

AGENDA

Board of Directors Metro Valley Study Session

June 11, 2026

*****Start Time: 9:30 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, Vice Mayor
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, Council Member
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, Council Member
City of Upland

Judy Woolsey, Council Member
City of Yucaipa

Mountain/Desert Representatives

Daniel Ramos, Mayor Pro Tem
City of Adelanto

Art Bishop, Council Member
Town of Apple Valley

Timothy Silva, Mayor
City of Barstow

Rick Herrick, Council Member
City of Big Bear Lake

Josh Pullen, Mayor Pro Tem
City of Hesperia

Janet Jernigan, Mayor
City of Needles

Daniel Mintz, Sr., Mayor
City of Twentynine Palms

Bob Harriman, Mayor Pro Tem
City of Victorville

Rick Denison, Council Member
Town of Yucca Valley

County Board of Supervisors

Paul Cook, *First District*

Curt Hagman, *Fourth District*

Dawn Rowe, *Third District*

Joe Baca, Jr., *Fifth District*

Ex-Officio Member – Catalino Pining, Caltrans
Carrie Schindler, Executive Director
Julianna Tillquist, General Counsel

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

AGENDA

Board of Directors Metro Valley Study Session

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**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

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 – Mayra Alfaro

Public Comment

Brief Comments from the General Public

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

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

This item is prepared 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 Pg. 13

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.

3. Interstate 10 Express Lanes- Third Quarter Report Pg. 19

Receive and file the Fiscal Year 2025/2026 Third Quarter Report for the Interstate 10 Express Lanes.

Presenter: Philip Chu

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

DISCUSSION ITEMS

Discussion - Administrative Matters

4. Election of Committee Chair and Vice Chair Pg. 41

Conduct elections for members to serve as Chair and Vice Chair of the San Bernardino County Transportation Authority Board of Directors Metro Valley Study Session for terms to end on June 30, 2027.

Presenter: Kristi Lynn Harris

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

Discussion - Project Delivery

5. Progress Briefing Report through March 2026 Pg. 48

Receive the Major Projects Status Report for the period through March 2026.

Presenter: Kristi Lynn Harris

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

6. State Route 60 Central Avenue Interchange - Contingency Increase for Contract No. 24-1003176 Pg. 51

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:

Approve an increase to contingency for Contract No. 24-1003176 with Mariposa Landscapes, Inc., in the amount of \$50,000 for a new total contingency amount of \$110,000 and total allowance of \$120,000.

Presenter: Paul Melocoton

Agenda Item No. 6 (cont.)

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.

7. SR 210 Del Rosa Avenue Interchange Project - Cooperative Agreement and Release of RFP

Pg. 54

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

A. Approve Cooperative Agreement No. 25-1003340 with the City of San Bernardino (City) for the delivery of the Project Initiation Document (PID), Project Approval/Environmental Document (PA/ED), and Plans, Specifications and Estimates (PS&E), and Right-of-Way (ROW) phases of the State Route (SR) 210 Del Rosa Avenue Interchange Project, for a total amount of \$4,600,000 consisting of \$1,777,600 in City funds and \$2,822,400 of Measure I Valley Freeway Interchange Phasing Program funds, and approve an exception to SBCTA Policy No. VFI-3, to only commit funding through the ROW phase.

B. Authorize the Executive Director, or her designee, to release Request for Proposals (RFP) No. 26-1003475 for Design and Environmental Professional Services for the PID and PA/ED and optional PS&E phases of the SR 210 Del Rosa Avenue Interchange Project to be funded with City and Measure I Valley Freeway Interchange Program funds, subject to approval as to form by SBCTA General Counsel.

Presenter: Paul Melocoton

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, the draft agreement, and draft RFP scope of work.

8. Interstate 15 Corridor Freight and Express Lanes Project - Contract 1 – Amendments to Contract No. 20-1002266 and Contract No. 22-1002757

Pg. 118

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

A. Approve Amendment No. 2 to Contract No. 20-1002266 with Michael Baker International, Inc., to increase the contract amount by \$1,475,885.02, for a new not-to-exceed total of \$26,228,117.53, for the Interstate 15 Corridor Freight and Express Lanes Project - Contract 1, to be funded by Measure I Valley Freeway Program funds; and to extend the contract expiration date to December 31, 2031.

B. Approve Amendment No. 2 to Contract No. 22-1002757 with TRC Engineers, Inc., for the Interstate 15 Corridor Freight and Express Lanes Project - Contract 1, to extend the contract expiration date to December 31, 2031.

Presenter: David Tan

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.

9. MSRC Clean Transportation Funding CTC Partnership Program Contract No. 26-003461 (MS27006) - Highland/Redlands Regional Gap Connector Project Pg. 128

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

Approve and execute reimbursable Contract No. 26-1003461 (MS27006) between SBCTA and the South Coast Air Quality Management District in an amount of \$3,000,000 in Mobile Source Air Pollution Reduction Review Committee (MSRC) funds for eligible project cost expenses associated with the Highland/Redlands Regional Gap Connector Project.

Presenter: Jeffery Hill

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 agreement.

Discussion - Transportation Programming and Fund Administration

10. Jurisdiction Master Agreement No. 26-1003455 with the City of Chino Hills Pg. 145

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:

Approve Jurisdiction Master Agreement No. 26-1003455 with the City of Chino Hills to establish eligibility for reimbursement of Measure I funds to the City under the Measure I Valley Major Street Program – Arterial Sub-program.

Presenter: Nohemi Moran

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 agreement.

11. Capital Project Needs Analysis Submittals and Funding Allocations for the Measure I Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2026/2027 Pg. 154

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:

Approve the Project List for the Measure I Valley Major Street Program/Arterial Sub-program allocations for Fiscal Year 2026/2027.

Presenter: Nohemi Moran

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

12. 2026 Update to the 10-Year Delivery Plan - Valley Highway Programs Pg. 161

Receive report and provide comments on the planned update to the 10-Year Delivery Plan for the Cajon Pass Program, Valley Freeway Projects Program, Valley Freeway Interchange Projects Program, and Valley Major Streets Program.

Presenter: Ryan Graham

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

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Pg. 169

Acronym List

Pg. 171

Mission Statement

Pg. 174

The Metro Valley Study Session will go dark in July.

The next Metro Valley Study Session meeting is scheduled for August 13, 2026.

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.

Members of the Board of Directors and any Policy Committee with a disability may participate in any meetings of their respective legislative bodies by remote participation as a reasonable accommodation in accordance with Government Code Sec. 54953(c).

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.

Los miembros de la Junta Directiva y de cualquier Comité de Políticas que tengan una discapacidad podrán participar en cualquier reunión de sus respectivos órganos legislativos mediante participación remota como una adaptación razonable de conformidad con el artículo 54953(c) del Código de Gobierno.

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. 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 from any members of the public who haven't already commented on the item during the meeting.

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” and “Agenda Actions”, 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: June 11, 2026

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
6	24-1003176	Mariposa Landscapes, Inc. <i>Terry Noriega</i>	None
8	20-1002266-02	Michael Baker International, Inc. <i>Christopher Alberts</i>	WKE, Inc. TY Lin International Earth Mechanics, Inc. ICF Jones & Stokes, Inc. Fehr & Peers Group Delta Consultants, Inc. Epic Land Solutions, Inc. STC MNS Engineers, Inc.
	22-1002757-02	TRC Engineers, Inc. <i>Cherlene Palmer</i>	DESI Kleinfelder Krebs Co. SYRUSA Twining WSP USA, Inc. ZTC Consulting Group

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 and Express Lanes

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

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Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026
Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: *June 11, 2026*

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 and Express Lanes has 14 on-going construction contracts, of which six have had Construction Change Orders (CCO) approved since the last reporting to the Board of Directors Metro Valley Study Session on April 16, 2026. The CCOs are listed below:

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

B. 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.

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

1) CCO 153.1: Final pricing rehabilitation work, sandblast and prepare six existing bridge abutments before staining. (-\$65,352)

D. Contract No. 17-1001617 with TransCore, LP for Toll Services Provider. There are no newly executed CCOs since last report.

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.

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

G. 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.

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

1) CCO 74.1: Crane standby time. (\$0)

2) CCO 79.1: Crane mobilization and standby for bridge demolition. (\$0)

3) CCO 83: Tree removal and air vacuum assembly. (\$53,633.50)

4) CCO 84: Temporary driveways. (\$25,000)

5) CCO 86: Soundwall access gates removal. (\$15,288.50)

6) CCO 87: Southern California Edison service connections. (\$85,279.34)

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

June 11, 2026

Page 2

I. Contract No. 24-1003027 with CT&T Concrete Paving, Inc., for the SR 210 Waterman Avenue Interchange Project: There are no newly executed CCOs since last report.

