

AGENDA
Board of Directors Metro Valley Study Session

May 15, 2025

*****Start Time: 9:25 AM*****

Location

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

TELECONFERENCING WILL BE AVAILABLE AT THE FOLLOWING LOCATION:

Hesperia City Council Chambers
9700 Seventh Avenue
Hesperia, CA 92345

Board of Directors

Valley Representatives

Study Session Chair

Helen Tran, Mayor
City of San Bernardino

Study Session Vice-Chair

Jesse Armendarez, Supervisor
Second District

Eunice Ulloa, Mayor
City of Chino

Ray Marquez, Council Member
City of Chino Hills

Frank Navarro, Mayor
City of Colton

Acquanetta Warren, Mayor
City of Fontana

Bill Hussey, Mayor
City of Grand Terrace

Larry McCallon, Mayor Pro Tem
City of Highland

Ronald Dailey, Mayor Pro Tem
City of Loma Linda

John Dutrey, Mayor
City of Montclair

Alan Wapner, Mayor Pro Tem
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Mario Saucedo, Mayor
City of Redlands

Joe Baca, Mayor
City of Rialto

Rudy Zuniga, Mayor Pro Tem
City of Upland

Judy Woolsey, Council Member
City of Yucaipa

Mountain/Desert Representatives

Daniel Ramos, Mayor Pro Tem
City of Adelanto

Art Bishop, Mayor Pro Tem
Town of Apple Valley

Timothy Silva, Mayor
City of Barstow

Rick Herrick, Council Member
City of Big Bear Lake

Josh Pullen, Council Member
City of Hesperia

Janet Jernigan, Mayor
City of Needles

Daniel Mintz, Sr., Mayor Pro Tem
City of Twentynine Palms

Debra Jones, Council Member
City of Victorville

Rick Denison, Council Member
Town of Yucca Valley

County Board of Supervisors

Paul Cook, *First District*

Curt Hagman, *Fourth District*

Ex-Officio Member – Catalino Pining, Caltrans

Ray Wolfe, Executive Director

Julianna Tillquist, General Counsel

Dawn Rowe, *Third District*

Joe Baca, Jr., *Fifth District*

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

AGENDA

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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 Helen Tran)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications - Daniela Almada

Public Comment

Brief Comments from the General Public

Note: Public Comment on items listed on this agenda will be allowed only during this committee meeting. No public comment will be allowed on committee items placed on the Consent Agenda at the Board of Directors meeting. If an item has substantially changed after consideration during the committee meeting, the item will be placed on Discussion for Board and public comment will be allowed.

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

Pg. 10

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

This item is prepared for review by Board of Directors 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. Project Delivery Contract Change Orders to On-Going Contracts

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Receive and file Change Order Report.

Presenter: Kristi Lynn Harris

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

DISCUSSION ITEMS

Discussion - Administrative Matters

3. Amendment No. 1 to Agreement No. 21-1002566 - TIFIA Loan and Amendment No. 1 to Master Indenture

Pg. 17

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority:

A. Approve Amendment No. 1 to the Transportation Infrastructure Finance and Innovation Act Loan Agreement No. 21-1002566 to extend the due date for reporting the result from the rate coverage test, and to remove the references to the Interstate 15 (I-15) Corridor Project.

B. Approve Amendment No. 1 to the Master Indenture for the Toll Revenue Bond (I-10 Corridor Contract 1 Project) to extend the due date for reporting the result from the rate coverage test, and to remove the references to the I-15 Corridor Project.

Presenter: Vedic Lee

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

Discussion - Project Delivery

4. Progress Briefing Report through March 2025

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Receive the Major Projects Status Report for the period through March 2025.

Presenter: Kristi Lynn Harris

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

5. Interstate 10 Cedar Interchange Project - Amendments to Construction Management Contract and Legal Support Contract

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That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

A. Approve Amendment No. 1 to Contract No. 20-1002342 with WSP, USA, Inc., for Construction Management Services for the Interstate 10 Cedar Avenue Project, to extend the period of performance by three years through September 30, 2028.

B. Approve an exception to the Contracting and Procurement Policy No. 11000, Section IV.B.4, and extend the termination date of Contract No. 20-1002342 to September 30, 2028, three years beyond the standard five-year term set forth in the Policy.

C. Approve Amendment No. 1 to Contract No. 24-1003121 with Theodora Oringher, P.C., for additional legal support regarding the Interstate 10 Cedar Avenue Project, to increase the contract amount by \$1,345,650, for a revised contract total of \$1,445,650, to be funded with Measure I Valley Interchange Program and Local funds.

Presenter: Khalid Bazmi

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

6. Amendment No. 5 to Cooperative Agreement No. 18-1001904 - Interstate 10 Mount Vernon Improvement Project City of Colton

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That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Authorize the Executive Director, or his designee, to execute Amendment No. 5 to Cooperative Agreement No. 18-1001904, with the City of Colton, for the Interstate 10 Mount Vernon Avenue Interchange Improvement Project to update the Project cost for a new total of \$103,283,164, consisting of \$5,304,521 City Developer Impact Fees and \$97,978,643 Measure I Funds, upon approval as to form by SBCTA General Counsel.

Presenter: Juan Lizarde

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

Discussion - Regional/Subregional Planning

7. Awards for Smart Corridor Investments in the San Bernardino Valley

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That the following be reviewed and recommended for final approval by the Board of Directors (Board), acting as the San Bernardino County Transportation Authority (SBCTA), at a regularly scheduled Board meeting:

A. Approve an additional allocation of Measure I Valley Traffic Management System (TMS) funds in the amount of \$483,526 to the San Bernardino Valley Smart Corridor program over and above the \$5 million originally approved by the Board at the July 2021 Board meeting.

Agenda Item 7 (cont.)

- B. Allocate \$660,400 of Valley Measure I TMS funds to the City of Colton for smart corridor improvements to Pepper Avenue and Valley Boulevard.
- C. Allocate \$1,000,000 of Valley Measure I TMS funds to the City of Highland for smart corridor improvements to Base Line and Greenspot Road.
- D. Allocate \$943,000 of Valley Measure I TMS funds to the City of Ontario for smart corridor improvements to Euclid Avenue.
- E. Allocate \$1,000,000 of Valley Measure I TMS funds to the City of Montclair for smart corridor improvements to Central Avenue.
- F. Allocate \$976,750 of Valley Measure I TMS funds to the City of Rialto for smart corridor improvements to Riverside Avenue.
- G. Allocate \$372,376 of Valley Measure I TMS funds to the City of San Bernardino for smart corridor improvements to Baseline Street.
- H. Allocate \$531,000 of Valley Measure I TMS funds to the City of Upland for smart corridor improvements to Foothill Boulevard.
- I. Authorize the Executive Director, or his designee, to finalize and execute funding agreements for the projects awarded under this action, subject to approval as to form by SBCTA General Counsel.

Presenter: Ryan Graham

This item is not scheduled for review by any other policy committee or technical advisory committee. Staff presented the Request for Information opportunity to the Transportation Technical Advisory Committee (TTAC) on January 6, 2025 and February 3, 2025 as well as to the City/County Managers' Technical Advisory Committee on March 6, 2025. On April 7, 2025, the staff recommendation for the project awards was presented to TTAC. Based on feedback received from the committee and specifically the City of Upland, the item was pulled from the April Metro Valley Study Session Agenda. The item has since been revised and updated. SBCTA General Counsel and Procurement Manager have reviewed this item.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance
Acronym List
Mission Statement

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The next Board of Directors Metro Valley Study Session is scheduled for June 12, 2025.

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. A designated area is reserved with a microphone that is ADA accessible for public speaking. A designated section is available for wheelchairs in the west side of the boardroom gallery. 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 and the office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Service animals are permitted on SBCTA's premises. The ADA defines service animals as dogs or miniature horses that are individually trained to do work or perform tasks for people with disabilities. Under the ADA, service animals must be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work, or the individual's disability prevents using these devices. In that case, the individual must maintain control of the animal through voice, signal, or other effective controls.

Accesibilidad y asistencia en otros idiomas - Las personas con discapacidad pueden acceder a la sala de reuniones. Se reserva una zona designada con un micrófono accesible que cumple con los requisitos de la ADA para hablar en público. Una sección designada está disponible para sillas de ruedas en el lado oeste de la galería de la sala de reuniones. Si se necesitan dispositivos de ayuda auditiva, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben presentarse al Secretario de la Junta al menos tres (3) días hábiles antes de la fecha de la reunión de la Junta. Puede comunicarse con el Secretario llamando al (909) 884-8276 o enviando un correo electrónico a clerkoftheboard@gosbcta.com. La oficina se encuentra en 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Los animales de servicio están permitidos en las instalaciones de SBCTA. La ADA define a los animales de servicio como perros o caballos miniatura que son entrenados individualmente para hacer trabajo o realizar tareas para personas con discapacidades. Según la ADA, los animales de servicio deben tener un arnés o ser atados, a menos que estos dispositivos interfieran con el trabajo del animal de servicio, o que la discapacidad de la persona impida el uso de estos dispositivos. En ese caso, la persona debe mantener el control del animal a través de su voz, señales u otros controles efectivos.

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

Agenda Actions – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken 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 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 2:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Written information received after the 2:00 pm deadline will not be distributed. 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

Minute Action

AGENDA ITEM: 1

Date: May 15, 2025

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 \$500 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 |
|----------|---------------|---|---|
| 5 | 20-1002342-01 | WSP USA, Inc. Derich Sukow | Arellano Associates David Evans and Associates, Inc. Dynamic Engineering Services, Inc. Kleinfelder Construction Services TRC Engineers, Inc. SYRUSA Twining, Inc. ZT Consulting |
| | 24-1003121-01 | Theodora Oringer, P.C. Brian Headman | None |

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

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

Responsible Staff:

Kristi Lynn Harris, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: May 15, 2025

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: *May 15, 2025*

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 16 on-going construction contracts, of which seven have had Construction Change Orders (CCO) approved since the last reporting to the Board of Directors Metro Valley Study Session on April 10, 2025. The CCOs are listed below:

A. Contract No. 19-1002078 with Guy F. Atkinson Construction, LLC, for the State Route (SR) 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation Project: There are no newly executed CCOs since last report.

B. 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.

C. 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.

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

- 1) CCO 153: Rehabilitation work, sandblast and prepare six existing bridge abutments before staining. (\$207,386)
- 2) CCO 156: Replace traffic controller components. (\$6,954)
- 3) CCO 160: Egress striping channelizer improvements. (\$116,846)
- 4) CCO 162: Remove and replace median barrier. (\$196,859)
- 5) CCO 166: Tree removal mitigation. (\$7,147)
- 6) CCO 168: Work removed for signal modifications and improvements. (-\$227,410)
- 7) CCO 169: Final pricing for East End Communication network. (-\$866,293)
- 8) CCO 170: Credit assessment for material change. (-\$353,326)
- 9) CCO 171: Final pricing for Toll Gantry Medallions. (-\$25,950)
- 10) CCO 172: Maintenance debris removal at Turner channel. (\$2,831)

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

Entity: San Bernardino County Transportation Authority

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

G. Contract No. 18-1001966 with Traylor-Granite Joint Venture, for the Mount Vernon Avenue Viaduct Project Design Build:

- 1) CCO 21.1: Additional funds to widen Kingman Street. (\$40,000)
- 2) CCO 23.1: Additional landscaping and irrigation. (\$280,000)
- 3) CCO 31.1: Costs associated with the demolition of the carwash bay. (\$100,000)
- 4) CCO 36: Storm drain conflicts with gas lines. (\$75,000)

H. 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.

I. Contract No. 21-1002620 with Ortiz Enterprises, Inc., for the I-10 Alabama Street Interchange Improvements Project: There are no newly executed CCOs since last report.

J. Contract No. 23-1002919 with Griffith Company, for the Metrolink Active Transportation Program Phase II Project: There are no newly executed CCOs since last report.

