

**Legislative Policy Committee:**

**Per Policy 10000, III.D., the Legislative Policy Committee (LPC) is authorized to, "Consistent with the Board-adopted platform, take official positions of support or opposition to State and Federal legislation or regulations on behalf of the Board of Directors (Board) and report all positions taken to the Board in a timely manner."**

**At their February 14, 2024 meeting, the LPC, on behalf of the San Bernardino County Transportation Authority Board, directed staff to proceed with sponsoring legislation to**

*Entity: San Bernardino County Transportation Authority*

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**amend the California Public Utilities Code to increase the monetary thresholds of certain procurement processes for supplies, equipment, materials and services.**

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2023/2024.

***Reviewed By:***

This item was reviewed and unanimously approved by the Legislative Policy Committee on February 14, 2024. SBCTA General Counsel have reviewed this item.

***Responsible Staff:***

Otis Greer, Director of Legislative and Public Affairs

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Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:

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San Bernardino County Transportation Authority

## ***Minute Action***

AGENDA ITEM: 29

***Date: March 6, 2024***

***Subject:***

Unfunded Actuarial Accrued Liability (Pension Liability)

***Recommendation:***

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

- A. Receive a report on SBCTA Unfunded Actuarial Accrued Liability (UAAL).
- B. Approve a lump-sum payment to pay off the UAAL as of June 30, 2023 and interest accrued through March 29, 2024, in the amount of \$12,373,692.
- C. Approve a budget amendment to Program 01, General Government, Task 0400 Finance, for \$12,373,692 for Fiscal Year 2023/2024 to pay the UAAL and interest with the following funds and amounts:

<b>Funding Source</b>	<b>Amount</b>
Service Authority for Freeway Emergencies	\$405,188
Measure I Freeway	\$4,065,932
Measure I Interchange	\$1,959,179
Measure I Grade Separation	\$527,228
Measure I Arterials	\$585,013
Measure I Rail	\$618,900
Measure I Express Bus/Rapid Transit	\$127,665
Victor Valley Major Local Highway	\$128,839
North Desert Major Local Highway	\$62,058
Colorado River Major Local Highway	\$4,896
Morongo Basin Major Local Highway	\$23,254
Mountain Major Local Highway	\$6,171
Measure I Cajon Pass	\$1,244
Local Transportation Fund - Planning	\$3,858,125
	<hr/>
	\$12,373,692

That the Board, acting as the San Bernardino Council of Governments (SBCOG):

- D. Approve a lump-sum payment to pay off the UAAL as of June 30, 2023 and interest accrued through March 29, 2024, in the amount of \$231,017 from the Property Assessed Clean Energy Fund.
- E. Approve a budget amendment to Program 25, Council of Governments, Task 0511 Council of Governments, for \$231,017 for Fiscal Year 2023/2024 with Property Assessed Clean Energy Fund to pay the UAAL and interest.

*Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority*

***Background:***

San Bernardino County Transportation Authority participates in a cost-sharing defined benefit plan which provides pensions to the employees of more than one employer with the San Bernardino County Employees' Retirement Association (SBCERA). The plan assets are pooled together to provide pension benefits and are not segregated into separate accounts by employer.

SBCERA's actuary calculates the Unfunded Actuarial Accrued Liability (UAAL), which is the difference between the Actuarial Accrued Liability (AAL) and the Valuation Value of Assets (VVA) to determine the payoff amount that is allocated across 20 years for a smoothing effect. The total UAAL includes the past 20 years of actuarial losses/gains, assumption changes, methodology changes, and implementation of the Alameda Decision. UAAL includes the liability of past service and the smoothed asset value. AAL is the present value of projected benefit payments to current and former employees based on their past service. VVA is the smoothed value of the plan's assets as of the current valuation date, which reflects the recognition of investment gains or losses over a period of time (generally 20 years). The most recent actuarial valuation can be found on the SBCERA website at: [23-443 - Exhibit A: Actuarial Valuation and Review, and related reports, as of June 30, 2023 \(sbcera.org\)](#). The details of the UAAL for SBCTA's cost group (Other General) can be found starting on page 78 of this report.

Currently, SBCTA's annual employer pension contribution is \$3.4 million, which is made up of the normal cost for a year (13.96% Tier 1 and 9.09% Tier 2 for Fiscal Year 2024) and an additional amount to pay off the UAAL (21.94% Tiers 1 and 2 for FY 2024). The contribution is mainly funded with various Measure I Programs, Local Transportation Fund - Planning, Service Authority for Freeway Emergencies and Council of Governments Funds. Future loss of these revenue sources would leave future funding of the UAAL to available revenue sources.

It is important to note that there will be additional UAAL at the conclusion of each year. SBCERA calculates the new layer of the overall UAAL annually. SBCTA will be responsible for paying their proportionate share of the new UAAL for each year as it becomes known. SBCTA would have the option to pay off the additional UAAL that year or allow for the 20-year smoothing built into the SBCERA calculation of the contribution rate.

SBCTA staff is seeking approval to pay off the UAAL to save on future pension costs. If the below option to pay off the UAAL calculated as of June 30, 2023, is exercised, SBCERA would calculate a reduced amount of the UAAL payoff in future calculation of the annual contribution rates.

SBCERA has provided four options for paying off SBCTA's UAAL:

1. Lump-sum payment to pay off UAAL as of June 30, 2023 plus the interest accrued between June 30, 2023 and March 29, 2024.
2. Increase in contribution rates to pay off UAAL over the next five years.
3. Increase in contribution rates to pay off UAAL over the next ten years.
4. Continue paying the contributions without payoff of the UAAL.

***Option 1***

Immediately fund the UAAL as of June 30, 2023 in the amount of \$11,963,532, plus \$641,177 in interest accrued through the March 29, 2024 by paying \$12,604,709. Going forward, SBCTA will contribute at only the normal cost contribution rates plus the proportionate share of the new UAAL for each year as it becomes known. The Fiscal Year 2023/2024 budget reserved a \$12 million fund balance in various Measure I Programs, Local Transportation Fund - Planning, Service Authority for Freeway Emergencies and the Property Assessed Clean Energy Fund and an additional \$604,709 in available fund balance has been identified since approval of the budget.

In addition to requesting approval to proceed with Option 1, staff is requesting approval of two budget amendments as described in Recommendation C and Recommendation E to transfer the available revenue to Program 01, General Government and Program 25, Council of Governments to make the payment.

***Option 2***

Pay off the UAAL over the next five years, and the current contribution rate of 21.19% for the liability increases to 32.69%. This is exclusive of the normal cost contribution rate. The annual contribution increases from \$3.5 million to \$4.6 million. In addition, there is an assumed increase of 3% each year for the five years. Based on these assumptions, the total payoff is estimated at \$18,630,368. The additional costs would increase overhead for various programs through the five-year term. After payoff, SBCTA will contribute at only the normal cost contribution rates in the future plus the proportionate share of the new UAAL for each year as it becomes known.

***Option 3***

Pay off the UAAL over the next ten years, and the current contribution rate of 21.19% for the liability will increase to 23.18%. This is exclusive of the normal cost contribution rate. The annual contribution increases from \$3.5 million to \$3.7 million. In addition, there is an assumed increase of 3% each year for the ten years. The total payoff is estimated at \$30,140,479. The additional costs would increase overhead for various programs through the ten-year term. After payoff, SBCTA will contribute at only the normal cost contribution rates in the future plus the proportionate share of the new UAAL for each year as it becomes known.

***Option 4***

To continue to make the current contribution without payoff of the existing UAAL results in the highest pension cost. This calculation assumes an increase of 3% each year through the end of the measure. After payoff, SBCTA will contribute at only the normal cost contribution rates in the future plus the proportionate share of the new UAAL for each year as it becomes known.

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Table 1 – Options for Payoff of UAAL

Fiscal Year	Estimated Normal Cost	Option 1 - Lump Sum			Option 2 - 5 Year Pay Off		Option 3 - 10 Year Pay Off		Continue without payoff *	
		UAAL payoff as percentage of payroll through February			UAAL Payoff	Total Annual Cost	UAAL Payoff	Total Annual Cost	UAAL Payoff (SBCERA 20 Year Calc)	Total Annual Cost
2024	1,106,716	12,604,709	1,426,827	15,138,252	3,509,115	4,615,831	2,629,169	3,735,885	2,445,989	3,552,705
2025	1,139,917			1,139,917	3,614,388	4,754,305	2,708,044	3,847,961	2,519,369	3,659,286
2026	1,174,115			1,174,115	3,722,820	4,896,935	2,789,285	3,963,400	2,594,950	3,769,065
2027	1,209,338			1,209,338	3,834,505	5,043,843	2,872,964	4,082,302	2,672,799	3,882,137
2028	1,245,618			1,245,618	3,949,540	5,195,158	2,959,153	4,204,771	2,752,983	3,998,601
2029	1,282,987			1,282,987		1,282,987	3,047,928	4,330,915	2,835,572	4,118,559
2030	1,321,477			1,321,477		1,321,477	3,139,366	4,460,843	2,920,639	4,242,116
2031	1,361,121			1,361,121		1,361,121	3,233,547	4,594,668	3,008,258	4,369,379
2032	1,401,954			1,401,954		1,401,954	3,330,553	4,732,507	3,098,506	4,500,460
2033	1,444,013			1,444,013		1,444,013	3,430,470	4,874,483	3,191,461	4,635,474
2034	1,487,333			1,487,333		1,487,333		1,487,333	3,287,205	4,774,538
2035	1,531,953			1,531,953		1,531,953		1,531,953	3,385,821	4,917,774
2036	1,577,911			1,577,911		1,577,911		1,577,911	3,487,396	5,065,307
2037	1,625,248			1,625,248		1,625,248		1,625,248	3,592,018	5,217,266
2038	1,674,005			1,674,005		1,674,005		1,674,005	3,699,779	5,373,784
2039	1,724,226			1,724,226		1,724,226		1,724,226	3,810,772	5,534,998
2040	1,775,953			1,775,953		1,775,953		1,775,953	3,925,095	5,701,048
		12,604,709		38,115,421	18,630,368	42,714,253	30,140,479	54,224,364	53,228,612	77,312,497

\* This will also result in a continued liability through the end of the measure and beyond.