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

- 1) CCO 16: Changes in bid item 115. (\$0)
- 2) CCO 28: Time impact due to utility obstruction. (\$65,577.29)
- 3) CCO 30: Innerduct conduit color. (\$3,640)

K. Contract No. 24-1003176 with Mariposa Landscapes, Inc., for SR-60 Central Establish Existing Planting:

- 1) CCO 1): Turnover deficiencies corrections. (\$20,000)
- 2) CCO 1.1): Turnover deficiencies corrections. (\$31,375.58)

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

- 1) CCO 26: Vina Vista 3rd railroad track protection. (\$150,000)
- 2) CCO 29: Remove skid testing requirements. (\$0)
- 3) CCO 30: Vina Vista overhead potholing for gas line. (\$200,000)
- 3) CCO 30.1: Vina Vista overhead potholing for gas line. (\$300,000)
- 4) CCO 32: Electrical cabinet changes. (\$100,000)
- 5) CCO 36: Revised closure charts 15-day ramp closures. (\$0)

M. Contract No. 25-1003266 with Griffith Company, for Construction of the US 395 Phase 2 Widening Project:

- 1) CCO 1: City of Hesperia water relocation. (\$3,534,787.44)
- 2) CCO 2: Partnering. (\$70,000)
- 3) CCO 3: Clear and grub for Southern California Edison pole relocation. (\$55,495.31)
- 4) CCO 4: Disadvantaged business enterprise program suspension. (\$0)
- 5) CCO 5: Dispute resolution board. (\$78,000)
- 6) CCO 6: Traffic maintenance. (\$75,000)

N. 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 2026/2027, as all CCOs are within previously approved contingency amounts under: Task No. 0830 Interchange Projects and Task No. 0820 Freeway Projects, Sub-Task No. 0897 I-10 Cedar, Sub-Task No. 0844 US 395 Phase 2 Widening, Sub-Task No. 0823 I-10 Contract 1, Sub-Task No. 0831 I-15 Corridor Freight and Express Lanes, Sub-Task No. 0893 SR-60 Central EEP, and Sub-Task No. 0853 I-215 University Parkway.

Board of Directors Metro Valley Study Session Agenda Item

June 11, 2026

Page 3

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 and Express Lanes

Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026
Witnessed By:

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
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	\$148,949.52
	Approved Contingency	\$1,451,300.00
	Remaining Contingency	\$1,302,350.48
I-10 Corridor Contract 1 (17-1001599)		
Number	Description	Amount
153.1	Final pricing rehabilitation work, sandblast and prepare six existing bridge abutments before staining.	(\$65,352.00)
	CCO Total	\$17,205,882.20
	Approved Contingency	\$51,369,000.00
	Remaining Contingency	\$34,163,117.80
Toll Service Provider (17-1001617)		
Number	Description	Amount
	CCO Total	\$3,965,315.76
	Approved Contingency	\$5,896,500.00
	Remaining Contingency	\$1,931,184.24
I-10 Eastbound Truck Climbing Lane (23-1002869)		
Number	Description	Amount
	CCO Total	\$1,263,019.95
	Approved Contingency	\$3,731,253.00
	Remaining Contingency	\$2,468,233.05
Mount Vernon Avenue Viaduct (18-1001966)		
Number	Description	Amount
	CCO Total	\$19,763,910.60
	Approved Contingency	\$29,230,000.00
	Remaining Contingency	\$9,466,089.40

Attachment: 46531 (version 1) (12576 : Project Delivery Contract Change Orders to On-Going Contracts)

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
Metrolink Active Transportation Program Phase II Project (23-1002919)		
Number	Description	Amount
	CCO Total	(\$221,026.87)
	Approved Contingency	\$900,661.70
	Remaining Contingency	\$1,121,688.57
I-10 Cedar Avenue Improvement (22-1002784)		
Number	Description	Amount
74.1	Crane standby time.	\$0.00
79.1	Crane mobilization and standby for bridge demolition.	\$0.00
83	Tree removal and air vacuum assembly.	\$53,633.50
84	Temporary driveways.	\$25,000.00
86	Soundwall access gates removal.	\$15,288.50
87	Southern California Edison service connections.	\$85,279.34
	CCO Total	\$6,130,055.46
	Approved Contingency	\$8,098,400.00
	Remaining Contingency	\$1,968,344.54
SR 210 Waterman Interchange Improvement Project (24-1003027)		
Number	Description	Amount
	CCO Total	\$351,267.50
	Approved Contingency	\$778,576.63
	Remaining Contingency	\$427,309.13
I-215 University Parkway Interchange (23-1002955)		
Number	Description	Amount
16	Changes in bid item 115.	\$0.00
28	Time impact due to utility obstruction.	\$65,577.29
30	Innerduct conduit color.	\$3,640.00
	CCO Total	\$509,297.18
	Approved Contingency	\$1,129,988.00
	Remaining Contingency	\$620,690.82
SR-60 Central EEP (24-1003176)		
Number	Description	Amount
1	Turnover deficiencies corrections.	\$20,000.00
1.1	Turnover deficiencies corrections.	\$31,375.58
	CCO Total	\$51,375.58
	Approved Contingency	\$70,000.00
	Remaining Contingency	\$18,624.42

Attachment: 46531 (version 1) (12576 : Project Delivery Contract Change Orders to On-Going Contracts)

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
I-15 Corridor Freight and Express Lanes Project - Contract 1 (23-1003032)		
Number	Description	Amount
26	Vina Vista 3rd railroad track protection.	\$150,000.00
29	Remove skid testing requirements.	\$0.00
30	Vina Vista overhead potholing for gas line.	\$200,000.00
30.1	Vina Vista overhead potholing for gas line.	\$300,000.00
32	Electrical cabinet changes.	\$100,000.00
36	Revised closure charts 15-day ramp closures.	\$0.00
CCO Total		\$1,332,362.19
Approved Contingency		\$42,785,330.00
Remaining Contingency		\$41,452,967.81
US-395 Phase 2 Widening Project (25-1003266)		
Number	Description	Amount
1	City of Hesperia water relocation.	\$3,534,787.44
2	Partnering.	\$70,000.00
3	Clear and grub for Southern California Edison pole relocation.	\$55,495.31
4	Disadvantaged business enterprise program suspension.	\$0.00
5	Dispute resolution board.	\$78,000.00
6	Traffic maintenance.	\$75,000.00
CCO Total		\$3,813,282.75
Approved Contingency		\$6,184,980.00
Remaining Contingency		\$2,371,697.25
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

Minute Action

AGENDA ITEM: 3

Date: *June 11, 2026*

Subject:

Interstate 10 Express Lanes- Third Quarter Report

Recommendation:

Receive and file the Fiscal Year 2025/2026 Third Quarter Report for the Interstate 10 Express Lanes.

Background:

Since revenue operations began in August 2024, staff have closely monitored the performance and operations of the Interstate 10 (I-10) Express Lanes and have provided quarterly reports to present data and insights on Express Lanes activity.

The attached Fiscal Year (FY) 2025/2026 Third Quarter Report (Q3) summarizes Express Lanes operations for the months of January, February, and March 2026.

Key observations from this quarterly report include the following:

- Total trips declined by 5.65% from Q2 to Q3, largely due to predictable seasonal decreases in traffic during January and February. However, when comparing the same period year-over-year total trips increased from 3.136 million in 2025 to 3.541 million in 2026, demonstrating continued demand and healthy system performance despite seasonal variation.
- Travel time savings decreased by 19.1% from Q2 to Q3. Although peak-period utilization increased, the speed differential between the Express Lanes and the general-purpose lanes narrowed, resulting in reduced travel time savings. This trend was further influenced by the seasonal dip in overall traffic volumes, which affected congestion patterns across the corridor.
- California Highway Patrol (CHP) enforcement activity increased significantly between Q2 and Q3, with the number of shifts rising from 53 to 90. This expanded presence resulted in a 72% increase in total violations. The growth reflects improved resource availability for CHP, which has strengthened overall operations and increased focus on identifying HOV3+ violators.
- Walk-In Center usage increased by 15% from Q2 to Q3, indicating a return to typical post-holiday traffic. The data continues to show that the local customer service center is being well utilized.

Staff will continue to provide this report quarterly to support ongoing evaluation of Express Lanes performance and to ensure consistent communication with the Board regarding operational conditions and emerging issues.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2026/2027.

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
June 11, 2026
Page 2

Responsible Staff:

Philip Chu, Deputy Director of Express Lanes

Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026
Witnessed By:

San Bernardino County Transportation Authority



I-10 EXPRESS LANES QUARTERLY OPERATIONS REPORT

MARCH 2026



ACRONYM	DEFINITION
CAV	Clean Air Vehicle
CCTV	Closed Circuit Television
CSC	Customer Service Center
CSR	Customer Service Representative
DMV	Department of Motor Vehicles
EB	Eastbound
EL	Express Lanes
ELP	Express Lanes Program
ETC	Electronic Toll Collection
FSP	Freeway Service Patrol
GP	General Purpose
GPR	Gross Potential Revenue
HOV	High Occupancy Vehicle
IBT	Image-Based Transaction
KPI	Key Performance Indicator
MOMS	Maintenance Online Management System
NR	Non-Revenue
O&M	Operations and Maintenance
SBCTA	San Bernardino County Transportation Authority
SOV	Single Occupant Vehicle
TCS	Toll Collection System
TOD	Time of day
TSP	Toll Services Provider
TTRR	Time To Repair and Respond Threshold
TRDMS	Toll Rate Dynamic Message Sign
VCARS	Vehicle Capture and Recognition System
VDS	Vehicle Detection System
VES	Violation Enforcement System
VPHPL	Vehicles per hour per lane
WB	Westbound
WIC	Walk-in-Center

1	EXECUTIVE SUMMARY.....	4
2	TRAFFIC OPERATIONS.....	5
2.1	TRAFFIC VOLUMES.....	6
2.2	TRAVEL TIME	7
2.3	FSP ASSISTANCE.....	8
2.4	CHP ENFORCEMENT.....	9
3	TOLL SYSTEM OPERATIONS.....	10
3.1	TRIPS & TOLL RATES.....	10
4	CUSTOMER SERVICE OPERATIONS.....	12
4.1	CUSTOMER CONTACT BY PHONE.....	12
4.2	CUSTOMER SATISFACTION SURVEY.....	13
4.3	CUSTOMER WALK-IN VISITS.....	14
4.4	VIOLATION NOTICES & CA DMV HOLDS...	15
4.5	NON-FASTRAK PAYMENTS BY CHANNEL...	16
4.6	BENEFIT PROGRAMS.....	17
5	FINANCIAL PERFORMANCE.....	18
5.1	REVENUE.....	18
5.2	ACCOUNTS RECEIVABLE.....	20



1. EXECUTIVE SUMMARY

This quarterly report provides a comprehensive look at the operational conditions of the San Bernardino County Transportation Authority (SBCTA) I-10 Express Lanes (EL). The results and discussion presented in each section of the report offer insights into key aspects of EL and Toll Collection System (TCS) performance—including trends, highlights, and issues—across quarterly periods spanning January through March 2026. The analysis is structured into two quarters: FY 2025-26 Q2 (October-December) to Q3 (January-March).