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

- 1) CCO 2.3: Additional funds to maintain traffic. (\$70,000)
- 2) CCO 30: Revisions to Drainage System 7 and removal of existing concrete channel. (\$92,196.42)

L. Contract No. 24-1003027 with CT&T Concrete Paving, Inc., for the SR 210 Waterman Avenue Interchange Project:

- 1) CCO 1: Alternative temporary railing. (\$0)
- 2) CCO 9: Additional tree removal. (\$1,480.67)

M. Contract No. 23-1002955 with SEMA Construction, Inc., for the I-215 University Parkway Interchange Project:

- 1) CCO 5: Water pollution control maintenance. (\$19,870)
- 2) CCO 6: Concrete gutter removals. (\$1,500)
- 3) CCO 7: Just-In-Time training. (\$4,000)
- 4) CCO 8: Additional silt fence. (\$13,824)

N. Contract No. 23-1003032 with Skanska-Coffman a Joint Venture, for the I-15 Corridor Freight and Express Lanes Project – Contract 1:

- 1) CCO 2: Just-In-Time training. (\$50,000)
- 2) CCO 8: Maintain existing electrical system. (\$500,000)

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O. Contract No. 24-1003059 with Mariposa Landscapes, Inc., for the I-10 Alabama Street Establish Existing Planting Project:

1) CCO 1: Landscape repair due to vandalism. (\$20,000)

P. Contract No. 22-1002780 with Skanska USA Civil West California District, Inc., for the North 1st Avenue Bridge Over BNSF Project: There are no newly executed CCOs since last report.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025, adopted Budget for Fiscal Year 2024/2025 or the proposed Budget for Fiscal Year 2025/2026, as all CCOs are within previously approved contingency amounts under: Task No. 0830 Interchange Projects and Task No. 0820 Freeway Projects, Sub-Task No. 0823 I-10 Corridor, Contract 1, Sub-Task No. 0827 Mount Vernon Viaduct, Sub-Task No. 0831 I-15 Express Lanes, Sub-Task No. 0897 I-10 Cedar, Sub-Task No. 0815 SR-210 Waterman Avenue, Sub-Task No. 0853 I-215 University Parkway, and Sub-Task No. 0895 I-10 Alabama Street Establish Existing Planting Project.

Reviewed By:

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

Responsible Staff:

Kristi Lynn Harris, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: May 15, 2025
Witnessed By:

| Project Delivery Contracts Executed Change Orders | | |
|--|---|-----------------|
| Number | Description | Amount |
| SR 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation (19-1002078) | | |
| Number | Description | Amount |
| | CCO Total | \$24,789,630.30 |
| | Approved Contingency | \$34,927,790.07 |
| | Remaining Contingency | \$10,138,159.77 |
| SR 60 Central Avenue Interchange (19-1002196) | | |
| Number | Description | Amount |
| | CCO Total | \$1,716,074.61 |
| | Approved Contingency | \$2,912,039.00 |
| | Remaining Contingency | \$1,195,964.39 |
| I-215 Segments 1, 2 & 3 Establish Existing Planting (19-1002026) | | |
| Number | Description | Amount |
| | CCO Total | \$144,643.40 |
| | Approved Contingency | \$1,451,300.00 |
| | Remaining Contingency | \$1,306,656.60 |
| I-10 Corridor Contract 1 (17-1001599) | | |
| Number | Description | Amount |
| 153 | Rehabilitation work, sandblast and prepare six existing bridge abutments before staining. | \$207,386.00 |
| 156 | Replace traffic controller components. | \$6,954.00 |
| 160 | Egress striping channelizer improvements. | \$116,846.00 |
| 162 | Remove and replace median barrier. | \$196,859.00 |
| 166 | Tree removal mitigation. | \$7,147.00 |
| 168 | Work removed for signal modifications and improvements. | (\$227,410.00) |
| 169 | Final pricing for East End Communication network. | (\$866,293.00) |
| 170 | Credit assessment for material change. | (\$353,326.00) |
| 171 | Final pricing for Toll Gantry Medallions. | (\$25,950.00) |
| 172 | Maintenance debris removal at Turner channel. | \$2,831.00 |
| | CCO Total | \$17,099,959.61 |
| | Approved Contingency | \$51,369,000.00 |
| | Remaining Contingency | \$34,269,040.39 |
| I-10 Eastbound Truck Climbing Lane (23-1002869) | | |
| Number | Description | Amount |
| | CCO Total | \$1,032,722.17 |
| | Approved Contingency | \$3,731,253.00 |
| | Remaining Contingency | \$2,698,530.83 |

| 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 |
| 21.1 | Additional funds to widen Kingman Street. | \$40,000.00 |
| 23.1 | Additional landscaping and irrigation. | \$280,000.00 |
| 31.1 | Costs associated with the demolition of the carwash bay. | \$100,000.00 |
| 36 | Storm drain conflicts with gas lines. | \$75,000.00 |
| | CCO Total | \$17,281,292.33 |
| | Approved Contingency | \$29,230,000.00 |
| | Remaining Contingency | \$11,948,707.67 |
| I-10 University Street Interchange Improvements (20-1002290) | | |
| Number | Description | Amount |
| | CCO Total | \$1,211,725.45 |
| | Approved Contingency | \$1,500,590.00 |
| | Remaining Contingency | \$288,864.55 |
| I-10 Alabama Street Interchange Improvements (21-1002620) | | |
| Number | Description | Amount |
| | CCO Total | \$727,529.33 |
| | Approved Contingency | \$1,338,886.33 |
| | Remaining Contingency | \$611,357.00 |
| Metrolink Active Transportation Program Phase II Project (23-1002919) | | |
| Number | Description | Amount |
| | CCO Total | \$92,436.90 |
| | Approved Contingency | \$900,661.70 |
| | Remaining Contingency | \$808,224.80 |

| Project Delivery Contracts Executed Change Orders | | |
|--|--|-----------------------|
| Number | Description | Amount |
| I-10 Cedar Avenue Improvement (22-1002784) | | |
| Number | Description | Amount |
| 2.3 | Additional funds to maintain traffic. | \$70,000.00 |
| 30 | Revisions to Drainage System 7 and removal of existing concrete channel. | \$92,196.42 |
| CCO Total | | (\$444,501.56) |
| Approved Contingency | | \$8,098,400.00 |
| Remaining Contingency | | \$8,542,901.56 |
| SR 210 Waterman Interchange Improvement Project (24-1003027) | | |
| Number | Description | Amount |
| 1 | Alternative temporary railing. | \$0.00 |
| 9 | Additional tree removal. | \$ 1,480.67 |
| CCO Total | | \$ 32,480.67 |
| Approved Contingency | | \$778,576.63 |
| Remaining Contingency | | \$746,095.96 |
| I-215 University Parkway Interchange (23-1002955) | | |
| Number | Description | Amount |
| 5 | Water pollution control maintenance. | \$19,870.00 |
| 6 | Concrete gutter removals. | \$1,500.00 |
| 7 | Just-In-Time Training. | \$4,000.00 |
| 8 | Additional silt fence. | \$13,824.00 |
| CCO Total | | \$152,194.00 |
| Approved Contingency | | \$1,129,988.00 |
| Remaining Contingency | | \$977,794.00 |
| I-15 Corridor Freight and Express Lanes Project - Contract 1 (23-1003032) | | |
| Number | Description | Amount |
| 2 | Just-In-Time Training | \$ 50,000.00 |
| 8 | Maintain existing electrical system. | \$ 500,000.00 |
| CCO Total | | \$550,000.00 |
| Approved Contingency | | \$42,785,330.00 |
| Remaining Contingency | | \$42,235,330.00 |
| I-10 Alabama Street Establish Existing Planting Project (24-1003059) | | |
| Number | Description | Amount |
| 1 | Landscape repair due to vandalism. | \$ 20,000.00 |
| CCO Total | | \$20,000.00 |
| Approved Contingency | | \$119,797.20 |
| Remaining Contingency | | \$99,797.20 |
| North 1st Avenue Bridge Over BNSF (22-1002780) | | |
| Number | Description | Amount |
| CCO Total | | \$1,546,647.90 |
| Approved Contingency | | \$3,561,922.00 |
| Remaining Contingency | | \$2,015,274.10 |

Attachment: MVSS CCO Log Project Delivery Projects (11577 : Project Delivery Contract Change Orders to On-Going Contracts)

Minute Action

AGENDA ITEM: 3

Date: May 15, 2025

Subject:

Amendment No. 1 to Agreement No. 21-1002566 - TIFIA Loan and Amendment No. 1 to Master Indenture

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority:

A. Approve Amendment No. 1 to the Transportation Infrastructure Finance and Innovation Act Loan Agreement No. 21-1002566 to extend the due date for reporting the result from the rate coverage test, and to remove the references to the Interstate 15 (I-15) Corridor Project.

B. Approve Amendment No. 1 to the Master Indenture for the Toll Revenue Bond (I-10 Corridor Contract 1 Project) to extend the due date for reporting the result from the rate coverage test, and to remove the references to the I-15 Corridor Project.

Background:

The Interstate 10 (I-10) Corridor Contract 1 Project (Project) involves the design and construction of tolled Express Lanes on I-10 from the Los Angeles/San Bernardino County line to the I-10/Interstate 15 (I-15) interchange. The financing for the Project includes a loan from the United States Department of Transportation under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

San Bernardino County Transportation Authority (SBCTA) also entered into a Master Indenture with U.S. Bank National Association (Trustee) for the Toll Revenue Bond (I-10 Corridor Contract 1 Project).

SBCTA has achieved substantial completion as defined in the TIFIA Loan Agreement and the Master Indenture, and the express lanes were opened to vehicular traffic on August 28, 2024 (Substantial Completion Date).

Per the TIFIA Loan Agreement and the Master Indenture, SBCTA should perform a Rate Coverage Test, and report the result to TIFIA within 15 days from the Calculation Date for each Calculation Period through the Final Maturity Date.

As defined in the TIFIA Loan Agreement and the Master Indenture, the Calculation Date is June 30 and December 31 occurring after the Substantial Completion Date, and the Calculation Period is a 12-month period ending on a Calculation Date. Final Maturity Date means the earlier of (a) the Semi-Annual Payment Date occurring immediately prior to the 35th anniversary of the Substantial Completion Date and (b) December 31, 2057.

Extending the reporting due date of the Rate Coverage Test will give staff 30 days, rather than 15, to gather the necessary information for the report, perform the Rate Coverage Test, and compile the report to be submitted to the TIFIA program and the Trustee.

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

May 15, 2025

Page 2

In addition, the TIFIA Loan Agreement and the Master Indenture currently make reference to the I-15 Corridor Project. As the I-15 Corridor Project does not utilize the TIFIA program, it should not be subject to the requirements in the TIFIA Loan Agreement and the Master Indenture, and its reference should be removed from the TIFIA Loan Agreement and the Master Indenture.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

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

Responsible Staff:

Vedic Lee, Accounting Supervisor

Approved
Board of Directors Metro Valley Study Session
Date: May 15, 2025
Witnessed By:

General Contract Information

Contract No: 21-1002566 Amendment No.: 1
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 03255 Vendor Name: Federal Highway Administration
 Description: I-10 CT1 Project (TIFIA 20211004A)-Loan: fee, audits, legal/financial advisor, and interest.

List Any Related Contract Nos.:

| Dollar Amount | | | | | |
|--|-----------|-----------------------|--------------------------------|-----------|-----------------------|
| Original Contract | \$ | 406,680,000.00 | Original Contingency | \$ | - |
| Prior Amendments | \$ | - | Prior Amendments | \$ | - |
| Prior Contingency Released | \$ | - | Prior Contingency Released (-) | \$ | - |
| Current Amendment | \$ | - | Current Amendment | \$ | - |
| Total/Revised Contract Value | \$ | 406,680,000.00 | Total Contingency Value | \$ | - |
| Total Dollar Authority (Contract Value and Contingency) | | | | \$ | 406,680,000.00 |

Contract Authorization

Board of Directors Date: 06/04/2025 Committee Item #

Contract Management (Internal Purposes Only)

Other Contracts Sole Source? N/A N/A
 Local Funding Agreement N/A

Accounts Payable

Estimated Start Date: 04/23/2021 Expiration Date: 12/31/2057 Revised Expiration Date:

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

| Fund | Prog | Task | Sub-Task | Object | Revenue | PA Level | Revenue Code Name | Total Contract Funding: | Total Contingency: |
|------|------|------|----------|--------|---------|----------|-------------------|-------------------------|--------------------|
| | | | | | | | | \$ | \$ |
| GL | 7550 | 70 | 0750 | 0000 | 66100 | 44001000 | Sales Tax-MSI | 850,000.00 | - |
| GL | 4110 | 40 | 0820 | 0823 | 52100 | 41100000 | Sales Tax-MSI | 30,000.00 | - |
| GL | 4110 | 40 | 0820 | 0823 | 52150 | 41100000 | Sales Tax-MSI | 800,000.00 | - |
| GL | 7550 | 70 | 0750 | 0000 | 66200 | 44001000 | Sales Tax-MSI | 180,000,000.00 | - |
| GL | 7550 | 70 | 0750 | 0000 | 66300 | 44001000 | Sales Tax-MSI | 225,000,000.00 | - |
| GL | | | | | | | | - | - |
| GL | | | | | | | | - | - |
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| GL | | | | | | | | - | - |

Lisa Lazzar Project Manager (Print Name) Lisa Lazzar/Kristi Harris Task Manager (Print Name)

Additional Notes: When operations commence, Toll Revenue will fund the interest, Tifia fee, audits, and will eventually repay MSI-FWY for TIFIA's Legal and financial advisory cost. Toll operations will be recorded in fund 7550 I-10 contract 1 Express lanes. \$850,000-Tifia Annual Loan Fee, \$30,000-Tifia Audits, \$800,000 Tifia Legal & Financial Cost, \$180,000,000 Tifia Loan interest cost and principal loan amount for \$225,000,000.