The additional contributions in Options 2 and 3 would be tracked separately by SBCERA and the accumulated balances will be applied to the remaining UAAL in the future (for the next five and ten years). There would be no reduction of SBCTA's liability until SBCERA receives the full amount resulting in UAAL as of June 30, 2023 being paid off.

It should be noted that in the 2021 Update to the 10-Year Delivery Plan there was an anticipated bonding need in 2026 for the Freeway and Interchange Programs and this payoff will increase the amount needed to bond for capital projects. However, even with this increased bond amount, the interest paid for Option 1 is less than the base increases under any other Option, as shown in Table 2.

Table 2 – Total Freeway and Interchange Program Impact by Option

	<u>Payoff Amount</u>	<u>Interest</u>	<u>Total Cost</u>
Option 1	\$6,025,111	\$2,547,861	\$8,572,972
Option 2	\$8,905,405	\$2,192,429	\$11,097,834
Option 3	\$12,764,633	\$1,642,659	\$14,407,293
20-year Payoff	\$25,443,530	\$1,528,208	\$26,971,738

The actuarial valuation is based on plan assets as of June 30, 2023. The plan's funded status does not reflect short-term fluctuations of the market, but rather is based on the market values on the last day of the plan year. Moreover, this actuarial valuation does not include any possible

## Board of Directors Agenda Item

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short-term or long-term impacts on mortality of covered employees that may emerge after May 31, 2023 due to COVID-19.

Projections, by their nature, are not a guarantee of future results. The modeling projections are intended to serve as estimates of future financial outcomes that are based on the information available at the time the modeling is completed. Actual results may differ from these estimates and SBCTA would be liable for new UAAL that may emerge in the future. New UAAL will be the annual difference between the AAL and VVA, resulting from hiring additional employees, changes in pay and mortality rates, and actual investment earnings that differ from the projections (to name some factors that impact actuarial pension liability).

The UAAL should not be confused with the Net Pension Liability (NPL) as the latter is only for financial reporting purposes. The NPL represents the present value of projected benefits less the amount of the pension plan's fiduciary net position. Each employer in the cost-sharing plan will record NPL representing their proportionate share determined by the contributions of each employer. SBCERA's NPL for FY 2023 is \$2.3 billion, in comparison to \$1.3 billion in the previous FY. The net position as a percentage of the total pension liability has decreased from 91.19% to 85.12%. SBCTA's proportionate share of the NPL is \$13 million as of June 30, 2023. This liability is reported in the Annual Comprehensive Financial Report under the Government-wide Financial Statements section. The liability is an obligation of SBCTA until the pension plan's fiduciary net position is equal to or greater than the present value of projected benefits. SBCERA's net pension liability and net position as a percentage of the pension liability for FY 2021/2022 and FY 2022/2023 are as follows:

Table 3 – SBCERA's NPL and Net Position

Fiscal Year	Total Pension Liability	Fiduciary Net Position	Net Pension Liability	Plan's Fiduciary Net Position as a percentage of the Total Pension Liability
2022	\$14,954,950,405	\$13,636,852,762	\$1,318,097,643	91.19%
2023	\$15,627,644,402	\$13,302,916,299	\$2,324,728,103	85.12%

**Financial Impact:**

Two budget amendments are required as stated in Recommendations C and E. Recommendation C is to approve a budget amendment to Program 01, General Government, Task 0400 Finance, for \$12,373,692 for Fiscal Year 2023/2024 to pay the UAAL and interest. Recommendation E is to approve a budget amendment to Program 25, Council of Governments, Task 0511 Council of Governments, for \$231,017 for Fiscal Year 2023/2024 to pay the UAAL and interest.

**Reviewed By:**

This item is for consideration of the Board of Directors and consequently has not received prior policy committee or technical advisory committee review. General Counsel has reviewed this item.

**Responsible Staff:**

Hilda Flores, Chief Financial Officer



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Approved  
Board of Directors  
Date: March 6, 2024  
Witnessed By:

San Bernardino County Transportation Authority

## ***Minute Action***

AGENDA ITEM: 30

***Date: March 6, 2024***

***Subject:***

Interstate 10 Corridor Freight and Express Lanes Project - Contract 1 - Program Budget and Funding Plan Update, Amendment No. 5 to Agreement No. 17-1001736, Sole Source Amendment No. 2 to Contract 23-1002956, and Amendment No. 5 to Contract 16-1001530

***Recommendation:***

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

A. Approve Interstate 10 Corridor Freight and Express Lanes Project - Contract 1 Program Budget and Funding Updates shown within Table 1 as of February 2024, increasing the project budget by \$13,533,671, from \$948,909,091 to \$962,442,762.

B. Allocate \$8,085,961 in federal formula Surface Transportation Block Grant Program (STP) funds for a new total of \$168,193,023 and \$3,491,530 in Measure I Freeway Program funds for a new total of \$92,491,530 for the project.

C. Approve Amendment No. 5 to Cooperative Agreement No. 17-1001736 with California Department of Transportation (Caltrans) for the Design-Build and Right-of-Way phases, increasing the STP funding by \$8,085,961 and decreasing the Measure I funding by \$6,602,155 for a new cooperative agreement total of \$872,735,746; and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel.

D. Approve **Sole Source** Amendment No 2. to **Sole Source** Contract No. 23-1002956 with Theodora Oringer, P.C., for representation regarding contractor claims and litigation, increasing the contract amount by \$14,085,743, for a new not-to-exceed contract amount of \$16,785,743, to be funded with Measure I Valley Freeway Program funds and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel.

E. Approve an increase for contingency to Contract No. 17-1001617 with TransCore LP in the amount of \$3,000,000 for a new not-to-exceed amount of \$43,821,607 in contract value, option and contingency.

F. Approve Amendment No. 5 to Contract No. 16-1001530 with HNTB Corporation, for Project and Construction Management (PCM) services for the Interstate 10 Corridor Freight and Express Lanes Project - Contract 1, increasing the contract amount by \$3,000,000, for a new not-to-exceed contract amount of \$77,020,890.78, extend the contract term through December 31, 2026, and authorize the Executive Director, or his designee, to execute the amendment upon approval as to form by SBCTA General Counsel and upon receipt of valid insurance certificates and Caltrans' approval of Exhibit 10-C Consultant Contract Reviewer Checklist.

***Background:***

The Interstate 10 (I-10) Corridor Freight and Express Lanes Project - Contract 1 (Project); San Bernardino County Transportation Authority's (SBCTA) first Design-Build (DB) Express Lanes project, managed by a combination of in-house staff, consultants, and California

*Entity: San Bernardino County Transportation Authority*

Department of Transportation (Caltrans) team members, is currently under construction and requires a significant support team to fully manage. Due to the magnitude and financing of the Project, financial reporting is required to both the Federal Highway Administration (FHWA) and the US Department of Transportation (USDOT). FHWA has designated the Project as a Major Project, as the Project has an alternative delivery method employed. As such, SBCTA is required to annually update the Project's financial plan for issuance to FHWA for review and approval. In addition, monthly reporting to USDOT is required as part of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

To fully update and reconcile the Project costs required for the successful completion of the Project, staff recommends that the SBCTA Board of Directors (Board) review and authorize necessary contractual changes and financial adjustments discussed herein.

In January 2023, the Board approved a budget increase in the amount of \$14,012,063, for a revised programmed amount of \$943.1 million, to account for additional Caltrans and Project Construction Management (PCM) support provided by HNTB Corporation due to delays in Project construction. At that time, the time extension anticipated for construction was nine months.

In March 2023, the Board approved a budget increase in the amount of \$5.8 million, for a revised programmed amount of \$948.9 million, to account for additional Program Management, Public Outreach and Project Development support as well as Transportation Corridor Agencies (TCA) startup costs. Also in March 2023, the Board approved a sole source agreement (Contract No. 23-1002956) with Theodora Oringer, P.C. (TO) with a not-to-exceed amount of \$650,000 for legal representation related to contractor claims and litigation. To prepare appropriately for mediation for Project related claims by the contractor, this agreement was amended in July 2023 to increase the contract amount by \$2,050,000 for a revised contract total of \$2,700,000. This increase was funded by a like decrease in the right-of-way budget, resulting in no impact on the total programmed amount of \$948.9 million.

This item is intended to provide a current project overview and cost update and an explanation of recommended budget refinements. Collectively, these recommended Board actions will result in a budget increase of \$13,533,671 to the current programmed amount of \$948.9 million. This represents an increase of approximately 1.4% from the current programmed amount to a new total programmed amount of \$962.4 million as shown in Table 1.

Project construction is approximately 92% complete. Currently the Project is estimated to be complete and the express lanes open to revenue service in May/June 2024. Staff has reviewed the current Project budget and is proposing several funding updates as discussed herein.