Traffic Operations

Over the past year, the I-10 Express Lanes recorded 14.4 million trips, with 77% tolled and 23% non-tolled, primarily HOV 3+ vehicles. To improve HOV 3+ compliance, SBCTA is deploying a multi-pronged approach that includes manual occupancy surveys, expanded CHP enforcement, targeted HOV messaging, and an automated occupancy detection pilot planned for Summer 2026.

The EL continues to provide reliable speed and travel time savings, with an estimated 111,365 vehicle-hours saved in Q3. Toll zone utilization ranged from 35% to 83% of capacity during morning and evening peak hours in the dominant direction. Utilization remained highest in the Haven East (HVNE) zone during PM peaks and the Mountain West (MTNW) zone during AM peaks.

Toll System Operations

Total trips declined by 5.65% in Q3 compared to the prior quarter. FasTrak trips continued to govern travel behavior, accounting for 92% of trips versus 8% Non-FasTrak in both Q2 and Q3. In Q3, westbound corridors reached \$12.00 FasTrak toll—same as Q2, while eastbound tolls peaked at \$13.70 compared to \$14.50 for Q2.

Customer Service Operations

Customer calls and walk-in visits were relatively unchanged in Q3 compared to Q2, suggesting continued maturity of the program and increased

customer awareness and knowledge. Shorter call handling times were due to training and staff retention, following previous periods of increased staff turnover.

Disabled Veteran Benefit usage declined by 2%, appearing to reflect that the program is reaching maturity, while the Low-Income Resident Benefit remains utilized at only 0.1%, suggesting an opportunity for program enhancements. A revamp of the program is planned for the next fiscal year. On November 3, 2025, SBCTA launched a phone survey to gather customer satisfaction data to evaluate CSC performance from the end-user perspective and guide strategies to improve customer satisfaction. Results from Q2 and Q3 indicate that, with an 11–12% response rate, initial scores reflect high customer satisfaction with the services provided.

Financial Performance

Over the past quarter, SBCTA's financial operations continue to be stable. The focus now is on continual improvement, with the team analyzing reporting trends to identify opportunities to further improve revenue collection.



2. TRAFFIC OPERATIONS

2.1 TRAFFIC VOLUMES

EL trips totaled 14.4 million over the past 12 months. FY 2025-26 Q3 (Jan-Mar) reached 3.54 million trips, representing a 5% decrease compared to Q2 (Oct-Dec), and a 13% increase compared to FY 2024-25 Q3 (Jan-Mar).

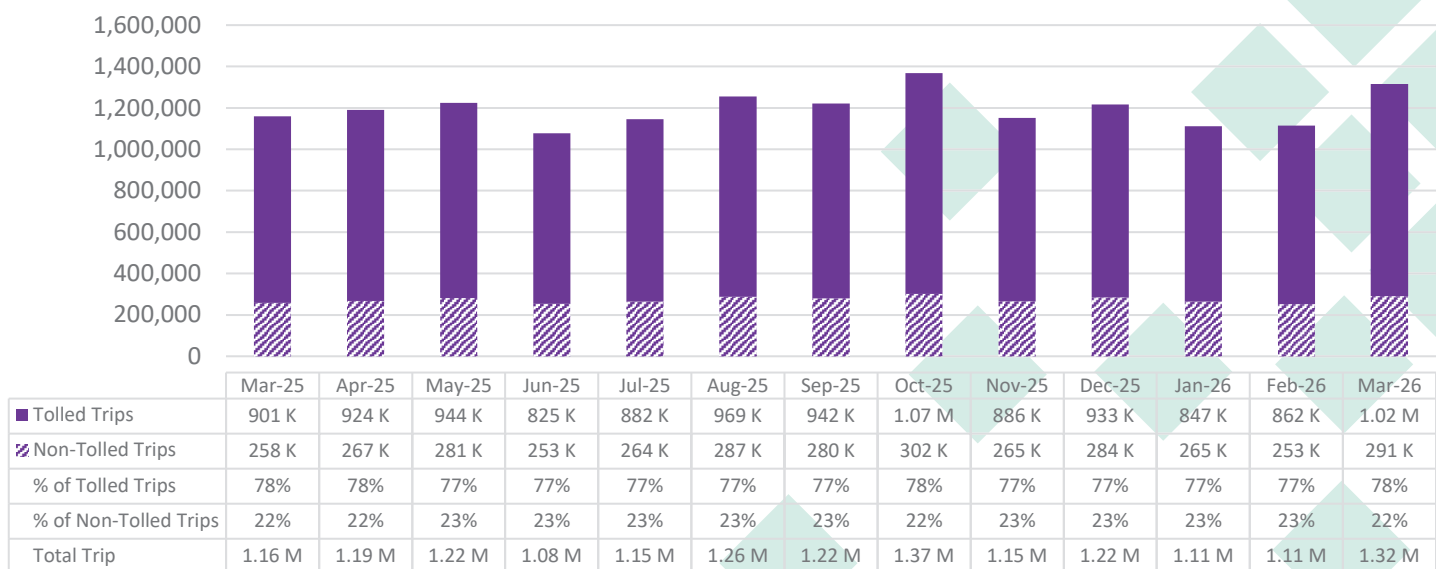
EL traffic can be classified by either Tolloed or Non-Tolloed trips. Tolloed trips consists of trips made by SOV, HOV2 and CAV vehicles. Non-Tolloed trips consist of trips made by HOV3+ and Non-Revenue vehicles. Per the EL Business Rules, eligible HOV3+ vehicles (i.e., an occupancy of 3 or more with a valid switchable transponder in the 3+ position) travel toll-free. The Non-Revenue vehicles includes public transit vehicles, maintenance vehicles, FSP vehicles, CHP and emergency vehicles, and SBCTA vehicles used to support operations and maintenance of SBCTA's ELs.

Figure 1 summarizes monthly EL trip volumes by tolled (>\$0) and non-tolled (\$0) trips. Tolloed trips

consistently represented 77% of total trips over the 13-month period. From Q2 to Q3, tolled trips declined by 5%, driven by elevated October volumes and seasonally lower activity in January and February.

The percentage of Non-Tolloed trips remains steady at 23%. 99% of Non-Tolloed trips are HOV3+ trips. Many customers incorrectly select the HOV3+ transponder setting, and manual occupancy surveys show that a significant portion of HOV3+ users do not meet eligibility requirements. To address this issue, SBCTA continues to display HOV violation-specific messaging on the TRDMS and directs CHP to place greater emphasis on HOV 3+ enforcement. Further, in order to increase the efficiency of occupancy enforcement leveraging advanced technologies, the SBCTA Board has recently approved the deployment of an automated occupancy detection (AOD) pilot planned for Summer 2026.