Attachment: 21-1002566 (TIFIA) - CSS - Revised - 08-25-2022 10:11am [Revision 2] (10971 : Amendment No. 1 to Agreement No. 21-1002566 -

AMENDMENT NO. 1 TO LOAN AGREEMENT NO. 21-1002566

BY AND BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND UNITED STATES DEPARTMENT OF TRANSPORTATION

FOR

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT PROGRAM

This AMENDMENT No. 1 ("**Amendment**") to Loan Agreement No. 21-1002566 (the "**Agreement**") is made by and between the San Bernardino County Transportation Authority, a public entity duly existing under the laws of the State of California, with an address of 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715 (the "**Borrower**"), and the **United States Department of Transportation**, an agency of the United States of America, acting by and through the Executive Director of the Build America Bureau (the "**Executive Director**"), with an address of 1200 New Jersey Avenue, S.E., Washington, D.C. 20590 (the "**TIFIA Lender**"). SBCTA and USDOT are each a "Party" and collectively "Parties" herein.

RECITALS:

- A. **WHEREAS**, On June 17, 2021, the Parties entered into a Transportation Infrastructure Finance and Innovation Act Loan Agreement No. 21-1002566, to provide financing for the Interstate 10 (I-10) Corridor Contract 1 Project (Project); and
- B. **WHEREAS**, The Parties desire to amend the TIFIA Loan Agreement to extend the due date for reporting the result from the rate coverage test, and to remove references to the I-15 Corridor Project.

NOW THEREFORE, the Parties mutually agree to amend the Loan Agreement No. 21-1002566 as follows:

1. **In Section 1. Definitions, DELETE**, ““Additional Project” means the I-10 Corridor Contract 2 Project, the I-15 Corridor Project, the I-15 Corridor Future Project, and any addition, acquisition, improvement, betterment, extension or equipping of, or relating to, the Toll Road or any additional capital project extending, improving or otherwise related to the Borrower's tolling program that the Borrower determines or proposes to finance pursuant to the Indenture.” and **REPLACE** it as follows: ““Additional Project” means the I-10 Corridor Contract 2 Project, and any addition, acquisition, improvement, betterment, extension or equipping of, or relating to, the Toll Road or any additional capital project extending, improving or otherwise related to the Borrower's tolling program that the Borrower determines or proposes to finance pursuant to the Indenture.”
2. **In Section 1. Definitions, DELETE**, in its entirety: ““I-15 Corridor Future Project” means the development, design, construction, right-of-way acquisition, utilities adjustment, operation and maintenance, repair, rehabilitation, reconstruction, financing, administration, or any combination of these, including the establishment of reserves for such purposes, with respect to the I-15 express lanes in San Bernardino County, including the construction of tolled express lanes extending approximately 20 miles from Duncan Canyon Road in the City of Fontana to US-395 in the City of Hesperia and the installation of an electronic toll enforcement and collection system.”

3. **In Section 1. Definitions, DELETE**, in its entirety: “‘I-15 Corridor Project’ means the development, design, construction, right-of-way acquisition, utilities adjustment, operation and maintenance, repair, rehabilitation, reconstruction, financing, administration, or any combination of these, including the establishment of reserves for such purposes, with respect to the I-15 express lanes in San Bernardino County, including the construction of tolled express lanes extending approximately 14 miles from Cantu-Galleano Ranch Road in Riverside County to Duncan Canyon Road in the City of Fontana and the installation of an electronic toll enforcement and collection system.”
4. **In Section 10. Prepayment, (a) Mandatory Prepayments, DELETE** “(i) on each Semi-Annual Payment Date occurring on or after the earlier of (A) completion of both the I-10 Contract 2 and I-15 Corridor Projects and (B) the fifteenth (15th) anniversary of the Substantial Completion Date, in an amount equal to fifty percent (50%) of the amounts on deposit in the Residual Fund on such date, after repayment of all Measure I Investment amounts (plus any interest accrued thereon in accordance with this Agreement) due on such date; provided that such prepayments shall only occur if the Residual Release Conditions have been met as of such date;” and **REPLACE** it as follows: “(i) on each Semi-Annual Payment Date occurring on or after the earlier of (A) completion of the I-10 Contract 2 Corridor Project and (B) the fifteenth (15th) anniversary of the Substantial Completion Date, in an amount equal to fifty percent (50%) of the amounts on deposit in the Residual Fund on such date, after repayment of all Measure I Investment amounts (plus any interest accrued thereon in accordance with this Agreement) due on such date; provided that such prepayments shall only occur if the Residual Release Conditions have been met as of such date;”.
5. **In Section 16. Affirmative Covenants, Subsection (l) Rate Coverage, DELETE**, “Within fifteen (15) days after each Calculation Date occurring on or after the first anniversary of the Substantial Completion Date, the Borrower shall deliver to the TIFIA Lender a report setting forth the Net Revenues for such Calculation Period, including a written explanation of whether such revenues were sufficient to meet the Rate Coverage Test, and calculations of each of the ratios listed in clause (i) above.”, and **REPLACE** it as follows: “Within thirty (30) days after each Calculation Date occurring on or after the first anniversary of the Substantial Completion Date, the Borrower shall deliver to the TIFIA Lender a report setting forth the Net Revenues for such Calculation Period, including a written explanation of whether such revenues were sufficient to meet the Rate Coverage Test, and calculations of each of the ratios listed in clause (i) above.”
6. Except as amended by this Amendment No. 1, all other provisions of the Agreement as previously amended shall remain in full force and effect.
7. The Recitals set forth above are incorporated herein by this reference.
8. Pursuant to the Section 9.01(j) of the Indenture, the TIFIA Lender hereby consents to the amendment of the Indenture pursuant to the execution and delivery of the Third Supplemental Indenture, dated as of April 1, 2025, by and between the Borrower and the Trustee.
9. This Amendment No. 1 shall be effective upon execution by both Parties.

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

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

**UNITED STATES DEPARTMENT OF
TRANSPORTATION, acting by and
through the Executive Director of the
Build America Bureau**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Dr. Morteza Farajian
Executive Director, Build
America Bureau

By: _____
Ray Marquez
Board President

Date: _____

Date: _____

APPROVED AS TO FORM

By: _____
Julianna K. Tillquist
General Counsel

DRAFT

Attachment: 21-1002566 TIFIA Agreement - Amendment No. 1-PDF (10971 : Amendment No. 1 to Agreement No. 21-1002566 - TIFIA Loan and

**THIRD SUPPLEMENTAL INDENTURE
BETWEEN**

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
and**

**U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION,
As Successor Trustee**

Dated as of April 1, 2025

Relating to the

**San Bernardino County Transportation Authority
Toll Revenue Second Lien Obligation, 2021 TIFIA Series**

**(Supplementing the Master Indenture (I-10 Corridor Contract 1 Project)
Dated as of April 1, 2019)**

DRAFT

THIS THIRD SUPPLEMENTAL INDENTURE, dated as of April 1, 2025 (this "Third Supplemental Indenture") between the San Bernardino County Transportation Authority (the "Authority"), and U.S. Bank Trust Company, National Association, a national banking association duly organized and existing under the laws of the United States of America, as successor trustee (together with any successor thereto the "**Trustee**").

RECITALS:

- A. **WHEREAS**, this Third Supplemental Indenture is supplemental to the Master Indenture (I-10 Corridor Contract 1 Project), dated as of April 1, 2019 (the "Master Indenture" and, as supplemented and amended from time to time pursuant to its terms, "the Indenture"); and
- B. **WHEREAS**, the Authority pursuant to Section 9.01(k) of the Master Indenture desires to amend the Master Indenture to extend the due date for reporting the result from the rate coverage test, and to remove references to the I-15 Corridor Project to conform the Master Indenture to amendments made to the TIFIA Loan Agreement.

NOW THEREFORE, the Parties mutually agree to amend the Master Indenture as follows:

1. **In Section, WITNESSETH, DELETE**, "WHEREAS, pursuant to Streets and Highways Code Sections 149.7 and 149.11 (collectively, the "Toll Act"), the Authority is authorized to conduct, administer, and operate a value-pricing program in the Interstate 10 corridor (together with certain connecting facilities, as applicable, the "I-10 Corridor"), and Interstate 15 corridor (together with certain connecting facilities, as applicable, the "I-15 Corridor" and, collectively, the "Toll Corridors"), each in the County of San Bernardino and, as applicable, as extended into other counties pursuant to law, including setting, levying and collecting tolls, user fees, or other similar charges, and incidental or related fees or charges, payable for use of high-occupancy toll lanes or other toll facilities (the "Toll Program");", and **REPLACE** it as follows: "WHEREAS, pursuant to Streets and Highways Code Sections 149.7 and 149.11 (collectively, the "Toll Act"), the Authority is authorized to conduct, administer, and operate a value-pricing program in the Interstate 10 corridor (together with certain connecting facilities, as applicable, the "I-10 Corridor" or the "Toll Corridors"), in the County of San Bernardino and, as applicable, as extended into other counties pursuant to law, including setting, levying and collecting tolls, user fees, or other similar charges, and incidental or related fees or charges, payable for use of high-occupancy toll lanes or other toll facilities (the "Toll Program");"
2. **In Section 1. Definitions, DELETE**, "'Additional Project" means the I-10 Corridor Contract 2 Project, the I-15 Corridor Project and the I-15 Corridor Future Project and any addition, acquisition, improvement, betterment, extension or equipping of or relating to the Toll Road or any additional capital project extending, improving or otherwise related to the Toll Program that the Authority determines to finance pursuant to this Indenture, provided that, any financing of the I-10 Corridor 2 Project, the I-15 Corridor Project and the I-15 Corridor Future Project, or any such other addition that will be repaid in whole or in part with Revenues must comply with (i) the terms of Section 3.01(b) hereof, and (ii) for so long as any Obligation in the form of the TIFIA Loan is Outstanding, the requirements of the TIFIA Loan Agreement.", and **REPLACE** it as follows: "'Additional Project" means the I-10 Corridor Contract 2 Project and any addition, acquisition, improvement, betterment, extension or equipping of or relating to the Toll Road or any additional capital project extending, improving or otherwise related to the Toll Program that the Authority determines to finance pursuant to this Indenture, provided that, any financing of the I-10 Corridor 2 Project, or any such other addition that will be repaid in whole or in part with Revenues must comply with (i)

the terms of Section 3.01(b) hereof, and (ii) for so long as any Obligation in the form of the TIFIA Loan is Outstanding, the requirements of the TIFIA Loan Agreement.”