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Table 1- Funding Plan Update (February 2024)

	Original Budget	January 2023 Update	March/July 2023 Update	March 2024 Update	Budget Increase/ (Decrease)
Program Management	\$15,625,530	\$12,625,530	\$14,325,530	\$14,465,530	\$140,000
Prelim Eng. and Environmental	\$8,828,472	\$8,828,472	\$8,828,472	\$8,828,472	\$0
Project Development	\$8,607,500	\$7,857,500	\$11,007,500	\$25,022,796	\$14,015,296
Project Construction Management	\$51,994,950	\$76,311,934	\$76,311,934	\$79,311,934	\$3,000,000
Project Construction Management Contingency	\$1,005,050	\$3,000,129	\$3,000,129	\$3,000,129	\$0
Caltrans Support (PE)	\$1,400,000	\$400,000	\$400,000	\$350,000	(\$50,000)
Caltrans Support (Right-of-Way/DB Construction)	\$17,900,000	\$21,000,000	\$23,000,000	\$23,000,000	\$0
Design Build Contract	\$672,900,000	\$675,945,146	\$685,678,938	\$710,635,368	\$24,956,430 CCOs to date
Design Build Contingency/ Supplemental Work	\$73,265,930	\$48,820,784	\$39,086,992	\$14,130,562	(\$24,956,430) CCOs to date
Toll Service Provider w/ Contingency (Capital Only)	\$20,405,596	\$20,405,596	\$20,405,596	\$21,972,971	\$1,567,375
Toll Collection System w/Contingency	\$0	\$0	\$1,000,000	\$1,000,000	\$0
Right of Way	\$46,000,000	\$56,500,000	\$54,300,000	\$53,300,000	(\$1,000,000)
Landscape Maintenance	\$4,200,000	\$4,200,000	\$4,200,000	\$4,200,000	\$0
Financial Costs	\$6,964,000	\$7,214,000	\$7,364,000	\$3,225,000	(\$4,139,000)
Total	\$929,097,028	\$943,109,091	\$948,909,091	\$962,442,762	\$13,533,671

Project Construction Management (PCM)

In December 2016, the Board approved Contract No. 16-1001530 with HNTB Corporation to provide PCM services for the Project. HNTB Corporation began providing the services via a Board-approved purchase order (PO) in December 2016. A total of \$2,291,043.22 was expended under that PO. HNTB Corporation started to provide the services under the Board-approved contract once SBCTA received approval from Caltrans. These services included development of the draft and final Design Build (DB) Request for Qualifications and Request for Proposals, participation in contract negotiations, and provision of PCM services through the completion of construction. The PCM contract was amended in May 2017 to include State-required compliance terms and amended again in January 2018 to include additional support and funding required to manage the additional State Highway Operations and Protection Program (SHOPP) improvements added to the Project, increasing the contract amount to \$48 million. The contract was amended for a third time in January 2021 to increase the contract value to \$57.3 million and to increase the original \$5 million contingency to \$8 million. As a result, the revised PCM budget was \$65,300,000. The PCM contract was amended most recently in January 2023 to account for the DB Contractor forecast delay in completing project construction. The contract value was increased by \$11,012,063 to \$76,311,934 and an additional \$3 million in contingency was approved for an overall PCM budget of \$79,312,063.

Amendment No. 5 accounts for additional PCM funding in a not-to-exceed amount of \$3 million to support legal activities that are anticipated to extend beyond Project completion and other related PCM support work. Amendment No. 5 also extends the PCM contract term through December 31, 2026. This increase would increase the PCM contract value, including the amount funded through the PO, by \$3 million to \$79,311,934 and the overall PCM budget to \$82,312,063.

Public Outreach

This update provides additional funding for SBCTA outreach efforts, which is a critical aspect of successful project delivery and messaging to the community. The Costin Public Outreach Group, a separate consultant team providing this effort for the Project, consistently provides timely and accurate project information to more than 250,000 daily commuters, hundreds of thousands of local residents, and numerous businesses along the 10-mile corridor. The information, provided on a regular basis using various tools, shares details of the construction project to the communities and general public, so that they may be well informed while traveling throughout the western portion of the county. The team also routinely addresses unanticipated construction impacts and sometimes engages as first line customer management staff, easing concerns over field conditions or changes throughout the Project. The additional \$140,000 will allow this team to perform outreach efforts and related services during construction closeout and completion of punch list items.

Project Development

Project mediation was held in October 2023 and was unsuccessful in resolving a significant contractor claim. As litigation in this matter will continue, TO provided a cost proposal to provide litigation support throughout the remainder of the project. An additional estimated budget of \$14,085,743 is recommended to support litigation of contractor claims and continued claim support. This legal budget estimate is predicated on various assumptions regarding the anticipated direction and duration of litigation of project matters. If actual project activities require an adjustment of the legal support budget, a revised budget request will be brought before San Bernardino County Transportation Authority

## Board of Directors Agenda Item

March 6, 2024

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the Board at that time for consideration. This increase to the legal budget is offset by minor savings in other areas of Project Development, resulting in an overall increase of \$14,015,296 to the Project Development budget.

Amendment No. 2 to sole source Contract No. 23-1002956 with TO increases the contract by \$14,085,743 for a revised not-to-exceed amount of \$16,785,743 for legal representation related to contractor claims and litigation.

### Toll Service Provider

In June 2018, the Board approved Contract No. 17-1001617 with TransCore LP, as the Toll Service Provider (TSP) for I-10 Express Lanes Contract 1 in the amount of \$27,839,626. The contract includes \$18,550,595 in capital cost and \$9,289,031 in Operations and Maintenance costs for five years upon revenue commencement. Additionally, the Board approved a contingency of \$1,855,000 for the capital cost as part of the TSP budget. In October 2022, the Board approved Amendment No. 1 to Contract No. 17-1001617 increasing the not-to-exceed amount by \$10,115,481 to \$37,955,108 for exercising I-15 Express Lanes Contract 1 TSP Option (Option) with a contingency amount of \$1,011,500 as shown in Table 2. By exercising the Option, TransCore LP will provide design, development, and implementation of the toll collection system and Operations and Maintenance of the I-15 Express Lanes Contract 1 system for five years after revenue service commencement. TransCore LP Operations and Maintenance cost is funded with toll revenue once Express Lanes revenue commencement begins.

Table 2- Toll Service Provider (TransCore) Contract Summary

TransCore LP Toll Service Provider (TSP)	I-10 Contract 1 Original Budget	I-10 Contract 1 March 2024 Update	Increase/ Decrease	I-15 Contract 1 Option
Capital	\$18,550,595	\$18,550,595	\$0	\$7,962,088
Capital Contingency	\$1,855,000	\$3,422,375	\$1,567,375	\$796,200
Operations & Maintenance	\$9,289,031	\$9,289,031	\$0	\$2,153,393
Operations & Maintenance Contingency	\$0	\$1,432,625	\$1,432,625	\$215,300
Total without Contingency	\$27,839,626	\$27,839,626	\$0	\$10,115,481
Total	\$29,694,626	\$32,694,626	\$3,000,000	\$11,126,981

As a result of the construction delay, TransCore LP has experienced additional costs to retain key staff on the project and for performing inspection of DB Contractor work. SBCTA maintains that the increased cost as a result of the delay is the responsibility of the DB contractor, and SBCTA will work through the litigation process to recoup the amount of this delay change order to the TransCore LP contract from the DB Contractor. Staff is requesting a \$3 million increase in contingency to address a change order from TransCore LP as a result of the construction delay. Considering the remaining Board-approved contingency of \$1,432,625, this results in an increase of \$1,567,375 to the Project budget.

Right-of-Way (ROW) Acquisition

Upon review of the current status of ROW acquisition activities completed to date, staff has identified remaining budgets that may be shifted and utilized for other project work. With most of the ROW activities completed, staff recommends that \$1 million of this remaining budget be shifted and used for other activities as shown in Table 1 herein.

Financial Costs

The current Financial Costs budget includes the \$4,139,000 necessary for the initial deposit to the operations and maintenance reserve. The Board approved a budget amendment on September 4, 2023, to fund the initial deposit to the operations and maintenance reserve, currently estimated at \$5,104,000, with Measure I investment from future toll revenue. Therefore, this cost can be removed from the Project budget.

Caltrans Support Cost

Because the Preliminary Engineering (PE) phase is complete, staff recommends removing \$50,000 of Measure I Freeway Program funds remaining in the Caltrans PE Support budget to be used in other areas of the Project budget.

Caltrans Cooperative Agreement Amendment

To complete the amendment and implement the Funding Plan Updates shown within Table 1, amendments and certain fund programming allocations are necessary at this time. Amendment No. 5 to Cooperative Agreement No. 17-1001736 is needed with Caltrans to update the funding table to increase the federal formula Surface Transportation Block Grant Program (STP) funds and to decrease the Measure I Freeway Program funds in order to accommodate these cost increases. Staff has analyzed the current STP programming capacity and has determined that an additional \$8.1 million can be programmed for this Project without impacting other planned STP-funded projects. Because many of the cost increases described above are not federally eligible, staff will remove local funds as needed from contingency and backfill with the increased STP funds to minimize the burden on Measure I.

***Financial Impact:***

The Project is included in the adopted Budget for Fiscal Year 2023/2024 and funded with various State, Federal, Local and Measure I Freeway and Interchange funds in Program 40, Project Delivery.

***Reviewed By:***

This item was reviewed and recommended for approval (17-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 15, 2024. SBCTA General Counsel and Risk Manager have reviewed this item and the draft amendments.