Figure 1 – Monthly Total Express Lane Trips





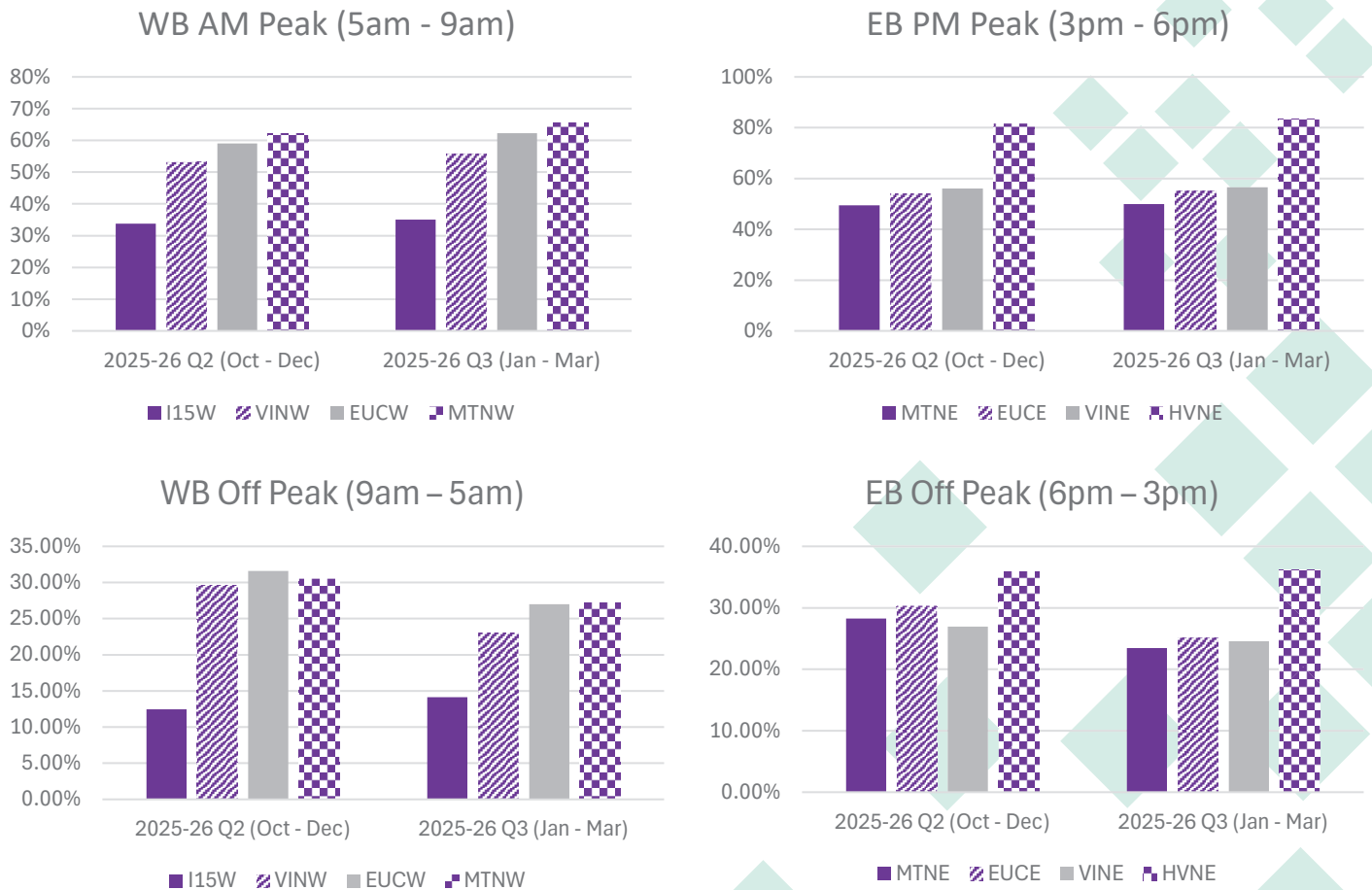
There are four toll plazas/zones in the EB direction located at Mountain Avenue (MTNE), Euclid Avenue (EUCE), Vineyard Avenue (VINE) and Haven Avenue (Haven East) and four toll plazas/zones in the WB direction located at I-15 (I15W), Vineyard Avenue (VINW), Euclid Avenue (EUCW) and Mountain Avenue (MTNW).

lane since it merges from two lanes to one lane at the end of the EB EL. In Q3, the utilization across all zones increased between 1% to 4% compared to Q2. Quarter-over-quarter average utilization increased during peak periods and decreased during off-peak periods, likely due to holiday travel patterns in Q2.

Figure 2 presents the utilization in the EB direction during the PM Peak (3pm-6pm) and the WB direction during the AM Peak (5am-9am) across the four toll zones. Additionally, **Figure 2** shows off-peak average utilization for both directions. In Q3, Haven East’s PM peak utilization was 83%, marking a 1% increase from Q2. The capacity of this toll zone is calculated for one

There are five primary factors influencing EL utilization rates: toll rate, overall demand, perceived value (including reliability and travel time savings), user familiarity, and eligibility. EL usage continues to fluctuate in line with broader shifts in travel demand. Notably, the ELs remain consistently reliable, offering reasonable travel time savings during peak periods in both directions.

Figure 2 – Quarterly Average Peak Period Express Lanes Utilization per Toll Zones



NOTE: Based on a capacity of 1600 vphpl with two lanes for all zones except Haven East. Haven East capacity is calculated for one lane with a capacity of 1450 vphpl based on an analysis of the merge capacity in this zone.

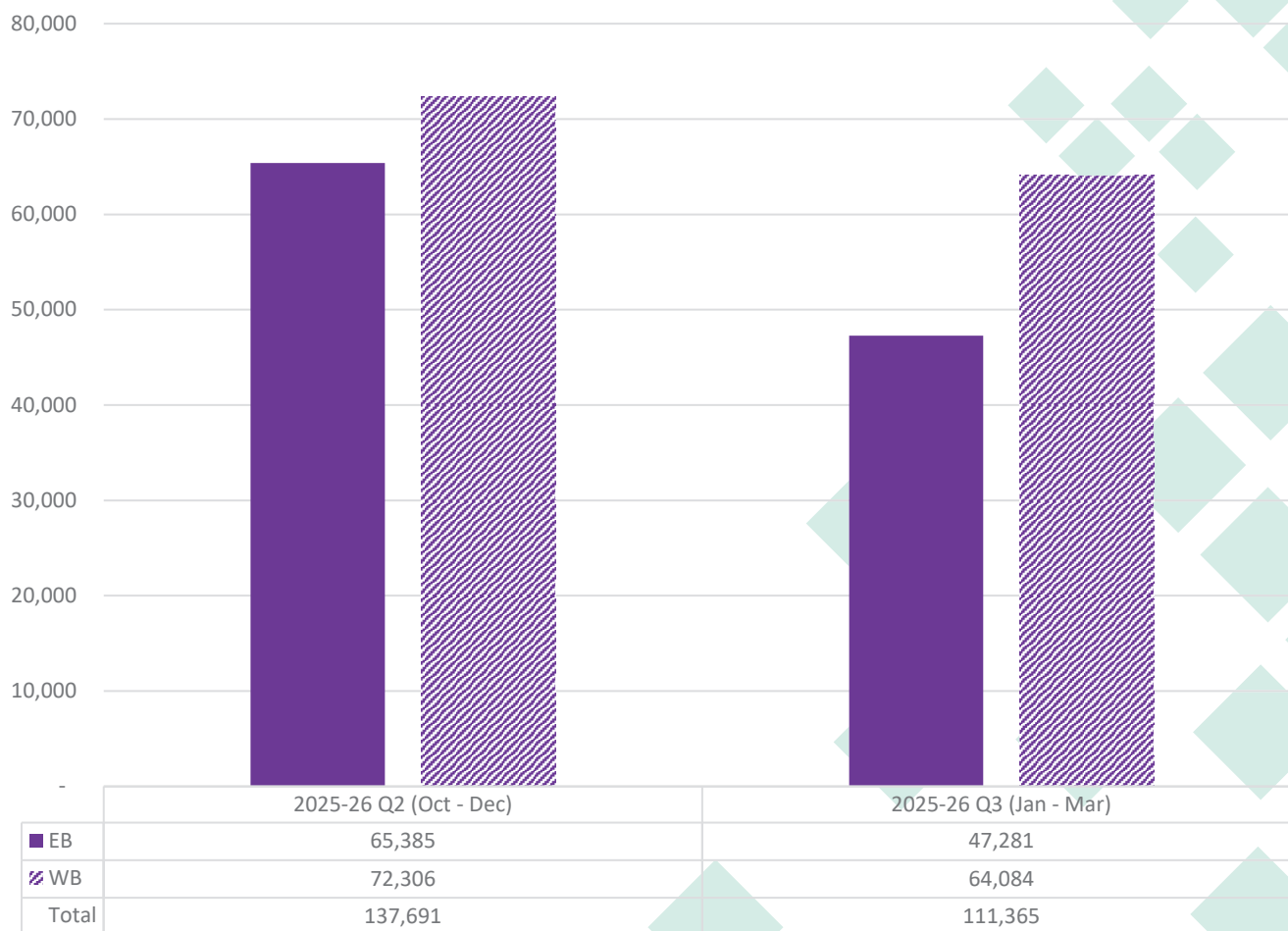
2.2 TRAVEL TIME

Two important goals of the ELs are improved travel time compared to the adjacent general purpose (GP) lanes and enhanced reliability. The ELs consistently offer a faster travel time during peak periods. Travel time savings vary by time of day, with the greatest benefits observed during peak periods.

Figure 3 compares travel time savings for EB and WB directions across two fiscal quarters—Q2 and Q3. The total travel time savings decreased by 19.1%

from Q2 to Q3. A decline in travel time savings between EL and GP generally means that the performance gap between the two is shrinking—likely caused by reduction in speed differences between EL and GP. Q3 recorded a lower speed differential between EL and GP lanes—which translated to lower travel time savings, compared to Q2. This reduction in travel time savings is consistent with a seasonal variation in traffic patterns and EL usage between the quarters.