3. **In Section 1. Definitions, DELETE**, ““Toll Corridors” means the Interstate 10 corridor (together with certain connecting facilities, as applicable), and Interstate 15 corridor (together with certain connecting facilities, as applicable), each in the County of San Bernardino, together with any additional transportation corridor in which the Authority is authorized by law to operate the Toll Program.”, and **REPLACE** it as follows: “Toll Corridors” means the Interstate 10 corridor (together with certain connecting facilities, as applicable), in the County of San Bernardino, together with any additional transportation corridor in which the Authority is authorized by law to operate the Toll Program.”
4. **In Section 1. Definitions, DELETE**, in its entirety: ““I-15 Corridor Future Project” means the development, design, construction, right-of-way acquisition, utilities adjustment, operation and maintenance, repair, rehabilitation, reconstruction, financing, administration, or any combination of these including the establishment of reserves for such purposes, with respect to the I-15 express lanes in the County, including the construction of tolled express lanes extending approximately 20 miles from Duncan Canyon Road in the City of Fontana to US-395 in the City of Hesperia and the installation of an electronic toll enforcement and collection system.”
5. **In Section 1. Definitions, DELETE**, in its entirety: ““I-15 Corridor Project” means the development, design, construction, right-of-way acquisition, utilities adjustment, operation and maintenance, repair, rehabilitation, reconstruction, financing, administration, or any combination of these including the establishment of reserves for such purposes, with respect to the I-15 Express Lanes in the County, including the construction of tolled express lanes extending approximately 14 miles from Cantu-Galleano Ranch Road in Riverside County to Duncan Canyon Road in the City of Fontana and the installation of an electronic toll enforcement and collection system.”
6. **In Section 5.12 Residual Fund, (d) Mandatory Prepayment of TIFIA Loan After Residual Release Conditions, DELETE**, “(1) such mandatory prepayments of the TIFIA Loan shall not be made before the earlier of (a) the date as of which each of the I-10 Corridor Contract 1 Project, the I-10 Corridor Contract 2 Project, the I-15 Corridor Project, and the I-15 Corridor Future Project has achieved substantial completion or (b) the date that is the fifteenth (15th) anniversary of the Substantial Completion Date of the I-10 Corridor Contract 1 Project.” and **REPLACE** it as follows: “(1) such mandatory prepayments of the TIFIA Loan shall not be made before the earlier of (a) the date as of which each of the I-10 Corridor Contract 1 Project and the I-10 Corridor Contract 2 Project has achieved substantial completion or (b) the date that is the fifteenth (15th) anniversary of the Substantial Completion Date of the I-10 Corridor Contract 1 Project.”
7. **In Section 6.03. Toll and Revenue Covenants, Subsection (b), DELETE**, “Beginning with the Calculation Date following the Substantial Completion Date for the I-10 Corridor Contract 1 Project, the Authority covenants: (i) to compute Net Revenue for the Calculation Period ending on such Calculation Date and each Calculation Period thereafter and the ratios described in Section 6.03(a)(1), (2) and (3) (each, a “Coverage Ratio”) not later than 15 days after such Calculation Date and each Calculation Date thereafter (such date of computation being hereinafter referred to as a “Coverage Calculation Date”);”, and **REPLACE** it as follows: “Beginning with the Calculation Date following the Substantial Completion Date for the I-10 Corridor Contract 1 Project, the Authority covenants: (i) to compute Net Revenue for the Calculation Period ending on such Calculation Date and each Calculation Period thereafter and the ratios described in Section 6.03(a)(1), (2) and (3) (each, a “Coverage Ratio”) not later than 30 days after such Calculation Date and each Calculation Date thereafter (such date of computation being hereinafter referred to as a “Coverage Calculation Date”);”

8. **In Section 6.03. Toll and Revenue Covenants, Subsection (b), DELETE**, “Within 15 days after the end of each Calculation Period ending after the Substantial Completion Date for the I-10 Corridor Contract 1 Project, the Authority will file with the Trustee and, while the TIFIA Loan is outstanding, the TIFIA Lender a report setting forth the Net Revenue for such Calculation Period.”, and **REPLACE** it as follows: “Within 30 days after the end of each Calculation Period ending after the Substantial Completion Date for the I-10 Corridor Contract 1 Project, the Authority will file with the Trustee and, while the TIFIA Loan is outstanding, the TIFIA Lender a report setting forth the Net Revenue for such Calculation Period.”
9. Capitalized but undefined terms shall have the meanings ascribed to such terms in the Indenture.
10. Save and except as amended and supplemented by this Third Supplemental Indenture, the Indenture shall remain in full force and effect.
11. This Third Supplemental Indenture shall take effect upon its execution and delivery.

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

DRAFT

IN WITNESS WHEREOF, the parties hereto have executed this Third Supplemental Indenture by their officers thereunto duly authorized as of the day and year first written above.

**U.S. BANK TRUST COMPANY,
NATIONAL ASSOCIATION, as
successor Trustee**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Authorized Officer

By: _____
Ray Marquez
Board President

Date: _____

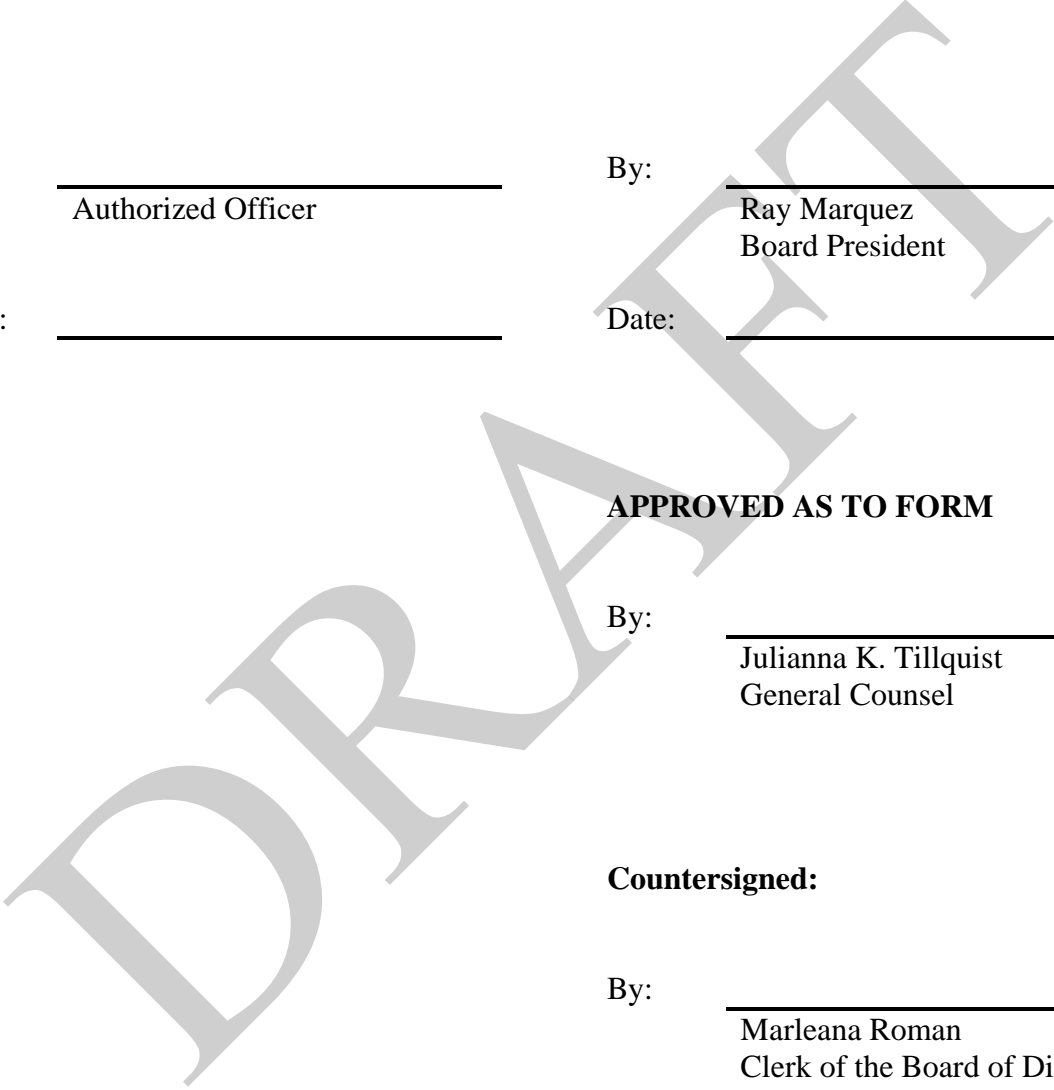
Date: _____

APPROVED AS TO FORM

By: _____
Julianna K. Tillquist
General Counsel

Countersigned:

By: _____
Marleana Roman
Clerk of the Board of Directors



Minute Action

AGENDA ITEM: 4

Date: May 15, 2025

Subject:

Progress Briefing Report through March 2025

Recommendation:

Receive the Major Projects Status Report for the period through March 2025.

Background:

The Major Projects Status Briefing for the period through March 2025 is a high-level summary of relevant project information. San Bernardino County Transportation Authority (SBCTA) staff would like to highlight the following projects for this period:

1. Metrolink Active Transportation Program (ATP) Phase 2:

This project utilized local and ATP funds to provide pedestrian and bicycle improvements at five Metrolink stations and the Pacific Electric Bike Trail in the Cities of Montclair, Upland, Rancho Cucamonga, Fontana, and San Bernardino. Improvements on this \$8 million project include sidewalks, curb access ramps, wayfinding signs, crosswalks, bike lanes, and a raised Class IV protected cycle track. A celebration of project completion is being planned for Friday, May 16, 2025, in the City of Rancho Cucamonga.

2. Interstate 215 University Interchange Project:

This project transforms a conventional diamond interchange into an innovative diverging diamond configuration to reduce traffic congestion and improve freeway access for the City of San Bernardino. Construction on this \$17 million project began in January and is anticipated to take approximately one year to complete. This project is funded by a combination of Federal, City Developer Impact Fees, and Measure I funds.

3. Interstate 15 (I-15) Cajon Pass Northbound Freight Corridor Project:

This Project will investigate the feasibility of constructing one truck climbing lane from Kenwood Avenue to State Route 138 to ease significant congestion on northbound I-15, of which trucks comprise 15.63%. The procurement process commenced in January to solicit firms to assist SBCTA in providing Project Initiation, Preliminary Engineering, and Environmental services. The award of this contract is targeted to come before the Board of Directors in July 2025. I-15 is a nationally significant trade corridor in America's freight network; advancing a project in the Cajon Pass area is essential for positioning California Department of Transportation and SBCTA to successfully apply for the 2026 Trade Corridor Enhancement Program (TCEP) (Cycle 5). To maximize the likelihood of obtaining future TCEP funding, the Project Approval and Environmental Document for this project must be completed by the end of 2026.

Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2024/2025 and the proposed Budget for Fiscal Year 2025/2026.

Reviewed By:

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

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item
May 15, 2025
Page 2

Responsible Staff:

Kristi Lynn Harris, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: May 15, 2025
Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 5

Date: May 15, 2025

Subject:

Interstate 10 Cedar Interchange Project - Amendments to Construction Management Contract and Legal Support Contract

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

- A. Approve Amendment No. 1 to Contract No. 20-1002342 with WSP, USA, Inc., for Construction Management Services for the Interstate 10 Cedar Avenue Project, to extend the period of performance by three years through September 30, 2028.
- B. Approve an exception to the Contracting and Procurement Policy No. 11000, Section IV.B.4, and extend the termination date of Contract No. 20-1002342 to September 30, 2028, three years beyond the standard five-year term set forth in the Policy.
- C. Approve Amendment No. 1 to Contract No. 24-1003121 with Theodora Oringher, P.C., for additional legal support regarding the Interstate 10 Cedar Avenue Project, to increase the contract amount by \$1,345,650, for a revised contract total of \$1,445,650, to be funded with Measure I Valley Interchange Program and Local funds.

Background:

On October 5, 2022, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) awarded Construction Contract No. 22-1002784 for the Interstate 10 Cedar Avenue Interchange Improvement (Project) to Security Paving Company, Inc. The Project, which comprises the Interstate 10 freeway interchange improvements and the Cedar Avenue widening, as well as the replacement of the Cedar Avenue railroad overhead bridge, is approximately 56% complete as of March 20, 2025. The construction began on January 30, 2023, with an original scheduled completion date of April 17, 2025. However, due to delays, in part related to the construction of the railroad overhead bridge, the construction is currently expected to be completed by December 2026, followed by a one-year plant establishment period.

Recommendation A:

In October 2020, the Board approved award of Contract No. 20-1002342 with WSP USA, Inc, for Construction Management Services for the Project with a contract expiration date of September 30, 2025. Based on the current Project schedule, it is anticipated that construction and plant establishment will be completed by December 2027. Amendment No. 1 to Contract No. 20-1002342 would extend the expiration date of the contract from September 30, 2025, to September 30, 2028, to provide construction management services as needed through completion of construction activities, as well as closeout activities. No additional funds are currently needed. However, depending on any future railroad delays, an amendment to increase contingency funds for WSP may be presented to the Board in the future.