***Responsible Staff:***

Timothy Byrne, Director of Express Lanes

Approved  
Board of Directors  
Date: March 6, 2024

Witnessed By:



## General Contract Information

Contract No: 17-1001736 Amendment No.: 5

Contract Class: Receivable Department: Toll Operations

Customer ID: 00450 Customer Name: Caltrans

Description: I-10 Corridor Design Build (DB) Cooperative Agreement

List Any Accounts Payable Related Contract Nos.: c08112 16-1001530 17-1001590 17-1001668 PSA 6053-130

Dollar Amount							
Original Contract		\$	100,033,440.00	Original Contingency		\$	-
Prior Amendments		\$	186,439,560.00	Prior Amendments		\$	-
Prior Contingency Released		\$	-	Prior Contingency Released (-)		\$	-
Current Amendment		\$	-	Current Amendment		\$	-
Total/Revised Contract Value		\$	286,473,000.00	Total Contingency Value		\$	-
	Total Dollar Authority (Contract Value and Contingency)					\$	286,473,000.00

## Contract Authorization

Board of Directors Date: 03/06/2024 Board Item # 10381

## Contract Management (Internal Purposes Only)

Federal/State Funding Agreement N/A

## Accounts Receivable

Total Contract Funding: \$ 286,473,000.00 Funding Agreement No: DA08-1645.17-1001736

Beginning POP Date: 06/28/2017 Ending POP Date: N/A Final Billing Date: N/A

Expiration Date: 12/31/2039 Fund Admin: N/A

Sub-						Sub-					
Fund	Prog	Task	Task	Revenue	Total Contract Funding:	Fund	Prog	Task	Task	Revenue	Total Contract Funding:
GL: 2550	40	0820	0823	42205006	109,542,000.00	GL:					-
GL: 2550	40	0820	0823	42205009	8,213,000.00	GL:					-
GL: 2704	40	0820	0823	42217705	64,000,000.00	GL:					-
GL: 2704	40	0820	0823	42217705	53,831,000.00	GL:					-
GL: 2701	40	0820	0823	42217702	6,169,000.00	GL:					-
GL: 2520	40	0820	0823	42202014	39,745,000.00	GL:					-
GL: 2580	40	0820	0823	42208010	4,973,000.00	GL:					-
GL:					-	GL:					-
GL:					-	GL:					-

Chad Costello

Project Manager (Print Name)

Tim Byrne

Task Manager (Print Name)

Additional Notes: Amendment 5 updates the STP changes in funding tables. No changes to TCEP/ STIP/SHOPP/TCIF/LPP shown above.

Agreement 08-1645 A-5

EA 0C251

Project ID 0816000076

07-LA-I 0-44.9/48.3

08-SBD-10-0.0/13.2

SBCTA Agreement 17-1001736-05

**AMENDMENT NO. 5 TO AGREEMENT 08-1645  
FOR DESIGN-BUILD OF THE INTERSTATE 10  
CORRIDOR CONTRACT 1 EXPRESS LANES PROJECT**

This Amendment No. 5 (AMENDMENT) to Agreement 08-1645 (AGREEMENT), effective on \_\_\_\_\_, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Bernardino County Transportation Authority, a public entity, referred to hereinafter as SBCTA.

**RECITALS**

1. CALTRANS and SBCTA, collectively referred to as PARTIES, entered into an AGREEMENT on July 28, 2017, defining the terms and conditions of PROJECT to include two express lanes in each direction, including the EXPRESS LANES TOLL FACILITY and related improvements on the Interstate 10 corridor from 0.4 miles west of the White Avenue overcrossing to 0.2 miles west of the Cherry Avenue overcrossing.
2. The PARTIES entered into Amendment No. 1 to AGREEMENT 08-1645, on March 16, 2018, to identify BETTERMENTS as State rehabilitation work defined within EA 1H321 and also EA 1F550 within the PROJECT identified herein.
3. The PARTIES entered into Amendment No. 2 to AGREEMENT 08-1645, on June 26, 2018, to modify and update the PROJECT Funding and Spending Summaries and include SB-1 language into the coop.
4. The PARTIES entered into Amendment No. 3 to AGREEMENT 08-1645, on July 12, 2021, to modify and update the PROJECT Funding and Spending Summaries.
5. The PARTIES entered into Amendment No. 4 to AGREEMENT 08-1645, on July 17, 2023, to modify and update the PROJECT Funding and Spending Summaries.
6. The PARTIES now seek to update the funding for this AGREEMENT, replacing FUNDING SUMMARY No. 04, with FUNDING SUMMARY No. 05.

Agreement 08-1645 A-5  
EA 0C251  
Project ID 0816000076  
07-LA-10-44.9/48.3  
08-SBD-10-0.0/13.2  
SBCTA Agreement 17-1001736-05

**IT IS THEREFORE MUTUALLY AGREED:**

1. A revised FUNDING SUMMARY NO 5 is attached and made part of the AGREEMENT. Any reference to the FUNDING SUMMARY in the AGREEMENT is deemed to refer to the revised FUNDING SUMMARY NO 5 attached herein.
2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

SIGNATURES ON NEXT PAGE

Agreement 08-1645 A-5

EA 0C251

Project ID 0816000076

07-LA- I 0-44.9/48.3

08-SBD-10-0.0/13.2

SBCTA Agreement 17-1001736-05

**SIGNATURES**

PARTIES are empowered by the law to enter into this AMENDMENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT.

This AMENDMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA  
DEPARTMENT OF  
TRANSPORTATION**

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

District Director

By: \_\_\_\_\_

Raymond W. Wolfe  
Executive Director

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**APPROVED AS TO FORM**

By: \_\_\_\_\_

District Budget Manager

By: \_\_\_\_\_

Juanda L. Daniel  
Assistant General Counsel

**FUNDING SUMMARY NO. 05**

Fund Type	Agency	ROW Support	ROW Capital	Construction Support	Construction Capital	Total
Local	SBCTA	\$3,947,050	\$18,990,623	\$353,518	\$75,233,141	<b>\$98,524,332</b>
TIFIA	SBCTA				\$225,000,000	<b>\$225,000,000</b>
CMAQ	SBCTA	\$3,861,450	\$30,200,550		\$86,804,000	<b>\$120,866,000</b>
STP	SBCTA			\$65,672,947	\$76,199,467	<b>\$141,872,414</b>
STIP	SBCTA				\$39,745,000	<b>\$39,745,000</b>
TCIF	SBCTA				\$4,973,000	<b>\$4,973,000</b>
LPP-Formula	SBCTA				\$6,169,000	<b>\$6,169,000</b>
TCEP Regional	SBCTA				\$53,831,000	<b>\$53,831,000</b>
TCEP State	CALTRANS				\$64,000,000	<b>\$64,000,000</b>
SHOPP 1	CALTRANS			\$11,000,000	\$98,542,000	<b>\$109,542,000</b>
SHOPP 2	CALTRANS				\$8,213,000	<b>\$8,213,000</b>
<b>Totals</b>		<b>\$7,808,500</b>	<b>\$49,191,173</b>	<b>\$77,026,465</b>	<b>\$738,709,608</b>	<b>\$872,735,746</b>

**SPENDING SUMMARY**

Fund Type	ROW Support		ROW Capital		Construction Support		Construction Capital		TOTAL
	Caltrans	SBCTA	Caltrans	SBCTA	Caltrans	SBCTA	Caltrans	SBCTA	
TSP									
Local						\$0		\$0	\$0
STP						\$2,091,551		\$20,482,612	\$22,574,163
Subtotal						\$2,091,551		\$20,482,612	\$22,574,163
Design-Build									
Local		\$3,947,050		\$18,990,623		\$353,518	\$500,000	\$74,733,141	\$98,524,332
TIFIA								\$225,000,000	\$225,000,000
CMAQ		\$3,861,450		\$30,200,550				\$86,804,000	\$120,866,000
STP					\$23,000,000	\$42,014,021		\$54,284,230	\$119,298,251
STIP								\$39,745,000	\$39,745,000
TCIF								\$4,973,000	\$4,973,000
LPP-Formula								\$6,169,000	\$6,169,000
TCEP Regional								\$53,831,000	\$53,831,000
TCEP State								\$64,000,000	\$64,000,000
Subtotal		\$7,808,500		\$49,191,173	\$23,000,000	\$42,367,539	\$500,000	\$609,539,371	\$732,406,583
Design-Build (SHOPP)									
SHOPP 1						\$11,000,000		\$98,542,000	\$109,542,000
SHOPP 2								\$8,213,000	\$8,213,000
Subtotal						\$11,000,000		\$106,755,000	\$117,755,000
Total Design-Build		\$7,808,500		\$49,191,173	\$23,000,000	\$53,367,539	\$500,000	\$716,294,371	\$850,161,583
Grand Total	\$ -	\$7,808,500		\$49,191,173	\$23,000,000	\$55,459,090	\$500,000	\$736,776,983	\$872,735,746

\*Note: These SHOPP funds will be paid as a reimbursable State financial contribution and SBCTA will invoice CALTRANS in accordance with the funding table. Construction support for SBCTA and the Design Builder will be allocated under construction capital.

Notwithstanding SECTION III, or any other provision of the agreement, the PARTIES, or either of them, may change the funding sources allocations and/or identified funding sources set above without amendment to the Agreement.

Contract No.: 23-1002956 Amendment No.: 2

Contract Class: Payable Department: General Counsel

Vendor No.: 03887 Vendor Name: Theodora Oringher, P.C.

Description: I-10 Contract 1 Claims and Litigation Legal Support

List Any Related Contract Nos.:

Dollar Amount							
Original Contract		\$	650,000.00	Original Contingency		\$	-
Prior Amendments		\$	2,050,000.00	Prior Amendments		\$	-
Prior Contingency Released		\$	-	Prior Contingency Released (-)		\$	-
Current Amendment		\$	14,085,743.00	Current Amendment		\$	-
Total/Revised Contract Value		\$	16,785,743.00	Total Contingency Value		\$	-
	Total Dollar Authority (Contract Value and Contingency)					\$	16,785,743.00

Board of Directors	Date: 03/06/2024	Board	Item # 10381
Contract Management (Internal Purposes Only)			

Other Contracts		Sole Source?	Yes	Administrative Budget Adjustment
Local	Professional Services (Non-A&E)			N/A

[illegible]

Tim Byrne

Task Manager (Print Name)

Additional Notes:



## AMENDMENT NO. 2 TO CONTRACT NO. 23-1002956

FOR

LITIGATION

(THEODORA ORINGHER, P.C.)