Figure 3 – Quarterly Travel Time Savings (vehicle-hours)



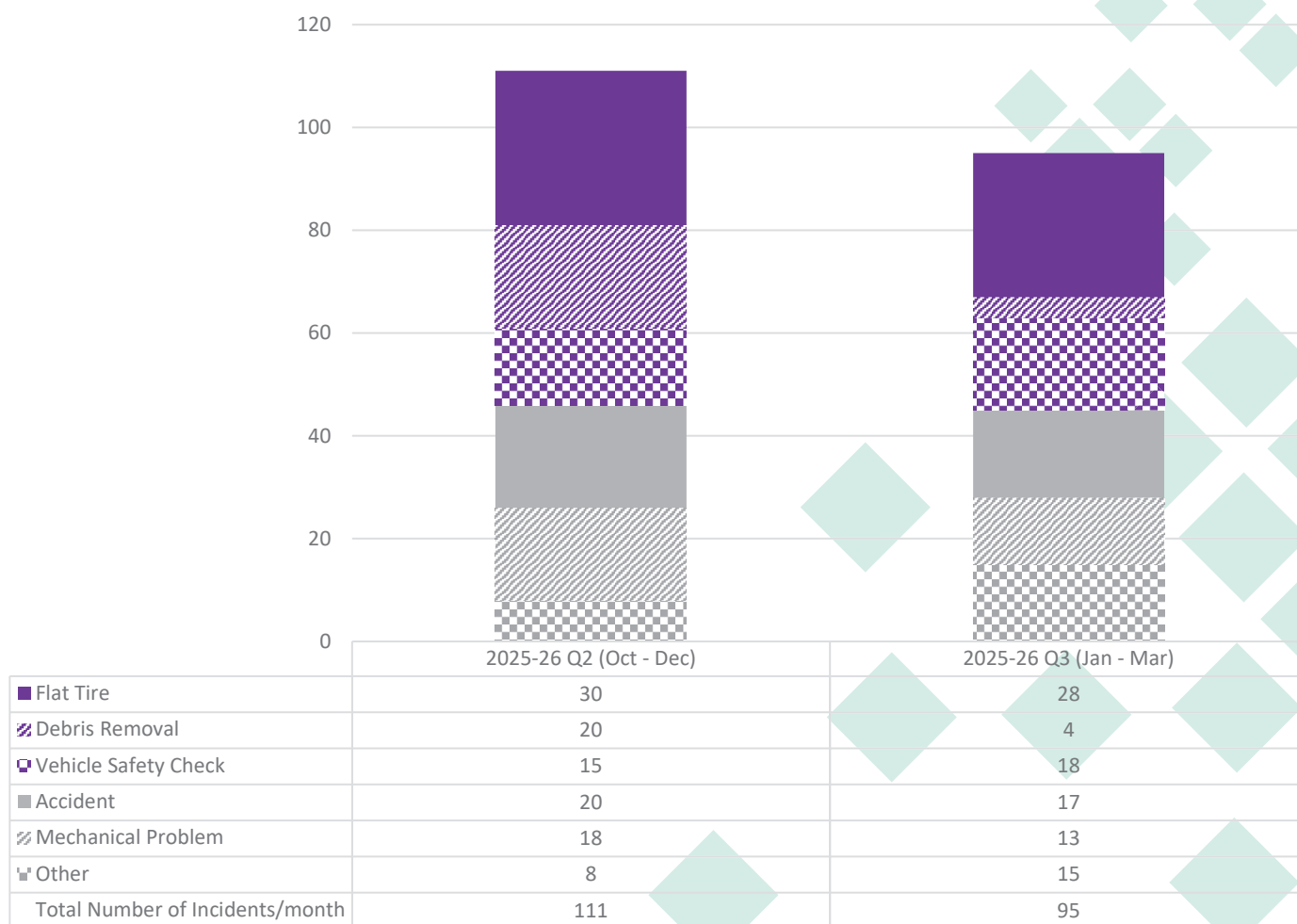
2.3 FSP ASSISTANCE

Figure 4 presents a breakdown of FSP assists incidents in the EL during Q2 and Q3. The data highlights trends in various incident categories, offering insights into operational challenges and areas for potential improvement. Total monthly incidents declined from 111 in Q2 to 95 in Q3, reflecting an overall reduction in activity likely due to lower traffic volume in Q3 compared to Q2. Most incident categories decreased in Q3, notably debris removal, accidents, and mechanical problems,

consistent with seasonal traffic declines. Vehicle safety checks and “other” incidents increased slightly, while flat tires remained the most common incident type in both quarters.

Overall, the FSP Assist Program delivered value by improving roadway safety, minimizing delays through rapid incident response, and sustaining reliable corridor operations.

Figure 4 - Quarterly FSP Assist Data



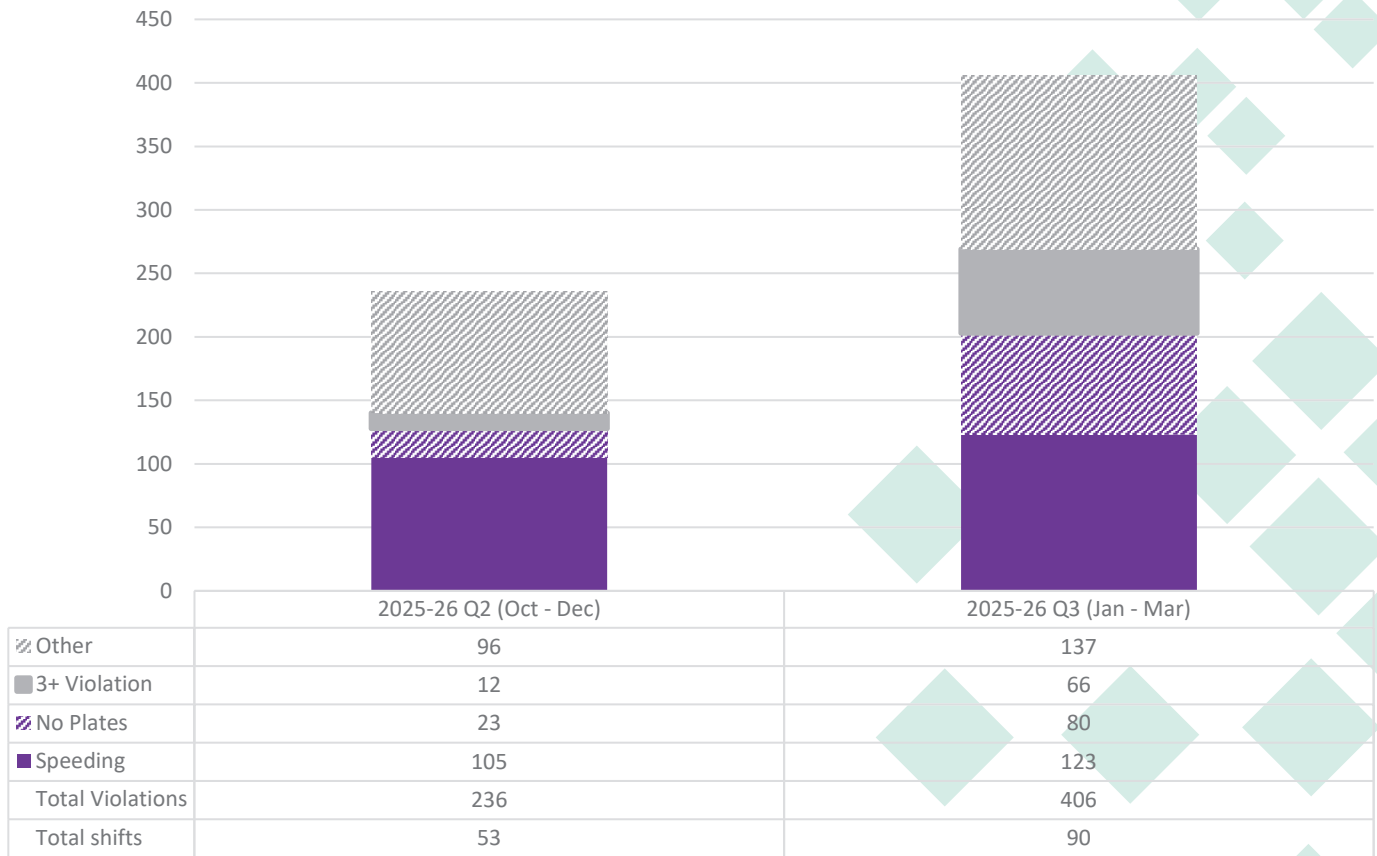


2.4 CHP ENFORCEMENT

Figure 5 presents a breakdown of CHP incidents for Q2 versus Q3. The data highlights trends in various incident categories, offering insights into operational challenges and areas for potential improvement. Total violations rose sharply from 236 in Q2 to 405 in Q3, representing an increase by 72%, alongside an increase in enforcement activity (53 shifts to 90 shifts). The increase in CHP shifts reflects improved resource availability, allowing CHP to staff the enforcement time windows requested.

During this period, CHP was directed to place greater emphasis on HOV 3+ enforcement, which explains the sharp increase in HOV 3+ violations (12 to 66).

Figure 5 - Quarterly CHP Data





3. TOLL SYSTEM OPERATIONS

3.1 TRIPS AND TOLL RATES

Figure 6 compares quarterly EL trips between Q3 and Q2. The trips are broken out by FasTrak and Non-FasTrak trips. Between Q2 and Q3, total EL trips decreased from approximately 3.74 million to 3.54 million, reflecting a decrease in EL usage by 5.65% following seasonal traffic trends. However, the proportion of FasTrak and Non-FasTrak trips increased with FasTrak trips accounting for 92% of total trips in Q3 from 91% in Q2.

This indicates that most new users continue to rely on FasTrak for toll payments. Ongoing SBCTA marketing efforts and targeted TRDMS messaging throughout FY 2025–26 have contributed to the strong adoption and sustained preference for FasTrak among corridor travelers.