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

May 15, 2025

Page 2

Recommendation B:

Pursuant to Contracting and Procurement Policy No. 11000, Section IV.B.4, the maximum term for procurement contracts shall be five years unless otherwise authorized by the Board. As Amendment No. 1 extends Contract No. 20-1002342 beyond the five-year term, Board authorization for an exception to the five-year contract term provision is requested to ensure continuity of the construction management services, in order to successfully complete and closeout the Project.

Recommendation C:

In February 2024, pursuant to Policy No. 11000 Section VIII.B.5, the General Counsel approved and executed Contract No. 24-1003121 with Theodora Oringher, P.C. (TO), in an amount of \$100,000, to provide advice, negotiation, and legal support regarding construction-related claims and disputes made by the Contractor.

TO has provided construction-related potential claims and legal support for this Project since March 2024, and the level of effort required to support the Contractor’s potential claims has exceeded initial expectations. It has become apparent that there are other areas where TO legal support is necessary.

TO has provided a cost proposal for additional legal support, anticipating additional potential construction-related claims and the potential need for discovery and litigation support services.

Amendment No. 1 to Contract No. 24-1003121 requests an additional \$1,345,650 for a new not-to-exceed contract amount of \$1,445,650. Based on project progress to date, this amendment does not require an update to the overall Project funding plan as the remainder Construction Contingency of \$8,705,098 will be used to cover the additional legal costs.

Financial Impact:

This Project is included in the adopted Budget for Fiscal Year 2024/2025 and funded with Measure I Valley Interchange and Local funds, in Program 40, Project Delivery under Task No.0830 Interchange Projects, Sub Task 0897 I-10 Cedar Avenue Project.

Reviewed By:

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

Responsible Staff:

Khalid Bazmi, Construction Manager

Approved
Board of Directors Metro Valley Study Session
Date: May 15, 2025

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 20-1002342 Amendment No.: 1
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 01610 Vendor Name: WSP USA, Inc
 Description: I-10 Cedar Avenue Interchange Project Construction Management Services

List Any Related Contract Nos.: _____

| Dollar Amount | | | | | |
|--|-----------|----------------------|--------------------------------|-----------|----------------------|
| Original Contract | \$ | 10,341,100.00 | Original Contingency | \$ | 1,034,110.00 |
| Prior Amendments | \$ | - | Prior Amendments | \$ | - |
| Current Amendment | \$ | - | Current Amendment | \$ | - |
| Total/Revised Contract Value | \$ | 10,341,100.00 | Total Contingency Value | \$ | 1,034,110.00 |
| Total Dollar Authority (Contract Value and Contingency) | | | | \$ | 11,375,210.00 |

Contract Authorization

Board of Directors Date: 06/04/2025 Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No No Budget Adjustment _____
 Local _____ Construction Management _____

Accounts Payable

Estimated Start Date: 10/07/2020 Expiration Date: 09/30/2025 Revised Expiration Date: 09/30/2028

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

| | | | | | | Total Contract Funding: | Total Contingency: | | | |
|-----|------|----|------|------|-------|-------------------------|--------------------|-----------------------|--------------|------------|
| | | | | | | \$ | \$ | | | |
| | | | | | | 10,341,100.00 | 1,034,110.00 | | | |
| GL: | 6010 | 40 | 0830 | 0897 | 52005 | 42340014 | 650 | San Bernardino County | 2,895,508.00 | 289,550.80 |
| GL: | 4120 | 40 | 0830 | 0897 | 52005 | 41100000 | 650 | MSI IC | 7,445,592.00 | 744,559.20 |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |
| GL: | | | | | | | | | - | - |

Heng Chow Kristi Harris
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes: Billed at 28%/72% to make up for County overcontribution in PE phases. Amend#1 is for time extension without cost.

Attachment: CSS-20-1002342-01 [Revision 2] (11517 : I-10 Cedar Interchange Project - Amendments to Construction Management and Legal

AMENDMENT NO. 1 TO CONTRACT NO. 20-1002342

FOR

**I-10 CEDAR AVENUE INTERCHANGE PROJECT
CONSTRUCTION MANAGEMENT SERVICES**

(WSP USA INC.)

This Amendment No. 1 to Contract No. 20-1002342 is made by and between WSP USA INC. (“CONSULTANT”) and the San Bernardino County Transportation Authority (“SBCTA”):

RECITALS:

- A. SBCTA, under Contract No. 20-1002342, engaged the services of CONSULTANT to provide construction management services for the I-10 Cedar Avenue Interchange Project (“Contract”).
- B. Parties now desire to amend the Contract and extend the Performance Period by three (3) years through September 30, 2028.

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

- 1. ARTICLE 4.1, is revised and restated in its entirety to read as follows:

“This Contract shall go into effect on October 7, 2020, contingent upon approval by SBCTA's Awarding Authority, and CONSULTANT shall commence work after written notification to proceed by SBCTA's Procurement Analyst. The Contract shall end on September 30, 2028, unless extended by written amendment.”
- 2. The Recitals set forth above are incorporated herein by this reference.
- 3. Except as amended by this Amendment No. 1, all other provisions of the Contract shall remain in full force and effect and are incorporated herein by this reference.
- 4. The Amendment No. 1 is effective upon execution by SBCTA.

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

Attachment: [PDF] 20-1002342-01 (11517 : I-10 Cedar Interchange Project - Amendments to Construction Management and Legal Support

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

WSP USA INC.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Derich Sukow
Senior Vice President

By: _____
Ray Marquez
Board President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

Date: _____

CONCURRENCE:

By: _____
Alicia J. Bullock
Procurement Manager

Date: _____

DRRAFT

Attachment: [PDF] 20-1002342-01 (11517 : I-10 Cedar Interchange Project - Amendments to Construction Management and Legal Support

General Contract Information

Contract No: 24-1003121 Amendment No.: 1
 Contract Class: Payable Department: General Counsel
 Vendor No.: 03887 Vendor Name: Theodora Oringher, P.C.
 Description: Claims Support for I-10 Cedar Avenue Construction
 List Any Related Contract Nos.: 22-1002784

| Dollar Amount | | | | | |
|--|-----------|---------------------|--------------------------------|-----------|---------------------|
| Original Contract | \$ | 100,000.00 | Original Contingency | \$ | - |
| Prior Amendments | \$ | - | Prior Amendments | \$ | - |
| Prior Contingency Released | \$ | - | Prior Contingency Released (-) | \$ | - |
| Current Amendment | \$ | 1,345,650.00 | Current Amendment | \$ | - |
| Total/Revised Contract Value | \$ | 1,445,650.00 | Total Contingency Value | \$ | - |
| Total Dollar Authority (Contract Value and Contingency) | | | | \$ | 1,445,650.00 |

Contract Authorization

Board of Directors Date: 06/04/2025 Committee Item #

Contract Management (Internal Purposes Only)

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

Accounts Payable

Estimated Start Date: 01/15/2024 Expiration Date: 12/31/2028 Revised Expiration Date:
 NHS: Yes 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 | \$ | | \$ | |
| GL | 4120 | 40 | 0830 | 0897 | 52200 | 41100000 | 650 | MSI IC | 1,011,955.00 | - | - |
| GL | 6010 | 40 | 0830 | 0897 | 52200 | 42340014 | 650 | SB County | 433,695.00 | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |
| GL | | | | | | | | | - | - | - |

Julianna Tillquist Kristi Harris
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes:

Attachment: CSS-24-1003121-01 [Revision 1] (11517 : I-10 Cedar Interchange Project - Amendments to Construction Management and Legal

AMENDMENT NO. 1 TO CONTRACT NO. 24-1003121

FOR

ON-CALL LEGAL SERVICES

(THEODORA ORINGHER, P.C.)

This AMENDMENT No. 1 to Contract No. 24-1003121 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 February 28, 2024, SBCTA entered into Contract No. 24-1003121 (“Contract”) to engage the services of ATTORNEY to provide legal services related to I-10 Cedar Avenue Construction Project.
- B.** SBCTA has an ongoing need for the legal services described in Exhibit A to the Contract; and
- C.** Parties desire to amend the Contract to increase the not-to-exceed amount by \$1,345,650, for a revised total of \$1,445,650, 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 One Million Four Hundred Forty-Five Thousand and Six Hundred Fifty Dollars (\$1,445,650) 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 claim and/or litigation strategies by opposing counsel, ATTORNEY does not agree that it can complete the Work within the Not-To-Exceed Amount. However, if the total cost of the Work 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. Exhibit B – “ATTORNEYS’ FEES AND CHARGES” is replaced in its entirety with Exhibit B-1, attached hereto and incorporated herein.
- 3. The Recitals set forth above are incorporated herein by this reference.
- 4. Except as amended by this Amendment No. 1, all other provisions of the Contract shall remain in full force and effect.
- 5. This Amendment No. 1 is effective on the date executed by SBCTA.

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

THEODORA ORINGHER P.C.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By:

Brian J. Headman
Senior Attorney

By:

Ray Marquez
President, Board of Directors

Date:

Date:

APPROVED AS TO FORM:

By:

Julianna K. Tillquist
General Counsel

Date:

CONCURRENCE

By:

Alicia J. Bullock
Procurement Manager

Date:

DRAFT

Attachment: [PDF] 24-1003121-01 (11517 : I-10 Cedar Interchange Project - Amendments to Construction Management and Legal Support

EXHIBIT B-1 “ATTORNEYS’ FEES AND CHARGES”

| Name | Classification/Title | Job Function | Hourly Rate | |
|---------------------|----------------------|--------------|-------------|-----|
| | | | \$ | |
| Brian J. Headman | Senior Attorney | Attorney | \$ | 535 |
| Erich R. Luschei | Senior Attorney | Attorney | \$ | 535 |
| Katherine J. Flores | Senior Attorney | Attorney | \$ | 535 |
| TBD | Senior Attorney | Attorney | \$ | 535 |
| Jaime L. Pruzansky | Associate | Attorney | \$ | 435 |
| Angela Y. Li | Associate | Attorney | \$ | 435 |
| Jin Oh | Associate | Attorney | \$ | 435 |
| TBD | Associate | Attorney | \$ | 435 |
| TBD | Paralegal | Paralegal | \$ | 225 |
| | | | | |
| | | | | |
| | | | | |

SBCTA will pay directly or reimburse ATTORNEY through the ATTORNEY’s invoicing for all out-of-pocket expenses reasonably incurred in connection with this engagement. Such expenses include, without limitation, filing fees, database research, reporter fees, witness fees, bond fees, court costs, long distance telephone, electronic discovery or due diligence vendor fees, delivery, copying, travel, and secretarial or staff overtime if needed. When evening or weekend work is required, we may incur actual costs in using our office space, including after-hours HVAC charges, which will be reimbursed by SBCTA.

Minute Action

AGENDA ITEM: 6

Date: *May 15, 2025*

Subject:

Amendment No. 5 to Cooperative Agreement No. 18-1001904 - Interstate 10 Mount Vernon Improvement Project City of Colton

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Authorize the Executive Director, or his designee, to execute Amendment No. 5 to Cooperative Agreement No. 18-1001904, with the City of Colton, for the Interstate 10 Mount Vernon Avenue Interchange Improvement Project to update the Project cost for a new total of \$103,283,164, consisting of \$5,304,521 City Developer Impact Fees and \$97,978,643 Measure I Funds, upon approval as to form by SBCTA General Counsel.

Background:

The Interstate 10 (I-10) Mount Vernon Avenue Improvement Project (Project) holds position number eight on the Measure I Valley Freeway Interchange Program priority list. As directed by the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board), project development has commenced on all interchange projects in the top 10 of the list.

The purpose of this agenda item is to seek Board approval to amend the cooperative agreements with the City of Colton (City) to update Project cost. As the Project moved into the final design phase, the Project experienced a significant cost increase, due to the cost of steel and other miscellaneous items needed to address California Department of Transportation (Caltrans) design comments. The Project is scheduled to obtain final design approval by May 2025, with the goal of advertising and awarding a construction contract in the fall of 2025.

In February 2016, the Board approved Cooperative Agreement No. 15-1001228 with the City which details roles and responsibilities for completing a Project Study Report/Project Development Support (PSR/PDS). SBCTA and the City worked together to finalize the Project Initiation phase by completing the PSR/PDS document, which was approved in December 2018.