This AMENDMENT No. 2 to Contract No. 23-1002956 is made by and between the San Bernardino County Transportation Authority (“SBCTA”) and Theodora Oringher, P.C. (“ATTORNEY”). SBCTA and ATTORNEY are each a “Party” and collectively the “Parties” herein.

### RECITALS:

- A. On March 1, 2023, the SBCTA Board of Directors approved Contract No. 23-1002956 (“Contract”) to engage the services of ATTORNEY to provide legal services related to I-10 Corridor Construction Contract 1 Contractor claims and litigation.
- B. On July 5, 2023, The SBCTA Board of Directors approved Amendment 1 to increase the not-to-exceed amount by \$2,050,000, for a revised total of \$2,700,000.
- C. SBCTA has an ongoing need for the legal services described in Exhibit A to the Contract; and
- D. Parties desire to amend the Contract to increase the not-to-exceed amount by \$14,085,743, for a revised total of \$16,785,743, to allow ATTORNEY to complete work within a revised project budget.

**NOW, THEREFORE,** the Parties agree as follows:

1. Section 3.1 is revised in its entirety to read as follows:

“The total Not-To-Exceed Amount is Sixteen Million Seven Hundred Eighty Five Thousand Seven Hundred Forty Three Dollars (\$16,785,743) for Work to be provided under this Contract. SBCTA shall compensate ATTORNEY for Work performed pursuant to the rates set forth in Exhibit B, “Attorneys’ Fees and Charges”. The hourly rates identified in Exhibit B shall remain fixed for the term of this Contract and include ATTORNEY’s direct labor costs, indirect costs, and profit subject to 3.2 below. All costs and expenses shall be reimbursed for the amounts identified in Exhibit B. SBCTA will not reimburse for any expenses not shown in Exhibit B. Due to the uncertainties and variability of litigation strategies by opposing counsel, ATTORNEY does not agree that it can complete the litigation within the Not-To-Exceed Amount. However, if the total cost of the litigation approaches the Not-To-Exceed figure, ATTORNEY will notify SBCTA so that SBCTA and ATTORNEY can prepare a written amendment to this Agreement increasing the Not-To-Exceed Amount.”

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

**IN WITNESS WHEREOF**, the Parties hereto have executed this Amendment No. 2 below.

**THEODORA ORINGHER P.C.**

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By:

\_\_\_\_\_  
Brian J. Headman  
Senior Attorney

By:

\_\_\_\_\_  
Raymond W. Wolfe  
Executive Director

Date:

\_\_\_\_\_

Date:

\_\_\_\_\_

APPROVED AS TO FORM:

By:

\_\_\_\_\_  
Juanda L. Daniel  
Assistant General Counsel

Date:

\_\_\_\_\_

## General Contract Information

Contract No: 17-1001617 Amendment No.: 1

Contract Class: Payable Department: Toll Operations

Vendor No.: 03421 Vendor Name: transcore LP

Description: I-15 Express Lanes/ I-10 Express Toll Service Provider Contract

List Any Related Contract Nos.:

Dollar Amount							
Original Contract		\$	37,955,107.00	Original Contingency		\$	1,855,000.00
Prior Amendments		\$	-	Prior Amendments		\$	1,011,500.00
Prior Contingency Released		\$	422,375.00	Prior Contingency Released (-)		\$	(422,375.00)
Current Amendment				Current Amendment		\$	3,000,000.00
Total/Revised Contract Value		\$	38,377,482.00	Total Contingency Value		\$	5,444,125.00
	Total Dollar Authority (Contract Value and Contingency)					\$	43,821,607.00

## Contract Authorization

Board of Directors Date: 03/06/2024 Board Item # 10381

## Contract Management (Internal Purposes Only)

Capital Project Contracts Sole Source? N/A No Budget Adjustment

Federal/State/Local Services Monthly

Accounts Payable											
Estimated Start Date:		09/20/2022		Expiration Date:		06/30/2031		Revised Expiration Date:			
NHS:		N/A		QMP/QAP:		N/A		Prevailing Wage:		N/A	
								Total Contract Funding:		Total Contingency:	
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	38,377,482.00	\$	5,444,125.00
GL:	2010	40	0820	0823	52001	42101020	650	STP	18,912,970.00		3,000,000.00
GL:	4110	40	0820	0823	52001	41100000	650	Measure I Freeway	60,000.00		-
GL:	4110	40	0820	0831	52001	41100000	650	Measure I Freeway	7,962,088.00		796,200.00
GL:								Toll Revenue	11,442,424.00		1,647,925.00
GL:									-		-
GL:									-		-
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Philip Chu

Project Manager (Print Name)

Tim Byrne

Task Manager (Print Name)

Additional Notes: Amount dedicated to Option Toll Services Project Supplement for I-15 Contract 1 is \$10,115,481.10 with contingency of \$1,011,500.00 Balance is for I-10 Contract 1. \$7,962,087 capital and \$2,153,393 O&M 5 years. O&M is funded with Toll revenue

Attachment: CSS 17-1001617-1 Update 2-2024 (10381 : I-10 Corridor Freight &amp; Express Lanes Project Contract 1- Update and Amendments)

## General Contract Information

Contract No: 16-1001530 Amendment No.: 5

Contract Class: Payable Department: Toll Operations

Vendor No.: 01022 Vendor Name: HNTB Corporation

Description: I-10 Corridor Project and Construction Management (PCM) Consultant Services

List Any Related Contract Nos.: C08112 17-1001590, 17-1001736

Dollar Amount							
Original Contract		\$	40,000,000.00	Original Contingency		\$	5,000,000.00
Prior Amendments		\$	26,021,019.78	Prior Amendments		\$	6,000,000.00
Prior Contingency Released		\$	7,999,871.00	Prior Contingency Released (-)		\$	(7,999,871.00)
Current Amendment		\$	3,000,000.00	Current Amendment		\$	-
Total/Revised Contract Value		\$	77,020,890.78	Total Contingency Value		\$	3,000,129.00
	Total Dollar Authority (Contract Value and Contingency)					\$	80,021,019.78

## Contract Authorization

Board of Directors Date: 03/06/2024 Board Item # 10381

## Contract Management (Internal Purposes Only)

Other Contracts                      Sole Source? No No Budget Adjustment                     

Federal/Local                      Professional Services (Non-A&E)                      N/A                     

Accounts Payable																							
Estimated Start Date:				12/07/2016		Expiration Date:				12/31/2023		Revised Expiration Date:		12/31/2026									
NHS:				yes		QMP/QAP:				N/A		Prevailing Wage:				Yes							
								Total Contract Funding:				Total Contingency:											
Fund		Prog		Task		Sub-Task		Object		Revenue		PA Level		Revenue Code Name		\$		77,020,890.78		\$		3,000,129.00	
GL:	2010	40	0820	0823	52005	42101018								STP DB		54,150,718.00				3,000,129.00			
GL:	2010	40	0820	0823	52005	42101020								STP TSP		3,584,975.00				-			
GL:	2550	40	0820	0823	52005	42205006								SHOPP		11,000,000.00				-			
GL:	2020	40	0820	0823	52005	42102027								CMAQ		3,861,450.00				-			
GL:	4110	40	0820	0823	52005	41100000								MSI Fwy		2,257,221.78				-			
GL:	4120	40	0820	0823	52005	41100000								MSI IC		1,095,034.00				-			
GL:	4131	40	0820	0823	52005	41100000								MSI Arterial		780,432.00				-			
GL:	6010	40	0820	0823	52005	42414005								Montclair DIF		30,377.00				-			
GL:	6010	40	0820	0823	52005	42416005								Ontario DIF		156,872.00				-			
GL:	6010	40	0820	0823	52005	42416008								Ontario DIF		60,632.00				-			
GL:	6010	40	0820	0823	52005	42416004								Ontario DIF		13,711.00				-			
GL:	6010	40	0820	0823	52005	42432006								Upland DIF		20,567.00				-			
GL:	6010	40	0820	0823	52005	42432008								Upland DIF		8,901.00				-			
GL:																-				-			

# AMENDMENT NO. 5 TO CONTRACT NO. 16-1001530

## FOR

## 1-10 CORRIDOR (CONTRACT ONE) PROJECT MANAGEMENT CONSTRUCTION MANAGEMENT (PCM) SERVICES

### (HNTB CORPORATION)

This Amendment No. 5 to Contract No. 16-1001530 is made by and between HNTB Corporation ("CONSULTANT") and the San Bernardino County Transportation Authority ("SBCTA") CONSULTANT and SBCTA are each a "Party" and collectively "Parties".