FasTrak increased to 92% of total trips for Q3 (Jan-Mar)

Figure 6 – Quarter Total Express Lanes Trips





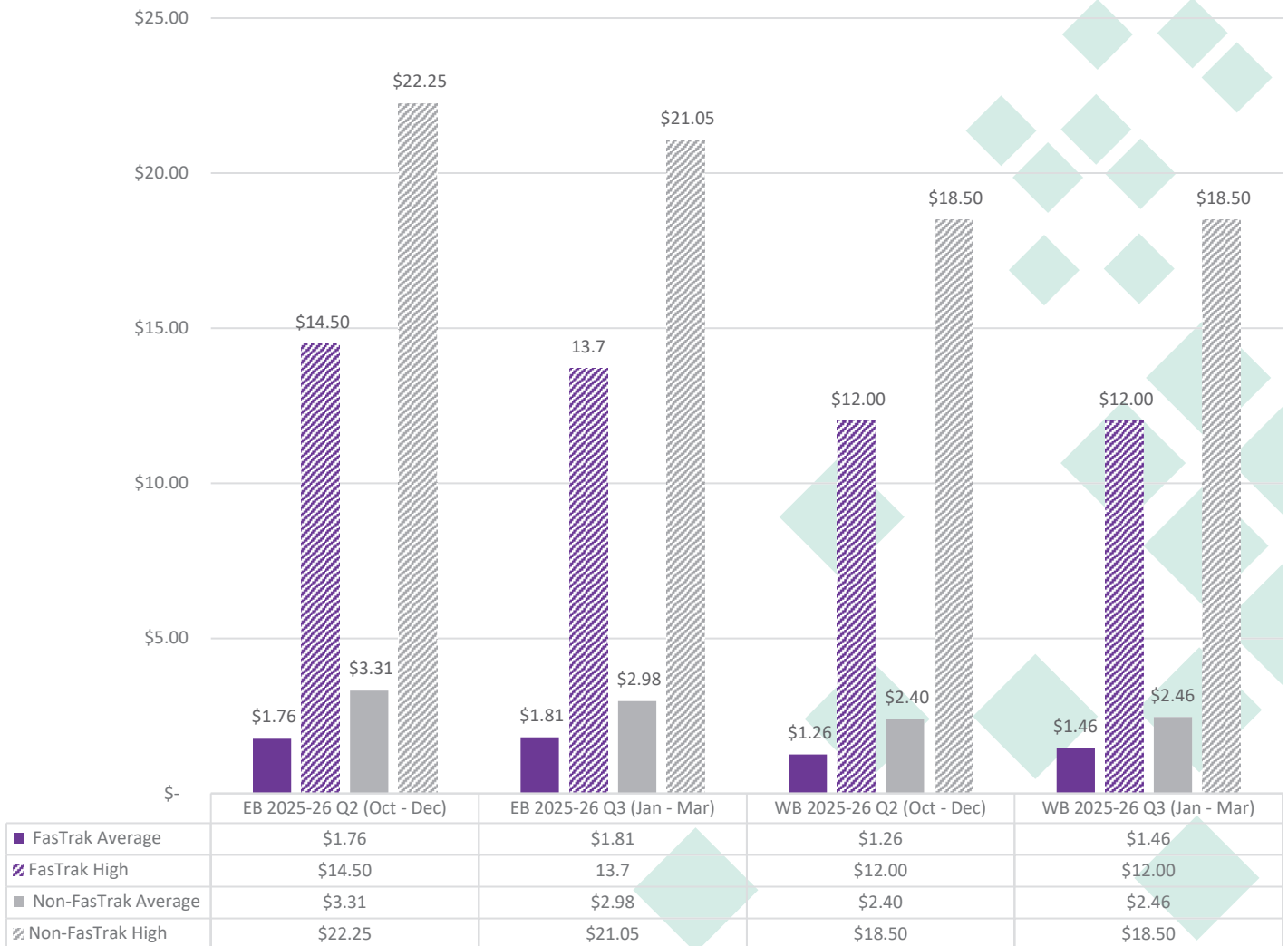
Figure 7 shows a bar chart comparing average and maximum toll prices for FasTrak and Non-FasTrak users in Q3 and Q2, EB and WB, as displayed on TRDMS.

Q3 weekday FasTrak peak toll was \$13.70 slightly below the Q2 peak toll of \$14.50, the cap for the EB direction. In Q3, the weekday WB FasTrak maximum peak toll reached its cap of \$12.00, matching Q2 peak toll of \$12.00. In January 2026, the DPA configuration for the MTNW toll zone was updated

to use the minimum EL and minimum GP speeds, enabling toll rates to respond more effectively when congestion begins to emerge.

The decreased seasonal traffic in both the EB and WB directions contributed to an 11.68% decrease in expected revenue in Q3 (4.33M) compared to Q2 (4.82M), as calculated from Figure 17 of the Finance section.

Figure 7 – Quarterly Posted Toll Rate Summary for Weekdays





4. CUSTOMER SERVICE OPERATIONS

4.1 CUSTOMER CONTACT BY PHONE

Figure 8 depicts the total calls coming into the Customer Service (CSC) Call Center on SBCTA's dedicated phone number, including the number of customers that elected to speak with a Customer Service Representative (CSR) and the average handle and hold times per call.

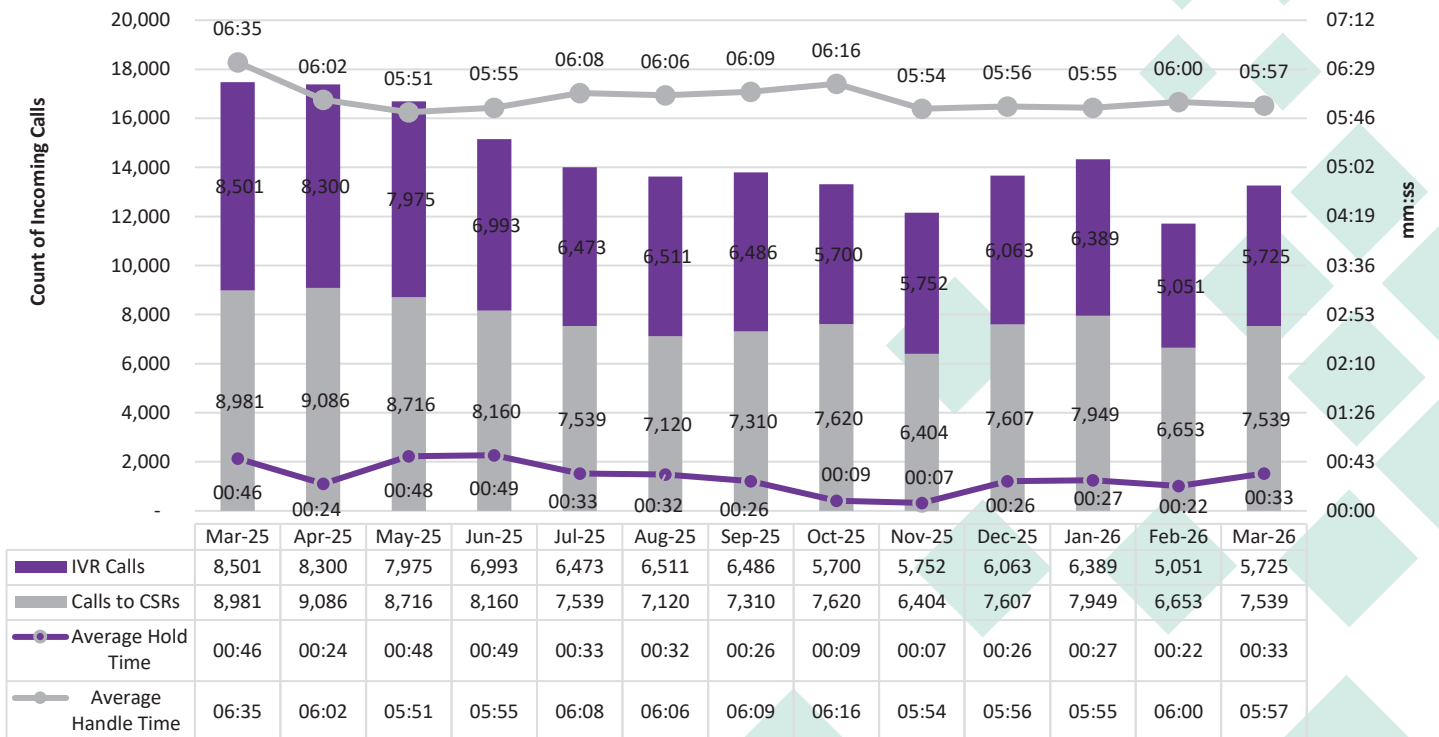
The total number of incoming calls remained steady in Q3 with a 0.4% increase compared to the previous quarter.

In Q3, 56% of customers elected to speak with a CSR, consistent with the trend of approximately half of customers being able to resolve their issues

through the automated call system. The average hold time remained consistent around 27 seconds for Q3.

It should be noted that while the call center is available to customers 24 hours a day, 7 days a week, CSRs are only available from 8:00 am to 6:00 pm Monday through Friday and 9:00 am to 2:00 pm on Saturday.

Figure 8 – Monthly Incoming Calls by SBCTA Customers





4.2 CUSTOMER SATISFACTION SURVEY

SBCTA released a customer satisfaction survey in November 2025 to evaluate performance across four key metrics using a five-point rating scale: communication, listening, overall customer satisfaction, and satisfaction with SBCTA’s products and services. All figures reflect monthly survey results from November 2025 through March 2026. **Figure 9** summarizes the monthly customer satisfaction survey results across these metrics. Overall satisfaction remains consistently high, averaging between 4.6 and 4.7 across the reporting period. Communication and listening scores are similarly strong, with averages of 4.7 and 4.8,

respectively, while satisfaction with SBCTA’s products and services remains stable at an average of 4.4.

In addition, customers were asked how many CSRs were required to resolve their issue. **Figure 10** illustrates the number of times customers needed to contact SBCTA, showing an average of 1.3–1.4 contacts per resolution since the start of revenue service. This indicates that most issues are resolved within a single call. **Figure 11** shows a stable survey response rate, consistently averaging approximately 11–12 percent.