In July 2018, concurrent with the PSR/PDS effort, the Board approved Cooperative Agreement No. 18-1001904 with the City, identifying roles, responsibilities, and funding for the Project Approval / Environmental Document (PA/ED), Plans, Specifications, & Estimates (PS&E), and Right-of-Way (ROW) phases of the Project. This agreement identified SBCTA as the lead for all phases of the Project, and the City as a Project partner.

In March 2019, the Board approved the Amended and Restated Cooperative Agreement No. 18-1001904 (Amendment No. 1) with the City to combine the roles and responsibilities of Cooperative Agreement No. 15-1001228 with Cooperative Agreement No. 18-1001904. This agreement consolidated roles, responsibilities, and funding commitments from both agreements into one agreement, consisting of Project Management, Project Initiation Document, PA/ED, PS&E, and ROW activities of the Project.

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

May 15, 2025

Page 2

In April 2022, the Executive Director approved Amendment No. 1 to the Amended and Restated Cooperative Agreement No. 18-1001904 (Amendment No. 2) to process an adjustment with the City for the I-10 Pepper Avenue Project.

In January 2023, the Board approved the Second Amended and Restated Cooperative Agreement No. 18-1001904 (Amendment No. 3) to include the construction phase and the corresponding funding.

In September 2024, the Board approved Amendment No. 4 to Cooperative Agreement No. 18-1001904 (Amendment No. 1 to Second Amended and Restated Cooperative Agreement) with the City, to update the Project funding based on the latest engineer’s estimate to provide a fully funded Project and to extend the expiration date by five years to December 31, 2031. The added time is needed to include the construction and extended landscape maintenance for the project.

Due to final design comments and the updated engineer’s estimate, the construction cost has increased to \$90,681,000. This updated cost reflects the most up-to-date material cost, contingency, and escalation to midpoint of construction. Staff recommends authority be delegated to the Executive Director, or his designee, to approve Amendment No. 5 to Cooperative Agreement No. 18-1001904 with the City of Colton, upon approval as to form by SBCTA General Counsel. The City will present this amendment to its City Council in May 2025.

Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2024/2025 under Task No. 0830 Interchange Projects, Sub-Task No. 0898 I-10 Mt Vernon Avenue Improvement Project, and funded by Measure I and Local Developer Impact Fees in Program 40, Project Delivery.

Reviewed By:

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

Responsible Staff:

Juan Lizarde, Project Manager

Approved
Board of Directors Metro Valley Study Session
Date: May 15, 2025
Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 18-1001904 Amendment No.: 5
 Contract Class: Receivable Department: Project Delivery
 Customer ID: COLT CI Customer Name: City of Colton
 Description: I-10 MT VERNON AVENUE PID, PA/ED, PS&E AND R/W COOPERATIVE AGREEMENT
 List Any Accounts Payable Related Contract Nos.: 15-1001228 (PSR-PDS), 18-1001983 (MOU),

| Dollar Amount | | | | | |
|--|-----------|---------------------|--------------------------------|-----------|--------------------|
| Original Contract | \$ | 467,906.00 | Original Contingency | \$ | - |
| Prior Amendments | \$ | 4,369,523.00 | Prior Amendments | \$ | - |
| Current Amendment | \$ | 467,092.00 | Current Amendment | \$ | - |
| Total/Revised Contract Value | \$ | 5,304,521.00 | Total Contingency Value | \$ | - |
| Total Dollar Authority (Contract Value and Contingency) | | | | \$ | 5,304,521.0 |

Contract Authorization

Board of Directors Date: 06/04/2025 Committee Item # _____

Contract Management (Internal Purposes Only)

Local Funding Agreement N/A

Accounts Receivable

Total Contract Funding: \$ 5,304,521.00 Funding Agreement No: 18-1001904
 Beginning POP Date: 03/06/2019 Ending POP Date: 06/30/2031 Final Billing Date: 09/30/2031
 Expiration Date: 12/31/2031 Z Contract: 18-1001980 PM Description: I-10 Mt Vernon PAED-CON City of Colton

| Fund | Prog | Task | Sub-Task | Revenue | Total Contract Funding: |
|----------|------|------|----------|----------|-------------------------|
| GL: 6010 | 40 | 0830 | 0898 | 42407009 | 5,304,521.00 |
| GL: | | | | | - |
| GL: | | | | | - |
| GL: | | | | | - |
| GL: | | | | | - |

| Fund | Prog | Task | Sub-Task | Revenue | Total Contract Funding: |
|------|------|------|----------|---------|-------------------------|
| GL: | | | | | - |
| GL: | | | | | - |
| GL: | | | | | - |
| GL: | | | | | - |
| GL: | | | | | - |

Juan Lizarde
Project Manager (Print Name)

Kristi Harris
Task Manager (Print Name)

Additional Notes:

Attachment: 18-1001904-05_CSS [Revision 1] (11414 : I-10 Mt Vernon - Colton Co-op Amendment)

AMENDMENT NO. 2 TO

SECOND AMENDED AND RESTATED

COOPERATIVE AGREEMENT NO. 18-1001904 (18-1001904-05)

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF COLTON

FOR

PROJECT INITIATION DOCUMENT (PID), PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA/ED), PLANS, SPECIFICATIONS AND ESTIMATE (PS&E), RIGHT OF WAY (ROW), AND CONSTRUCTION AND LANDSCAPE MAINTENANCE PHASES FOR THE MOUNT VERNON AVENUE AT INTERSTATE 10 (I-10) INTERCHANGE IN THE CITY OF COLTON

THIS AMENDMENT No. 2 to the SECOND AMENDED AND RESTATED COOPERATIVE AGREEMENT 18-1001904 (herein referred to as Amendment “18-1001904-05”) is made and entered into by and between the San Bernardino County Transportation Authority (“SBCTA”) and the City of Colton (“CITY”). SBCTA and CITY may be referred to individually herein as a “Party” and collectively “Parties”.

WHEREAS, on March 9, 2016, the PARTIES entered into Cooperative Agreement No. 15-1001228 (Agreement No. 15-1001228) which provided for SBCTA to be lead agency to study and document the PROJECT as part of the Project Study Report/Project Development Support (PSR/PDS) document; and

WHEREAS, on August 8, 2018, the PARTIES entered into Cooperative Agreement No. 18-1001904 (Agreement No. 18-1001904) which provided for SBCTA to be lead agency on Project Management, PA/ED, PS&E, and ROW phases for the PROJECT; and

WHEREAS, on December 31, 2018, the term of Agreement No. 15-1001228 expired; and

WHEREAS, on March 21, 2019, the PARTIES amended and restated Agreement No. 18-1001904 (“AGREEMENT”) to combine the roles and responsibilities of Agreement No. 15-1001228 with Agreement No. 18-1001904 and to delineate roles, responsibilities, and funding commitments relative to Project Management, PID, PA/ED, PS&E, and ROW activities of the PROJECT; and

WHEREAS, on April 19, 2022, the PARTIES amended this AGREEMENT to reconcile the underpayment and overpayment of Developer Share and Public Share funds, respectively, in the amount of \$37,080 identified in the November 2021 Final Project Expenditure Summary (FPES) for the I-10/Pepper Avenue Interchange Project; and

WHEREAS, on February 2, 2023, the PARTIES amended and restated the AGREEMENT to include the construction phase and add construction capital funds; and

WHEREAS, on September 26, 2024, the PARTIES amended the AGREEMENT to extend the expiration date to December 31, 2031, and to increase the cost estimate of the project to \$94,124,490 and

WHEREAS, the PARTIES desire to further amend this AGREEMENT to increase the cost estimate of the project to \$103,283,164.

NOW, THEREFORE, the PARTIES agree to amend the AGREEMENT as follows:

1. Attachment A-3 is revised in its entirety to read as reflected in Attachment A-4, attached to this Amendment 18-1001904-05 and incorporated herein.
2. Except as otherwise provided in this Amendment 18-1001904-05, all other provisions of the AGREEMENT, including all previous amendments, shall remain in full force and effect.
3. The AGREEMENT and all amendments are incorporated into this Amendment 18-1001904-05, by this reference.

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

IN WITNESS WHEREOF, this Amendment 18-1001904-05 has been executed by the Parties hereto and is effective on the date signed by SBCTA.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF COLTON

By: _____
Raymond W. Wolfe
Executive Director

By: _____
William R. Smith
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

By: _____
Carlos Campos
City Attorney

DRAFT

Attachment: [PDF] 18-1001904-05_Draft Amendment (11414 : I-10 Mt Vernon - Colton Co-op Amendment)

Attachment A-4

Project Scope:

Improve local traffic operations along Mount Vernon Avenue between East Valley Boulevard and south of the Interstate 10 (I-10) eastbound ramp intersection, by adding left-turn lanes at the five point intersection of Mount Vernon Avenue and East Valley Boulevard.

Project Cost Estimate and Funding Shares:

SBCTA's Share: Public Share: 94.9%

City's Share: Development Share or Local Share: 5.1% (City of Colton)

| Phase | Estimated Cost ¹ | Public Share | Development Share |
|--|-----------------------------|--------------|-------------------|
| PID | \$539,000 | \$511,511 | \$27,489 |
| PA/ED | \$1,833,746 | \$1,740,225 | \$93,521 |
| PS&E | \$2,959,161 | \$2,808,244 | \$150,917 |
| ROW | \$5,350,257 | \$5,077,394 | \$272,863 |
| CONSTRUCTION | \$90,681,000 | \$86,056,269 | \$4,624,731 |
| LANDSCAPE MAINTENANCE | \$870,000 | \$825,630 | \$44,370 |
| SBCTA Oversight | \$1,050,000 | \$996,450 | \$53,550 |
| Adjustment for I-10/Pepper FPES ² | \$0 | -\$37,080 | \$37,080 |
| Total | \$103,283,164 | \$97,978,643 | \$5,304,521 |

¹Estimated cost assumes analysis of one build alternative.

²The I-10/Pepper adjustment payment in the amount of \$37,080 has been received and processed (Check #200384).

Project Milestones:

| Milestone ¹ | Actual (Forecast) |
|--|-------------------|
| Start of Project Approval and Environmental Document Phase (PA/ED) | 01/2019 |
| Environmental Approval | 04/2022 |
| Design Approved and ROW Certified | (05/2025) |
| Complete for Beneficial Use | (04/2028) |

¹Milestone assumes analysis of one build alternative with design variations. Anticipated environmental determination under CEQA is an IS/MND and under NEPA a Categorical Exclusion.

Minute Action

AGENDA ITEM: 7

Date: *May 15, 2025*

Subject:

Awards for Smart Corridor Investments in the San Bernardino Valley

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors (Board), acting as the San Bernardino County Transportation Authority (SBCTA), at a regularly scheduled Board meeting:

- A. Approve an additional allocation of Measure I Valley Traffic Management System (TMS) funds in the amount of \$483,526 to the San Bernardino Valley Smart Corridor program over and above the \$5 million originally approved by the Board at the July 2021 Board meeting.
- B. Allocate \$660,400 of Valley Measure I TMS funds to the City of Colton for smart corridor improvements to Pepper Avenue and Valley Boulevard.
- C. Allocate \$1,000,000 of Valley Measure I TMS funds to the City of Highland for smart corridor improvements to Base Line and Greenspot Road.
- D. Allocate \$943,000 of Valley Measure I TMS funds to the City of Ontario for smart corridor improvements to Euclid Avenue.
- E. Allocate \$1,000,000 of Valley Measure I TMS funds to the City of Montclair for smart corridor improvements to Central Avenue.
- F. Allocate \$976,750 of Valley Measure I TMS funds to the City of Rialto for smart corridor improvements to Riverside Avenue.
- G. Allocate \$372,376 of Valley Measure I TMS funds to the City of San Bernardino for smart corridor improvements to Baseline Street.
- H. Allocate \$531,000 of Valley Measure I TMS funds to the City of Upland for smart corridor improvements to Foothill Boulevard.
- I. Authorize the Executive Director, or his designee, to finalize and execute funding agreements for the projects awarded under this action, subject to approval as to form by SBCTA General Counsel.

Background:

The San Bernardino Council of Governments (SBCOG) completed the Smart County Master Plan (SCMP) in December 2024, with input from a full range of stakeholders, including local jurisdictions. One of the early action items in the SCMP is to move forward with a set of “smart corridors” to focus on controller technology and communication upgrades to improve traffic flow, with the additional consideration of incorporating technology to reduce bus delays on the Omnitrans network.