#### RECITALS:

- A. SBCTA under Contract No. 16-1001530 dated May 2, 2017 between the Parties engaged the services of CONSULTANT to provide project management construction management service for 1-10 Corridor Contract One ("Contract"); and
- B. SBCTA and CONSULTANT amended Contract No. 16-1001530 with Amendment No.1 dated May 10, 2017, to add additional paragraphs to the Statement of Compliance and amend the Performance Period Article; and
- C. Amendment No. 2 dated January 5, 2018 combined the separate State work that includes Roadway Rehabilitation along 1-10 from Los Angeles County line to Interstate 15 (1-15) junction (EA 1H321), installing double- luminaire lighting, replacing sign panels, and installing high mast lighting along 1-10 in the city of Ontario from 0.2 mile west of 4<sup>th</sup> Street undercrossing to 0.2 miles east of 1-15 JCT (EA 1F550) improvements as requested by CALTRANS for inclusion as part of the PROJECT and which are to be paid for solely by CALTRANS; and
- D. On November 15, 2018, Contingency in the amount up to \$86,500.00 was authorized to allow the CONSULTANT to provide potholing on Monte Vista Avenue; and
- E. On May 4, 2019, Contingency in the amount up to \$108,000.00 was authorized to allow the CONSULTANT to prepare Hazardous Materials Disclosure Document for ROW Certification; and
- F. On November 21, 2019, Contingency in the amount up to \$1,206,650.00 was authorized to allow the CONSULTANT to provide additional Owner Verification services; and
- G. On November 20, 2019, Contingency in the amount up to \$2,476,000.00 was authorized to allow the CONSULTANT to provide additional services for Phase 1 and Phase 2; and

- H. On November 20, 2019, Contingency in the amount up to \$117,800.00 was authorized to allow the CONSULTANT to develop a benchmark existing vibration concerns; and
- I. Amendment No. 3 dated January 11, 2021 increased the not to exceed amount of the contract to cover the cost for additional project duration, deputy construction manager and structure manager position, right of way and property management services and Express lane support service; and
- J. Amendment No. 4 dated January 24, 2023 increased the not to exceed amount of the contract to cover the cost for additional project duration, structure manager position, right of way and property management services and Express lane support services and extend the Contract duration through 12/31/2024; and
- K. SBCTA and CONSULTANT desire to increase the not to exceed amount of the contract to provide for claims support activities anticipated to extend beyond project completion and to extend the Contract duration through 12/31/2026.

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

1. Section 4.1 of Article 4. Performance Period is amended in its entirety to read as follows:  
 "This Contract shall go into effect on the Effective Date, contingent upon approval by SBCTA's Awarding Authority and execution by SBCTA, and CONSULTANT shall commence Work after written notification to proceed by SBCTA's Procurement Analyst. The Contract shall end on December 31, 2026, unless extended by written amendment."
2. Section 5.1 of Article 5. Allowable Costs and Payments is amended in its entirety to read as follows:  
 "Total compensation to CONSULTANT for full and complete performance of the Work in compliance with all the terms and conditions of this Contract shall be on a Specified Rates of Compensation basis for all obligations incurred in, or application to, Consultant's performance of Work and for which CONSULTANT shall furnish all personnel, facilities, equipment, materials, supplies, and services (except as may be explicitly set forth in this Contract as furnished by SBCTA), and shall not exceed \$77,020,890.78 unless authorized by a contract amendment."
3. Except as amended by this Amendment No. 5, all other provisions of the Contract, including all previous Amendments, shall remain in full force and effect and are incorporated herein by this reference.
4. The Amendment No. 5 is effective upon execution by SBCTA.

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

IN WITNESS WHEREOF, the Parties hereto have executed this Contract below.

**HNTB CORPORATION**

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By:

\_\_\_\_\_  
Kevin A. Haboian  
Senior Vice President

By:

\_\_\_\_\_  
Raymond W. Wolfe  
Executive Director

Date:

Date:

**APPROVED AS TO FORM**

By:

\_\_\_\_\_  
Juanda L. Daniel  
Assistant General Counsel

Date:



# **ADDITIONAL INFORMATION**

# BOARD OF DIRECTORS ATTENDANCE RECORD – 2024

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
<b>Paul Cook</b> Board of Supervisors	X	X										
<b>Jesse Armendarez</b> Board of Supervisors	X	X										
<b>Dawn Rowe</b> Board of Supervisors	X	X										
<b>Curt Hagman</b> Board of Supervisors		X										
<b>Joe Baca, Jr.</b> Board of Supervisors	X	X										
<b>Daniel Ramos</b> City of Adelanto	X	X										
<b>Art Bishop</b> Town of Apple Valley	X	X										
<b>Carmen Hernandez</b> City of Barstow	*	X										
<b>Rick Herrick</b> City of Big Bear Lake		X										
<b>Eunice Ulloa</b> City of Chino	X	X										
<b>Ray Marquez</b> City of Chino Hills	X	X										
<b>Frank Navarro</b> City of Colton	X	X										
<b>Acquanetta Warren</b> City of Fontana	X	X										
<b>Sylvia Robles</b> City of Grand Terrace	X	X										
<b>Rebekah Swanson</b> City of Hesperia	X	X										
<b>Larry McCallon</b> City of Highland	X	*										

X = member attended meeting. \* = alternate member attended meeting. Empty box = did not attend meeting Crossed out box = not a Board Member at the time. Shaded box=no meeting

# BOARD OF DIRECTORS ATTENDANCE RECORD – 2024

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
<b>Bhavin Jindal</b> City of Loma Linda	X	X										
<b>John Dutrey</b> City of Montclair	X	X										
<b>Janet Jernigan</b> City of Needles		X										
<b>Alan Wapner</b> City of Ontario	X											
<b>L. Dennis Michael</b> City of Rancho Cucamonga	X	X										
<b>Paul Barich</b> City of Redlands												
<b>Deborah Robertson</b> City of Rialto												
<b>Helen Tran</b> City of San Bernardino		*										
<b>Joel Klink</b> City of Twentynine Palms	X											
<b>Rudy Zuniga</b> City of Upland	*	X										
<b>Debra Jones</b> City of Victorville	X	X										
<b>Bobby Duncan</b> City of Yucaipa	X	X										
<b>Rick Denison</b> Town of Yucca Valley	X	X										
<b>Catalino Pining</b> Ex-Official Member	X	X										

Communication: Attendance (Additional Information)

X = member attended meeting. \* = alternate member attended meeting. Empty box = 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

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 <sup>st</sup> 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

# AGENCY REPORTS



REPORT: Mobile Source Air Pollution Reduction Review Committee

FROM: Larry McCallon, SBCTA Representative to the MSRC

SYNOPSIS: The Mobile Source Air Pollution Reduction Review Committee held a hybrid meeting on Thursday, January 18, 2024. The following is a summary of the meeting.

Carl Moyer Zero-Emission Infrastructure Program

MSRC Request for Information (RFI) 2023-01 was released on September 2, 2022, requesting submittal of Information Packages seeking partnerships to facilitate investment in zero-emission infrastructure to support the transition of goods movement trucks to zero-emissions within the South Coast AQMD region. A total of \$50,000,000 was allocated by the MSRC for this Work Program category. The RFI closing date was November 30, 2022. To date, multiple projects have been reviewed and approved by the MSRC under this RFI.

On December 1, 2023, South Coast AQMD issued Program Announcement PA2024-02 under the Carl Moyer Memorial Air Quality Standards Attainment Program. This funding opportunity seeks applications for the implementation of zero-emission fueling infrastructure, including electric charging infrastructure and hydrogen refueling, to support medium and heavy-duty zero emission trucks. A total of up to \$200 million is potentially available under the Carl Moyer Zero-Emission Infrastructure Program. The application period opened on December 5, 2023, and will close at 1:00 pm on February 6, 2024.

Three respondents to MSRC RFI 2023-01 that, to date, have not received MSRC funding, seek to partner with the MSRC and pursue funding under the Carl Moyer Program Announcement. The MSRC considered this opportunity and approved allocations in a total amount not to exceed \$26,980,000 to augment the partners' contributions as an element of the FYs 2021-24 Work Program, as follows:

- a. A partnership with Southern California Gas Company in an amount not to exceed \$6,000,000 in an application to install a public-access hydrogen station in Pico Rivera;
- b. A partnership with Penske Truck Leasing Co., L.P. in an amount not to exceed \$17,980,000 in an application to install Level III charging stations at 20 facilities dispersed throughout the region; and



- c. A partnership with Pilot Travel Center, LLC in an amount not to exceed \$3,000,000 in an application to install a public-access hydrogen fueling station in Rialto.

If South Coast AQMD does not select one or more of these applications for funding, the relevant portion of the MSRC allocation would revert to the unallocated AB 2766 Discretionary Fund balance.

#### Cooperative Agreement with Metro

Both MSRC and Metro are interested in the deployment of zero emission trucks on the Interstate 710 corridor as soon as possible. As part of MSRC's FYs 2021-24 Work Program, MSRC is seeking partners to help facilitate investment in publicly accessible infrastructure to support the transition of goods movement trucks to zero emissions. Metro is interested in funding projects identified in response to MSRC's RFI 2023-01 for Publicly Accessible Goods Movement Zero-Emission Infrastructure. A proposed cooperative agreement with Metro has been prepared to facilitate the pursuit of shared objectives. The cooperative agreement specifies that the parties would jointly pursue funding opportunities and proposals regarding electrified and alternative fuel transportation systems for heavy duty commercial vehicles in Los Angeles County. The MSRC considered and approved the proposed cooperative agreement. This agreement does not commit any MSRC funding; any follow-on funding commitments would require future MSRC and South Coast AQMD Board consideration and approval.

#### **Contract Modification Requests**

The MSRC considered two contract modification requests and took the following actions:

1. City of Gardena, Contract #MS18027 to install new limited access CNG station, modify maintenance facility and train mechanics, approval of 9-month term extension; and
2. MHX, LLC, Contract #MS21010 to deploy one zero-emission overhead crane, approval of 18-month term extension.

#### **Contracts Administrator's Report**

The MSRC AB 2766 Contracts Administrator's report provides a written status report on all open contracts from FY 2011-12 to the present.