Figure 9 – Phone Survey Results - Scores

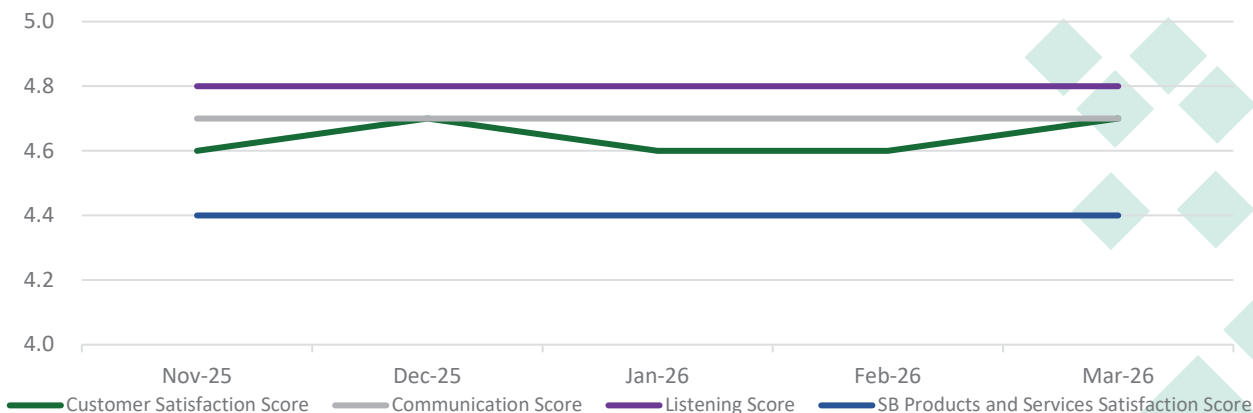


Figure 10 – Average Number of Contacts for Resolution

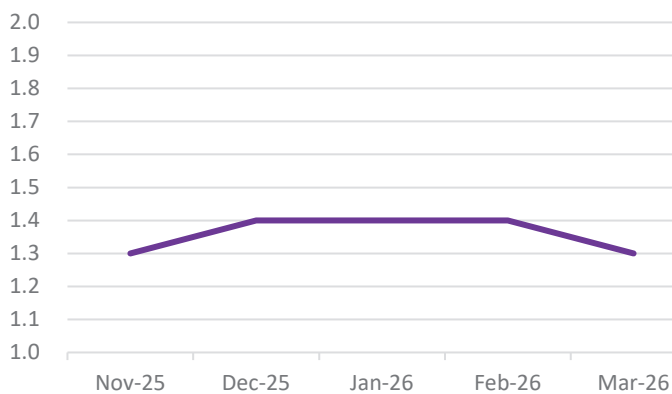
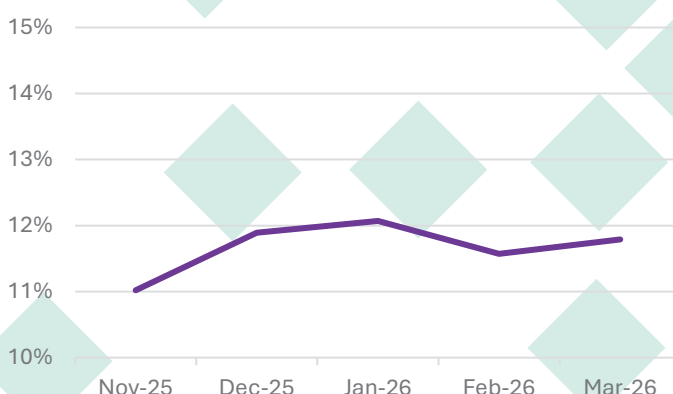


Figure 11 – Survey Response Rate



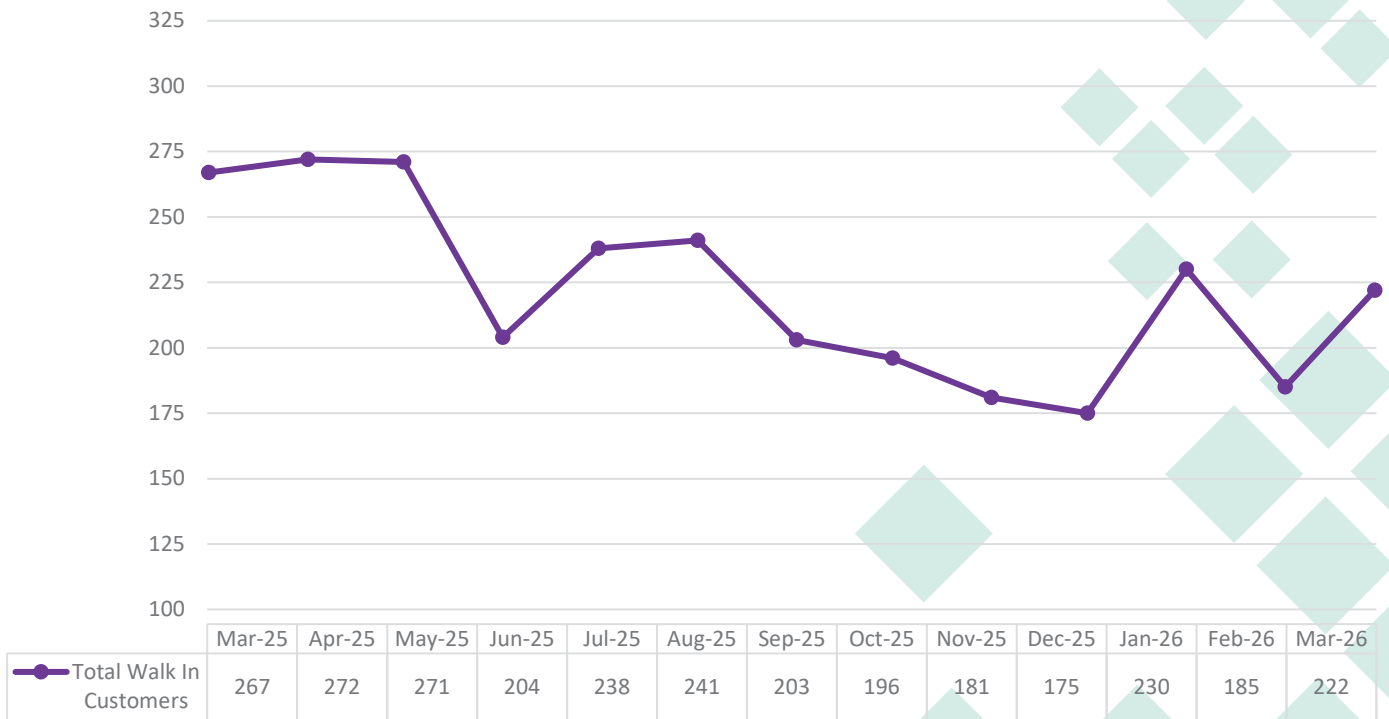


4.3 CUSTOMER WALK-IN VISITS

Figure 12 indicates total I-10 EL customers using the dedicated San Bernardino Customer Service Center (CSC) and the Irvine CSC. For Q3, 633 customers (out of 637) used the San Bernardino Walk-In Center (WIC), a 15% increase from 546 customers (out of 552) in the previous quarter. This increase in usage of San Bernardino WIC represents a return to normal volumes following the reduced visits during the holidays.

Since the program began, customers are almost exclusively using the WIC located in Rancho Cucamonga City Hall. Over the quarter, only 4 customers used the Irvine WIC to inquire about the I-10 EL. Only 79 customers have used the Irvine Walk-In Center since it opened in July 2024.