It is noted in the SCMP that the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) previously set aside \$5,000,000 in Measure I Valley Traffic Management System (TMS) funds for investment in traffic signal coordination upgrades for five different corridors in the Valley, in addition to the Haven Avenue corridor already completed. Recommendation C of Agenda Item 8 in the July 2021 Board agenda stated:

Entity: San Bernardino County Transportation Authority

C. Allocate \$3,000,000 and \$2,000,000 of Measure I Valley TMS program funds to be made available to East Valley and West Valley jurisdictions, respectively, through a competitive grant process to be developed by staff for implementation of a regional coordinated approach to San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS) program improvements upon future Board of Directors approval.

When funds were committed to the SCMP, the Board directed staff to put the additional \$5,000,000 in TMS allocation on hold until the SCMP was completed. The SCMP left open the final designation of smart corridors pending further outreach to treatments in those corridors.

In parallel with the SCMP, SBCTA recently completed the Long-Range Multimodal Transportation Plan (LRMTP). As part of the effort, two Board actions were taken that are connected to this Smart Corridor Request for Information (RFI) and recommended allocation of Valley TMS funding.

1. On December 4, 2024, the Board directed staff to conduct an evaluation of the Transit Signal Priority (TSP) application and other strategies to enhance local bus service, in conjunction with the development of smart corridors in the Valley, with an investment plan to be brought back to the Board by spring 2025.

This effort is currently in process but is likely to be completed in winter 2025/2026. SBCTA has engaged with Omnitrans and the Orange County Transportation Authority to better understand the capabilities and potential application of TSP technology in San Bernardino County. This includes understanding the advancements in cloud-based TSP technology providers. The investments anticipated under this recommendation would promote opportunities for SBCTA, Omnitrans, and local jurisdictions to implement TSP in the future as many signals continue to use outdated technology that, at this time, would not be TSP-ready.

2. On March 5, 2025, the Board approved the LRMTP. The LRMTP reaffirmed the Priority Transit Corridors for future consideration of express bus and Bus Rapid Transit (BRT) improvements. The action also included the creation of the Top Tier of Priority Transit Corridors in the San Bernardino Valley. The Top Tier corridors (listed in alphabetical order, not priority) are:
 - Baseline/Highland Avenue, San Bernardino Transit Center to Greenspot Road
 - Foothill Boulevard, Victoria Gardens to San Bernardino Transit Center
 - San Bernardino Avenue, Ontario Mills to San Bernardino Transit Center

The recommended allocations included consideration of the Priority Transit Corridors and Top Tier corridors when conducting the evaluation.

Consistent with directions from the SBCTA Board, staff prepared a Smart Corridor RFI that was circulated to member jurisdictions on January 15, 2025. The RFI process included the following schedule:

Board of Directors Metro Valley Study Session Agenda Item

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| Task | Complete By |
|--|-------------|
| 1. Distribute RFI to local jurisdictions | 1/14/25 |
| 2. Question/answer session at Transportation Technical Advisory Committee (TTAC) meeting | 2/3/25 |
| 3. Closing date for questions | 2/17/25 |
| 4. SBCTA responses to questions | 2/27/25 |
| 5. Receive corridor proposals from jurisdictions | 3/17/25 |
| 6. Evaluate proposals | 4/2/25 |
| 7. Seek approval at Metro Valley Study Session meeting | 4/10/25 |
| 8. Board approval | 5/7/25 |

Outreach efforts were made to the TTAC and City/County Manager's Technical Advisory Committee. Staff executed the RFI consistent with the schedule. Staff deviated from the schedule only to extend the window for submitting questions to SBCTA about the RFI, as well as providing responses to questions as they were received rather than waiting until February 27, 2025. In addition, for reasons identified in more detail below, the Metro Valley Study Session (MVSS) and Board approval portion of the schedule was delayed by a month.

To execute the geographical equity included in the July 2021 allocation of Valley TMS funds by the Board, project nominations were grouped into East and West Valley application pools. The East Valley was defined as Rialto and cities to the east. The West Valley was defined as Fontana and cities to the west. The County of San Bernardino was also eligible, and Bloomington will be considered as part of the East Valley.

The RFI generated strong interest from jurisdictions in both the West and East Valley. By March 17, 2025 the following proposals were received by SBCTA for a total request of \$9,374,043:

East Valley Proposals Received – Total TMS Funding Requested - \$3,900,043

- Colton – Pepper Avenue & Valley Boulevard
- Highland – Base Line & Greenspot Road
- Rialto – Riverside Avenue
- San Bernardino – Baseline Street
- San Bernardino – Highland Avenue
- San Bernardino – sbX
- Yucaipa – Oak Glen Road & Yucaipa Boulevard

West Valley Proposals Received – Total TMS Funding Requested - \$5,474,000

- Chino – Philadelphia Avenue
- Ontario – Euclid Avenue
- Montclair (with Chino and County) – Central Avenue
- Montclair (with County) – Holt Boulevard & Mission Boulevard
- Rancho Cucamonga – Base Line Road, Archibald Avenue, Carnelian Avenue & Etiwanda Avenue
- Upland – Foothill Boulevard

San Bernardino County Transportation Authority

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Page 4

Following receipt of the proposals, SBCTA convened a panel to review and evaluate the proposals on March 19, 2025. The proposals were evaluated on the criteria included in the RFI and included below:

| | |
|--|------------|
| Overall Quality and Clarity of Application | 10 |
| Project Purpose and Need | 35 |
| Project Delivery | 25 |
| Local Matching Funds | 20 |
| Location on SBVCTSS corridors and/or Omnitrans' priority transit corridors and TSP-readiness | 10 |
| Total Possible Score | 100 |

The RFI established a \$1,000,000 per project proposal maximum award and established a minimum match of 20%. After review of the proposals by the evaluation panel, the following are recommended for award by the SBCTA Board (listed in alphabetical order, not by priority).

Recommended Projects

| | Tot. Cost | \$ Request |
|--|-------------|-------------|
| EAST VALLEY | | |
| Colton – Pepper Ave. and Valley Blvd. | \$825,000 | \$660,400 |
| Highland - Base Line and Greenspot Rd. | \$1,339,484 | \$1,000,000 |
| Rialto - Riverside Ave. | \$1,201,750 | \$976,750 |
| San Bernardino – Baseline St. | \$465,470 | \$372,376 |
| Subtotal for East Valley | \$3,831,704 | \$3,009,526 |

| | | |
|--------------------------|-------------|-------------|
| WEST VALLEY | | |
| Montclair - Central Ave. | \$1,314,341 | \$1,000,000 |
| Ontario - Euclid Ave. | \$1,179,900 | \$943,000 |
| Upland- Foothill Blvd. | \$885,000 | \$531,000 |
| Subtotal for West Valley | \$3,379,241 | \$2,474,000 |

The original staff recommendation that was published in MVSS Agenda Item 6 for April 10, 2025 was reviewed at the April 2, 2025 TTAC meeting. Following the TTAC meeting, Upland staff informed SBCTA that their project was not included on the list of project applications received and evaluated. Upland staff asked SBCTA to confirm receipt of the proposal, and it was determined that the project proposal was not received by the RFI project manager because it had been intercepted by the SBCTA spam filter; but it had been received by the SBCTA email system prior to the deadline and was therefore deemed eligible. Once the proposal was identified in the spam filter, staff consulted with the Executive Director and it was determined to pull the RFI agenda item from the MVSS April 10, 2025 agenda. The announcement was made at the beginning of the MVSS meeting.

The RFI review team then reassessed the proposals received for the West Valley jurisdictions. The merits of the three projects recommended for the award are all consistently superior applications. Rather than recommending a partial award for one or more of the projects, the staff recommendation is to award all three projects and increase the amount of Measure I Valley TMS

San Bernardino County Transportation Authority

by \$474,000 to include supplemental funding for the extra project costs. In addition, the April MVSS Agenda Item 6 included a recommendation for \$9,526 of Measure I Valley TMS funds in excess of the prior Board allocation to be awarded in the East Valley. The original recommendation would have provided these funds from the remaining pool of West Valley funds. However, with the increase in funds recommended for the West Valley, this is no longer the case. The revised recommendation now includes this additional \$9,526 to fully fund the four recommended East Valley projects.

The RFI did not receive proposals for the higher-level, more sophisticated smart corridors anticipated by the SCMP. However, a stated goal at the outset of this RFI was to provide funding to local jurisdictions for signal technology and communications upgrades that will be needed to support other smart features such as future TSP projects intended to improve the average speed for buses on the Omnitrans system.

The project investments provide enhancements to several north-south corridors as well as east-west corridors that are aligned with the Omnitrans System-wide Plan for priority transit corridors. While not directly providing immediate premium transit improvements, the investments lay the foundation for further TSP investments that will improve speed and reliability on the Omnitrans routes, making them more appealing options when commuters look to connect to the Metrolink and BRT systems.

SBCTA advocated for local jurisdictions to collaborate with each other on smart corridor improvements that would provide for multijurisdictional benefits. The applications received demonstrated consideration of cross-jurisdictional collaboration. It is also worth noting that the City of Montclair's application for Central Avenue provides for direct project benefits for three jurisdictions, including the City of Chino and the County of San Bernardino.

Evaluation of the Haven Avenue Corridor

The focus of the funding awards described in this agenda item is to provide "investments in upgrades to traffic control equipment and signal coordination" with the objectives of both improving arterial corridor traffic operations and increasing TSP-readiness on the San Bernardino Valley Priority Transit Corridors. This objective is accomplished through the projects included in the staff recommendation.

As noted at the beginning of this agenda item, the initial \$1 million investment by the Board in Valley arterial traffic signal system upgrades was the Haven Avenue Pilot Project in Ontario and Rancho Cucamonga. The Pilot Project included a number of more advanced smart corridor elements including video detection, closed circuit television, fiber optics, and center-to-center communications, coordinated between the two cities. In addition, the corridor underwent a complete retiming of the 39 signals (14 in Ontario, 19 in Rancho Cucamonga, and 6 maintained by California Department of Transportation (Caltrans)) valued at \$156,000.

The Haven Avenue Signal Optimization Final Report (January 2023) identified a benefit/cost ratio of 40:1 when just considering the signal optimization itself. When all project cost elements are considered (\$1,700,308), the benefit/cost (B/C) ratio is 3.7:1, still a very robust return on the investment, and the infrastructure investments included in the corridor have a useful life longer than the three-year period used for the B/C analysis. Continued maintenance and investment within the corridor will continue to provide added public benefits.

The Haven Ave project produced travel time savings, fuel consumption and vehicle emissions benefits within the corridor. Travel time in a pre/post-project analysis was shown to have decreased between 10-12% in the AM Peak and 8-11% in the PM Peak providing an average reduction in vehicle delay of 30% across the average of AM and PM Peak Periods.

Not every major arterial corridor will share Haven’s characteristics, and there were investments to the Haven corridor that exceed the types of investments on some of the corridors included in the staff recommendation for the RFI. The Haven Pilot Project benefits cannot be assumed to occur similarly in all other corridors, but these types of traffic operations investments are recognized by the U.S. Department of Transportation and Caltrans as some of the most cost-effective investments that can be made. In addition, the useful life of a signal optimization plan may be up to three years depending on a variety of external factors some of which may be outside of a jurisdiction’s control. The investments in traffic control equipment and detection as recommended in the RFI will have a service life well beyond this. The ultimate success of smart corridor investment will depend on the policy goals of the implementing agency, level of integration of the corridor into a broader system of improvements, as well as its commitment to maintenance and upgrades to the system.

Financial Impact:

Funding for the Awards of Smart Corridor Investments in the San Bernardino Valley is included in the proposed Budget for Fiscal Year 2025/2026 Project Delivery Task 860, subtask 0701.