# COMMITTEE MEMBERSHIP

**San Bernardino County Transportation Authority (SBCTA)**  
**Representatives on SCAG Committees**

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:15 p.m.)	POLICY COMMITTEES (Regional Council Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa) District 7 (San Bernardino, Highland) District 8 (Rialto, Fontana) District 9 (Rancho Cucamonga, Upland, Montclair) District 10 (Chino, Chino Hills, Ontario) District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley) District 65 (Adelanto, Apple Valley, Hesperia, Victorville) San Bernardino County † Community of Concern Appointee	F. Navarro D. Alexander D. Robertson L. Michael R. Marquez R. Denison L. Becerra C. Hagman G. Reyes	G. Reyes	D. Alexander D. Robertson  R. Denison	F. Navarro   L. Michael R. Marquez  L. Becerra C. Hagman
†† San Bernardino County Transportation Authority Appointee	A. Wapner			A. Wapner
SBCTA Subregional Appointees* *One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SBCTA has a total of seven subregional appointees to the policy committees. Terms of appointment expire December 31 of odd-numbered years.		Acquanetta Warren Bobby Duncan Helen Tran	Carmen Hernandez Daniel Ramos Art Bishop	John Dutrey

**Rules of Appointment**

1) SBCTA policy stipulates that all SBCTA appointees be SBCTA Board Members. 2) SCAG President appoints Regional Council members to Standing and Policy Committees.

**Terms of Appointment**

Terms of appointment are two years, commencing on adjournment of the annual General Assembly in May of each year. Even-numbered District representatives' terms expire in even-numbered years; odd-numbered District representatives expire in odd-numbered years. † Community of Concern appointee, appointed by the County Regional Council representative for a two-year term. †† SBCTA Regional Council Representative serves a two-year term from the date of appointment.

**Stipend Summary**

SCAG Regional Council members receive a \$120 stipend for attendance and travel to SCAG sponsored meetings. Regional Council members may also receive reimbursement for public transit expenses or a mileage reimbursement. Parking is validated at SCAG's downtown Los Angeles office for RC members. RC members are eligible to receive up to six (6) per diem stipends per month. Both RC members and Subregional Appointees, if eligible, may receive reimbursement (\$150 + taxes) for lodging (please review SCAG rules before making expenditure). Subregional Appointees shall receive a \$120 stipend for up to four Policy or Task Force meetings per month.

**Meeting Information**

The regular meetings of SCAG Regional Council and Policy Committees are on the 1<sup>st</sup> Thursday of each month at the SCAG offices located at 900 Wilshire Blvd., Ste. 700, Los Angeles. Generally, the Policy Committee meetings start at 10 AM and Regional Council meetings start at 12:15 PM.

**Policy Committees**

**Community, Economic, and Human Development:** Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

**Energy and Environment:** Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation.

**Transportation:** Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

The San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments (SBCOG) work closely with not only the County and cities within the County of San Bernardino, but with a number of regional governments that relate to the multiple counties within the Southern California region. Members of the SBCTA Board of Directors frequently take active roles in representing the interests of San Bernardino County on these regional bodies. This participation provides assurance that the unique needs and characteristics of San Bernardino County are taken into consideration as policies are developed which impact this County and its individual local government units. Active participation in regional organizations further promotes the interests of San Bernardino County and secures its appropriate role in the Southern California region.

The following table lists some of the regional bodies upon which SBCTA and SBCOG representatives serve.

Committee	Appointee	Appointing Authority	Purpose	Term
California Association of Councils of Governments	Alan Wapner, Ontario	President	CALCOG facilitates communication and information sharing among its members. Most members of CALCOG are Councils of Governments (COGs), while some are transportation commissions and others are the large Metropolitan Planning Organizations like SCAG and SANDAG. CALCOG is governed by a Board of Directors comprised of a representative from each member's Board of Directors.	12/31/24
Gold Line Phase II Joint Powers Authority	John Dutrey, Montclair, Primary Ray Marquez, Chino Hills, Alternate	Board of Directors	The Gold Line Phase II Construction Authority is a Joint Powers Authority (JPA) formed by 14 cities along the corridor and SBCTA. The JPA serves as a forum for the review, consideration, study, development and recommendation of policies and plans for the extension of the Gold Line from Pasadena to Montclair. Members receive \$100 payment from Gold Line Authority for participation.	12/31/25 12/31/24
Inland Empire Economic Partnership (IEEP)	Dennis Michael, Rancho Cucamonga	President	The IEEP is a partnership that includes business, government and academic leaders to develop and carry out initiatives to benefit the region.	
Inland Regional Energy Network (I-REN) Program Executive Committee	Curt Hagman, County Supervisor Deborah Robertson, Rialto Art Bishop, Apple Valley	President	The I-REN Executive Committee consists of three representative votes from SANBAG, WRCOG, and CVAG. The committee will meet quarterly and make executive decisions regarding the overall program. Stipends for the Executive Committee are not an allowable expense under the CPUC rules.	12/31/24 12/31/24 12/31/24
Metro Gold Line Foothill Extension Construction Authority	Alan Wapner, Ontario, Primary John Dutrey, Montclair, Alternate	President	The Authority is responsible for the development of a light rail project from the City of Los Angeles into San Bernardino County. The Authority board meets on the second and fourth Wednesday of the month at 12:00 p.m. at the Authority's office in Monrovia. Members receive \$150 for each day spent on Authority business, not to exceed \$600 per month.	12/31/24 12/31/24
Mobile Source Air Pollution Reduction Review Committee	Larry McCallon, Highland, Primary John Dutrey, Montclair, Alternate	Board of Directors	Develops and implements work programs which reduce mobile source emissions, funded by AB2766 (portion of the \$4 motor vehicle registration fee). County Commissions, SCAQMD, and ARB have one appointment with alternates. In April 2005, SBCTA authorized a stipend of \$100 per day. The MSRC meets on the third Thursday of the month at 2:00 p.m. at South Coast Air Quality Management District in Diamond Bar.	12/31/24 12/31/24

**SBCTA/SBCOG Appointments to External Agencies**

<b>Committee</b>	<b>Appointee</b>	<b>Appointing Authority</b>	<b>Purpose</b>	<b>Term</b>
One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority	Deborah Robertson, Rialto	Board of Directors	Responsible for developing the integrated Regional Water Management Plan for the Santa Ana River.  The term of the appointment is for four years for a city representative from San Bernardino County.  Officers leaving elected office after appointment are still eligible to serve. Beginning January 2016, the OWOW meets on the 4 <sup>th</sup> Thursday of every other month at 11:00 a.m. at the Santa Ana Watershed Project Authority (SAWPA). Members of the Steering Committee do not receive a stipend.	12/31/26
SCAG Policy Committees	See associated table.	The Board has authorized the President to make appointments to SCAG Policy Committees.	SBCTA also has authority to appoint up to seven appointees to the three SCAG Policy Committees: i.e., Community Economic and Human Development, Energy and Environment, and Transportation. SCAG pays appointees to policy committees a stipend of \$120 per meeting.	See associated table – Representatives on SCAG Committees
Southern California Regional Rail Authority	Alan Wapner, Ontario, Primary Larry McCallon, Highland, Primary Ray Marquez, Chino Hills, Alternate John Dutrey, Montclair, Alternate	Board of Directors (Recommendation made by the Transit Committee)	SCRRA serves as the governing body for Metrolink, the regional commuter rail system serving the five Southern California Counties.  Members receive payment of \$100 per day from SCRRA for participation.	Indefinite
SR 91 Advisory Committee	Ray Marquez, Chino Hills, Ex-Officio Member	Board of Directors	The Committee reviews issues and makes recommendations to OCTA regarding the transportation facilities acquired, including tolls imposed, operations, maintenance, use of toll revenues, and improvements in the area of SR 91 between I-15 and SR 55, including the identification and siting of alternate highways.  SBCTA has not authorized payment of stipend for participation.	12/31/24
The Sam and Alfreda L. Maloof Foundation for Arts and Crafts	Deborah Robertson, Rialto	Board of Directors	A non-profit corporation that participates in the preparation of the Conservation Plan and oversees the activities and assets of the Foundation. A payment of stipend for participation has not been authorized.	12/31/24

Communication: Appointments to External Agencies (Committee Membership)

## San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<b>General Policy Committee</b> Membership consists of the following: SBCTA President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County)* 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County) City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea. Policy Committee and Board Study Session Chairs are members of this policy committee. All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives. The SBCTA Vice President shall serve as Chair of the General Policy Committee.  <b>*Note: An exception to Policy 10002 was approved by the Board of Directors on July 5, 2023 to temporarily revise the composition of East Valley to 2 City, 2 County</b>	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight.  The General Policy Committee is authorized to approve Contracts in excess of \$100,000, Contract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval.  (Brown Act)	<u>West Valley</u> Ray Marquez, Chino Hills (Chair/Vice President) Acquanetta Warren, Fontana Alan Wapner, Ontario Curt Hagman, Supervisor  <u>East Valley</u> Frank Navarro, Colton Larry McCallon, Highland Dawn Rowe, Supervisor (Vice Chair/President) Joe Baca, Jr., Supervisor (MVSS Chair)  <u>Mountain/Desert</u> Art Bishop, Apple Valley (Past President) Debra Jones, Victorville Rick Denison, Yucca Valley (TC Chair) Paul Cook, Supervisor (MDC Chair)  Should the chairs of each Committee and the Officers all be from the East Valley, West Valley or Mountain/Desert, additional members may be added to maintain geographical balance. Additional Board Members may be appointed annually at the discretion of the Board President.	6/30/2024 6/30/2024 6/30/2024 6/30/2024  6/30/2024 6/30/2024 6/30/2024 6/30/2024  6/30/2024 6/30/2024 6/30/2024 6/30/2024  6/30/2024
<b>Transit Committee</b> Membership consists of 12 SBCTA Board Members: 10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members, and 2 Mountain/Desert Board Members. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board. Other members are appointed by the SBCTA President for 2-year terms.	Provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service.  * SCRRA Primary Member ** SCRRA Alternate Member  (Brown Act)	Rick Denison, Yucca Valley (Chair) John Dutrey, Montclair** (Vice Chair) Eunice Ulloa, Chino Ray Marquez, Chino Hills** Frank Navarro, Colton Acquanetta Warren, Fontana Sylvia Rodriguez-Robles, Grand Terrace Larry McCallon, Highland* Alan Wapner, Ontario* L. Dennis Michael, Rancho Cucamonga Dawn Rowe, Supervisor Joe Baca, Jr., Supervisor	12/31/2024 (6/30/2024) Indeterminate (6/30/2024) 12/31/2024 Indeterminate 12/31/2025 12/31/2025 12/31/2024 Indeterminate Indeterminate 12/31/2025 12/31/2024 12/31/2024

Communication: Committee Membership (Committee Membership)

## San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<b>Mountain/Desert Committee</b> Membership consists of 11 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, and Third Districts.	Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion.  The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.  (Brown Act)	Paul Cook, Supervisor (Chair) Debra Jones, Victorville (Vice Chair) Daniel Ramos, Adelanto Art Bishop, Apple Valley Carmen Hernandez, Barstow Rick Herrick, Big Bear Lake Rebekah Swanson, Hesperia Janet Jernigan, Needles Joel Klink, Twentynine Palms Rick Denison, Yucca Valley Dawn Rowe, Supervisor	Indeterminate (6/30/20 Indeterminate (6/30/20 Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate
<b>Legislative Policy Committee</b> Membership consists of the following: President, Vice-President, Immediate Past President and four Board members appointed by the Board President. - 1 East Valley member - 1 West Valley member - 1 Mountain/Desert member - 1 County member  Members shall serve for the duration of the State and Federal two-year legislative session in which they were appointed, with terms expiring December 31 of even-numbered years. The SBCTA Board President shall serve as Chair of the Legislative Policy Committee.	Provide guidance and recommendations to the Board of Directors regarding issues and actions relating to the executive, legislative or judicial branches of the State and Federal government, or any other local governing body.  Review and provide input on drafting of State and Federal legislative platform, which will serve as guiding principles to support or oppose State and Federal legislation and regulations.  (Brown Act)	Dawn Rowe, Supervisor (President) Ray Marquez, Chino Hills (Vice President) Art Bishop, Apple Valley (Past President) Larry McCallon, Highland Alan Wapner, Ontario Rick Denison, Yucca Valley Paul Cook, Supervisor	Indeterminate Indeterminate Indeterminate 12/31/2024 12/31/2024 12/31/2024 12/31/2024

### Policy Committee Meeting Times

General Policy Committee	Second Wednesday, 9:00 a.m., SBCTA Office
Legislative Policy Committee	Second Wednesday, 9:30 a.m., SBCTA Office
Transit Committee	Second Thursday, 9:00 a.m., SBCTA Office
Mountain/Desert Committee	Third Friday, 9:30 a.m., Victorville, CA

### Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.	To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.  (Brown Act)	Board of Directors Joe Baca Jr., Supervisor (Chair) Eunic Ulloa, Chino (Vice Chair)	6/30/2024 6/30/2024



**I-10 and I-15 Corridor Joint Sub-Committee**

Joint Sub-Committee	PURPOSE	MEMBERSHIP	TERMS
<b>I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and the Mountain/Desert Policy Committee</b> Members of the committee will be members of the SBCTA Board of Directors and will be appointed by the SBCTA Board President. The President will appoint the Chair and Vice-Chair of the Sub-Committee. The Sub-Committee will include a minimum of nine and a maximum of fourteen SBCTA Board members. Membership will be composed of a minimum of three representatives from the East Valley; and a minimum of two representatives from the Victor Valley. The Sub-Committee will meet as necessary immediately following the Metro Valley Study Session.	The purpose is to consider and make recommendations to the Board of Directors on the development of express lanes in San Bernardino County, in particular on the I-10 and I-15 Corridors.  (Brown Act)	Alan Wapner, Ontario (Chair) Art Bishop, Town of Apple Valley (Vice Chair) Joe Baca Jr., Supervisor Paul Cook, Supervisor Larry McCallon, Highland L. Dennis Michael, Rancho Cucamonga Frank Navarro, Colton Deborah Robertson, Rialto Acquanetta Warren, Fontana	12/31/2024 12/31/2024 12/31/2024 12/31/2024 12/31/2024 12/31/2024 12/31/2024 12/31/2024 12/31/2024

**Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)**

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)  Membership consists of 11 members appointed by the SBCTA Executive Director. 5 representing Public Transit Providers 1 representing County Dept. of Public Works 2 representing the Consolidated Transportation Services Agency - Omnitrans and VVTA also represent CTSA for the Valley and High Desert respectively. 5 At Large Members representing Social Service Providers	Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities; (1) Review and make recommendations on annual Unmet Transit Needs hearing findings (2) Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications (3) Assist SBCTA in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan (4) Review call for projects for Federal Transit Administration Section 5310 grant applications (5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit (6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit (7) Receive annual reports on funded specialized programs funded through FTA Section 5310 and Measure I (8) Identify regional or county level areas of unmet needs (9) Address special grant or funding opportunities (10) Address any special issues of PASTACC voting and non-voting members  (Brown Act)	Standing Membership – Morongo Basin Transit Authority Mountain Transit City of Needles Transit Services Omnitrans Victor Valley Transit Authority County of San Bernardino Dept. of Public Works  At Large Membership – San Bernardino Dept. of Aging and Adult Services Foothill Aids Anthesis Reach Out Morongo Basin Loma Linda University Health	On-going On-going On-going On-going On-going On-going  5/31/2024 9/30/2026 9/30/2026 6/30/2025 5/31/2024

**Meeting Dates and Time:** Bi monthly, beginning in January, 2<sup>nd</sup> Tuesday of the month, 10:00 a.m., (Location rotates: SBCTA Office, VVTA, MBTA)



### Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows:</p> <p>A. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.</p> <p>B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding.</p> <p>C. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</p> <p>D. One member who is current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</p> <p>E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.</p> <p>In addition to the appointed members, the SBCTA President and Executive Director will serve as ex-officio members.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> <p>(Brown Act)</p>	<p>Cole Jackson (A) Gerry Newcombe (B) Vacant (C) Vacant (D) Patrick Morris (E) Dawn Rowe, Ex-Officio Ray Wolfe, Ex-Officio</p>	<p>10/31/2024 12/31/2024   03/01/2025</p>

### SBCTA Ad Hoc Committees

The Brown Act does not apply to ad hoc or temporary advisory committees composed of less than a majority of the Board or a standing policy committee. The President of the Board of Directors may designate ad hoc committees to study specific projects or matters for a set time frame subject to the concurrence of the Board of Directors, and shall make appointments to the ad hoc committees. When the subject matter of the ad hoc committee is of relevance to the geographical region of the County as a whole, geographical representation should be considered and if there is lack of interested members to ensure geographical balance the Board President may seek out participation from specific members.

COMMITTEE	PURPOSE	MEMBERSHIP
<p><b>Council of Governments Ad Hoc Committee</b></p> <p>On July 5, 2023, the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President.</p>	<p>To provide guidance on the SBCOG Budget and funding options. This ad hoc has a term ending June 30, 2024.</p>	<p>Acquanetta Warren, Fontana John Dutrey, Montclair Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Helen Tran, San Bernardino Jesse Armendarez, Supervisor Curt Hagman, Supervisor</p>

<b>Housing Trust Ad Hoc Committee</b> On January 4, 2023, the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President, for a term ending December 31, 2023. On December 6, 2023, the Board approved a 6-month extension of this ad hoc, for a new term ending June 30, 2024. On February 7, 2024, the Board approved a 6-month extension of this ad hoc, for a new term ending June 30, 2024.	To take a broad look into the housing trust and how it interacts with the Council of Governments. This ad hoc has a term ending December 31, 2024.	Eunice Ulloa, Chino Deborah Robertson, Rialto Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Daniel Ramos, Adelanto Rick Denison, Yucca Valley Curt Hagman, Supervisor
<b>Transportation Investment Plan Ad Hoc Committee</b> On June 29, 2022 the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President.	To look at future Measure options and make recommendations relating to any future local measure. This ad hoc has a term end date of December 31, 2023.	Art Bishop, Apple Valley Sylvia Rodriguez-Robles, Grand Terrace Larry McCallon, Highland Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Joel Klink, Twentynine Palms Debra Jones, Victorville

### SBCTA Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<b>Transportation Technical Advisory Committee (TTAC)</b> Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Administrative Officer.	SBCTA's Transportation Technical Advisory Committee was formed by SBCTA management to provide input to SBCTA staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SBCTA Board of Directors.  The TTAC is not a Brown Act committee.	Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.
<b>City/County Manager's Technical Advisory Committee (CCM TAC)</b> The committee is composed of up to two representatives of the County Administrator's Office and the city manager or administrator from each city and town in the County.	SBCTA's City/County Manager's Technical Advisory Committee was established in the Joint Powers Authority that established San Bernardino Associated Governments (SANBAG). The primary role of the committee is to provide a forum for the chief executives of SANBAG's member agencies to become informed about and discuss issues facing SANBAG/SBCTA. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns.  The CCM TAC is a Brown Act Committee.	Meets on the first Thursday of each month at 10:00 AM, at SBCTA.
<b>Planning and Development Technical Forum (PDTF)</b> Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Chief Executive Officer.	The SBCTA Planning and Development Technical Forum was formed by SBCTA management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance.  The PDTF is not a Brown Act Committee.	Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).

<b>Project Development Teams</b>	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff.</p> <p>Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project.</p> <p>PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.</p> <p>PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.</p> <p>The PDTs are not Brown Act Committees.</p>	Varies with the PDT.
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## 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