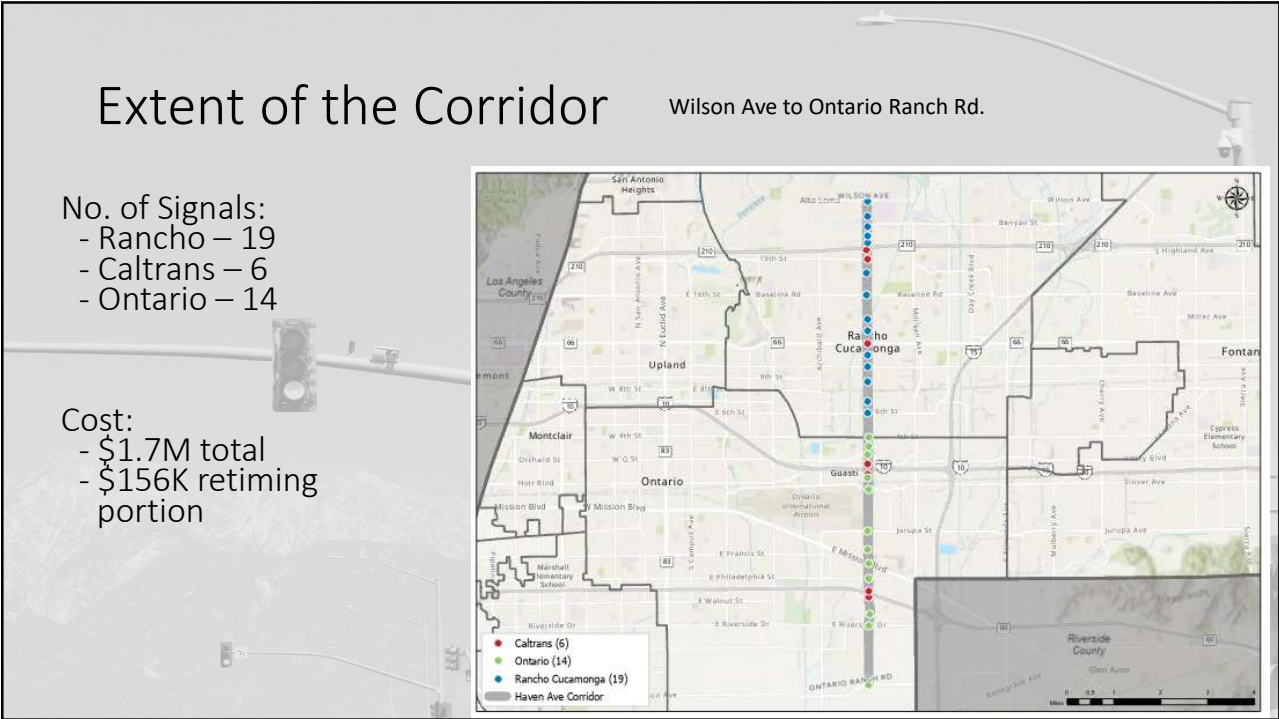
Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. Staff presented the Request for Information opportunity to the Transportation Technical Advisory Committee (TTAC) on January 6, 2025 and February 3, 2025 as well as to the City/County Managers’ Technical Advisory Committee on March 6, 2025. On April 7, 2025, the staff recommendation for the project awards was presented to TTAC. Based on feedback received from the committee and specifically the City of Upland, the item was pulled from the April Metro Valley Study Session Agenda. The item has since been revised and updated. SBCTA General Counsel and Procurement Manager have reviewed this item.

Responsible Staff:

Ryan Graham, Planning Manager

Approved
Board of Directors Metro Valley Study Session
Date: May 15, 2025
Witnessed By:



Attachment: HavenAve-Pilot MVSS Presentation PDF (11586 : Awards for Smart Corridor Investments in the San Bernardino Valley)

Haven Ave – Preliminary Efforts

- Existing Conditions
 - Provided an Overview of Available ITS Technologies and Applications
 - Provided Preliminary Recommendations for ITS Technologies and Applications in the Haven Avenue Corridor
 - Provided an Overview of Traffic Operations Centers (TOC) and Central Systems Related to the Haven Avenue Corridor
 - Provided an Overview of Opportunities and Potential Solutions
- Institutional Arrangements
 - Provided an Overview of Transportation Management Roles and Responsibilities in the Haven Avenue Corridor
- Coordinated with Representatives from Ontario and Rancho Cucamonga on Existing Conditions and Their Needs

Haven Ave - Improvements

| Project Description | Project Description |
|--|---|
| Ontario – Haven Ave (Riverside to Creekside) – remove old copper wire signal interconnect and install new fiber optic cable in existing conduit. Create path to connect new fiber to OntarioNet. | RC – Install new video detection systems at Haven/Amber, Haven/Banyan, Haven/Lemon, and Haven/Alta Loma. |
| Ontario – Haven Ave (Francis to SR-60 EB ramps) – install new fiber optic cable in new conduit. Create path to connect to Caltrans D-8 at EB SR-60 on-ramp. Procure firewalls for new connection. | RC – Provide Signal Performance Measures (SPM) platform along Haven Ave and Foothill Blvd. |
| Ontario – install new video detection systems at Haven/Concours, Haven/Guasti and Haven/Riverside. | |
| Ontario – install new CCTV cameras at Haven/Inland Empire and Haven/Philadelphia. | |

Attachment: HavenAve-Pilot MVSS Presentation PDF (11586 : Awards for Smart Corridor Investments in the San Bernardino Valley)

Haven Ave - Bang for the Buck

- Fiber optic communications infrastructure
- Modern controllers, Advanced Transportation Controllers (ATC)
- The ability to monitor the health and status of the communications network, the controllers, and other devices on the network
- The ability to remotely monitor traffic signal operations through a central traffic signal control system, through a SPM platform, and through video surveillance
- Using data analytics to surveil intersections for safety analysis
- In the absence of fiber and/or a central system, the ability to maintain a consistent time clock on all controllers (to maintain coordination)
- Compatible systems across jurisdictions

Haven Ave - Analysis of System Benefits

Benefit/Costs Analysis:

- 40:1 including signal optimization costs only
- 3.7:1 including all project costs

Travel Time Reductions:

- 10-12% AM Peak
- 8-11% PM Peak

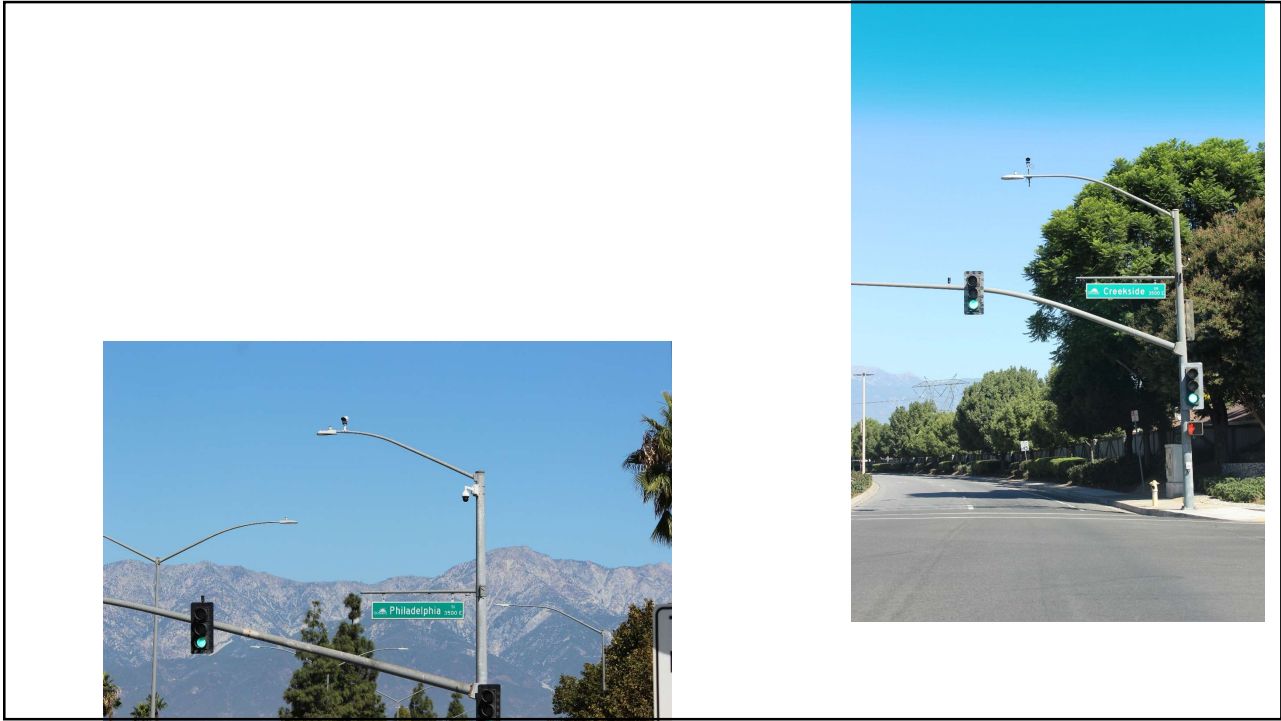
Average Delay Reduction:

- 30% Average AM/PM Peak Periods

Smart Corridor - Concluding Remarks

- This Recommendation is a significant investment in local jurisdiction efforts to modernize the hardware/software of the signal system.
 - 146 Intersections improved
- These investments can be best seen as a stepping-stone for additional smart corridor investments in the future. Not the final investment.
- Future Questions to Answer
 - Where to target additional advanced smart corridor investment?
 - How “smart” is smart enough?
 - What is the strategy for system maintenance and upgrades?
 - Will the investment continue to be shared?





Attachment: HavenAve-Pilot MVSS Presentation PDF (11586 : Awards for Smart Corridor Investments in the San Bernardino Valley)

Additional Information

**BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE – 2025
VALLEY BOARD MEMBER ATTENDANCE**

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|--|------------|------------|--------------|--------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|
| Eunice Ulloa City of Chino | | | | X | | | | | | | | |
| Ray Marquez City of Chino Hills | | X | X | X | | | | | | | | |
| Frank Navarro City of Colton | | X | | X | | | | | | | | |
| Aquanetta Warren City of Fontana | | X | | X | | | | | | | | |
| Bill Hussey City of Grand Terrace | | X | | X | | | | | | | | |
| Larry McCallon City of Highland | | X | X | X | | | | | | | | |
| Ronald Dailey City of Loma Linda | | * | * | * | | | | | | | | |
| John Dutrey City of Montclair | | X | X | X | | | | | | | | |
| Alan Wapner City of Ontario | | | X | | | | | | | | | |
| L. Dennis Michael City of Rancho Cucamonga | | X | | X | | | | | | | | |
| Mario Saucedo City of Redlands | | X | X | X | | | | | | | | |
| Joe Baca City of Rialto | | X | X | X | | | | | | | | |
| Helen Tran City of San Bernardino | | X | X | X | | | | | | | | |
| Rudy Zuniga City of Upland | | | | | | | | | | | | |
| Judy Woosley City of Yucaipa | | X | X | X | | | | | | | | |
| Curt Hagman Board of Supervisors | | X | 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

Communication: Attendance (Additional Information)

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE – 2025

VALLEY BOARD MEMBER ATTENDANCE (Cont.)

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|------------|------------|--------------|--------------|------------|-------------|-------------|------------|-------------|------------|------------|------------|
| Dawn Rowe Board of Supervisors | | X | X | | | | | | | | | |
| Jesse Armendarez Board of Supervisors | | | X | X | | | | | | | | |
| Joe Baca, Jr. Board of Supervisors | | X | X | X | | | | | | | | |

MOUNTAIN/DESERT BOARD MEMBER ATTENDANCE

| | | | | | | | | | | | | |
|--|--|---|---|---|--|--|--|--|--|--|--|--|
| Daniel Ramos City of Adelanto | | | | X | | | | | | | | |
| Art Bishop Town of Apple Valley | | X | X | X | | | | | | | | |
| Timothy Silva City of Barstow | | X | | * | | | | | | | | |
| Rick Herrick City of Big Bear Lake | | | | | | | | | | | | |
| Josh Pullen City of Hesperia | | * | | * | | | | | | | | |
| Janet Jernigan City of Needles | | | | | | | | | | | | |
| Daniel Mintz, Sr. City of Twentynine Palms | | | | | | | | | | | | |
| Debra Jones City of Victorville | | | | | | | | | | | | |
| Rick Denison Town of Yucca Valley | | | X | X | | | | | | | | |
| Paul Cook Board of Supervisors | | X | X | 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.
 MVSSatt24 Shaded box = No meeting

Communication: Attendance (Additional Information)

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

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

Acronym List

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



MISSION STATEMENT

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

We achieve this by:

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

Approved December 4, 2019