Figure 12 – Monthly Walk-In Center Customers





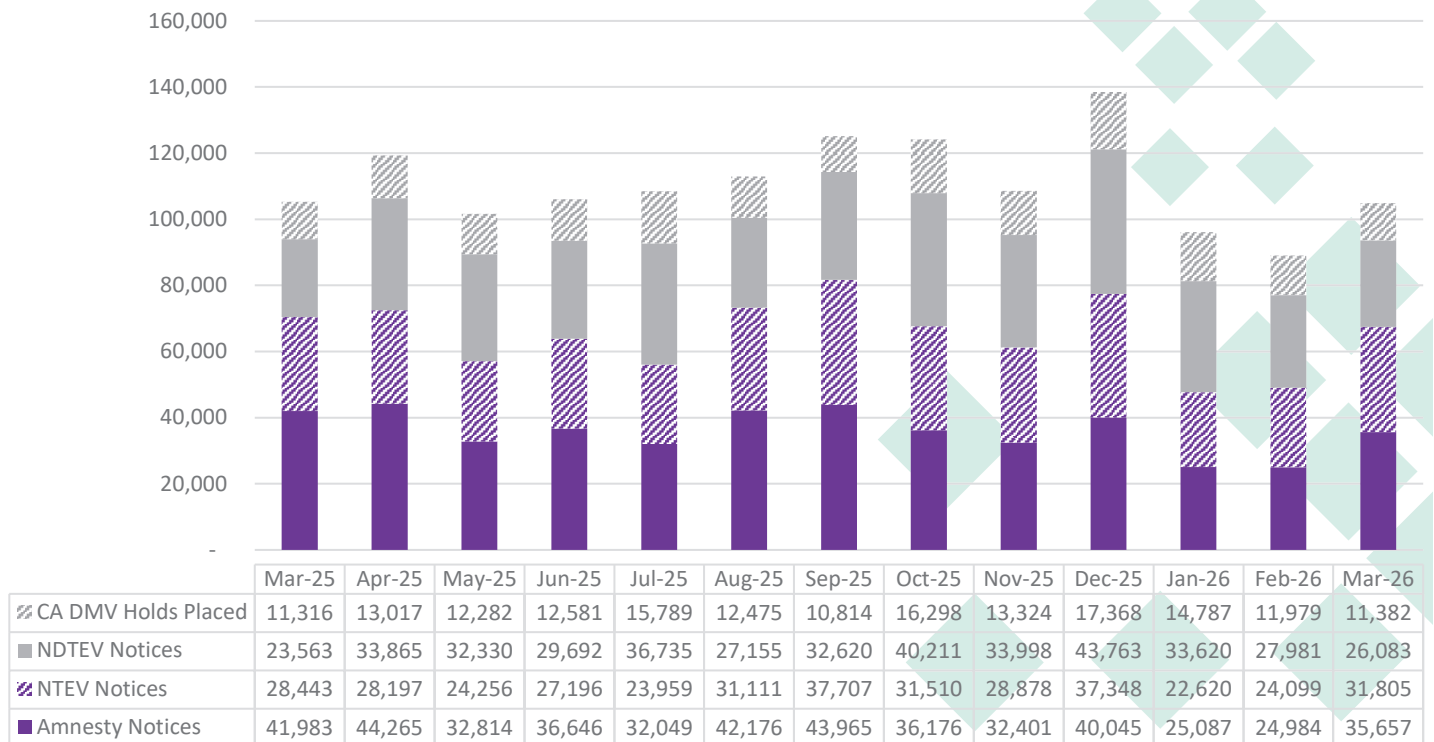
4.4 VIOLATION NOTICES AND CA DMV HOLDS

Figure 13 depicts the total number of violation notices mailed and CA DMV holds placed.

Amnesty Notices are mailed to a customer who has not previously violated on the EL. A Notice of Toll Evasion (NTEV) is mailed to customers with a new violation who have previously had a violation on the EL. A Notice of Delinquent Toll Evasion Violation (NDTEV) is sent to customers who have not paid or only partially paid an Amnesty Notice or an NTEV. A CA DMV Registration Hold is placed for customers who have not paid the NDTEV.

The total number of notices mailed during Q3 decreased by 22%, compared to the previous quarter. This decline is comparable with the decrease in image-based transactions of approximately 18%, compared to the previous quarter. This correlates with the overall decrease in lane volume, as well as increases in FasTrak participation. The number of registration holds with the CA DMV declined by 22% for the quarter, consistent with the overall decrease in notices and NDTEV notices.

Figure 13 – Monthly Total Number of Violation Notices Mailed and CA DMV Holds Placed





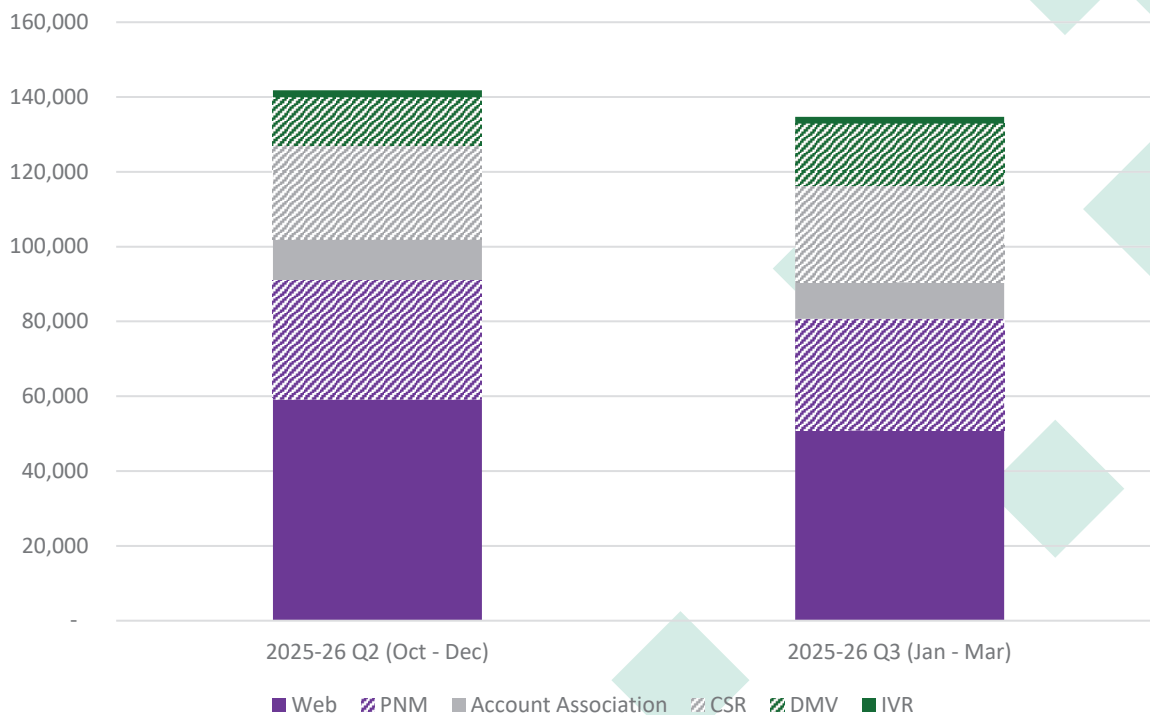
4.5 NON-FASTRAK PAYMENTS BY CHANNEL

SBCTA provides multiple methods for non-FasTrak customers to pay their tolls after their travel. First, customers have the option to pay on **Web** (<https://www.sbexpresslanes.com/pay-online/>), or, second the customers can use the convenient Pay Near Me (**PNM**) service, which provides an easy way to pay a violation notice (either on an app or at a local store) using a QR code or bar code printed on the violations notice. Third, customers may call the call center and make payment through the automated IVR system or through speaking with a CSR. Lastly, the customer may pay their tolls through a FasTrak account or payment plan (**Account Association**). Collections from the **DMV** began in June 2025.

Figure 14 provides the count of payments, by channel, over the last two quarters. The results

show that most customers choose to pay electronically, choosing to pay over the web or PNM service. During this period, 95% of all PNM transactions were electronic and the customer did not visit a physical location. It should be noted that customers choosing to call the call center are primarily making payments by speaking with the CSR, rather than use the automated IVR system. This could indicate a need for improvement to IVR system flows to encourage use of the automated system and reduce the burden on call center staff. A 12% reduction in the number of payments received through account association in Q3, compared to the prior quarter, is consistent with a maturing system, in which users are becoming more educated in the FasTrak program and enrolling prior to travel.

Figure 14 – Quarterly Non-FasTrak Payments by Channel





4.6 BENEFIT PROGRAMS

SBCTA provides benefits for low-income households and disabled veterans residing in San Bernardino County.

Figure 15 demonstrates the number of customers that received the \$20 low-income resident benefit since launch of the program. There have been 96 low-income resident benefit accounts opened since the opening of the EL. In Q3, there were 25 new customers approved for the program, an

increase of 21 from the previous quarter.

Figure 16 depicts the number of toll-free trips taken under the disabled veteran benefit program. Trips declined 2% from Q2, suggesting the program is reaching steady state conditions.

Figure 15 – Monthly Low Income Resident Benefit Promotions

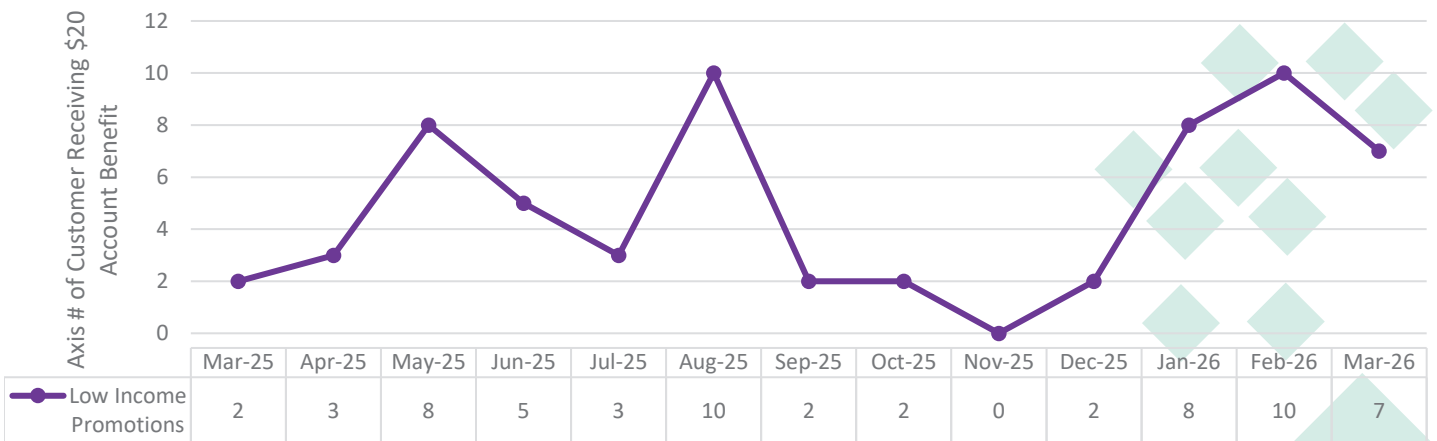
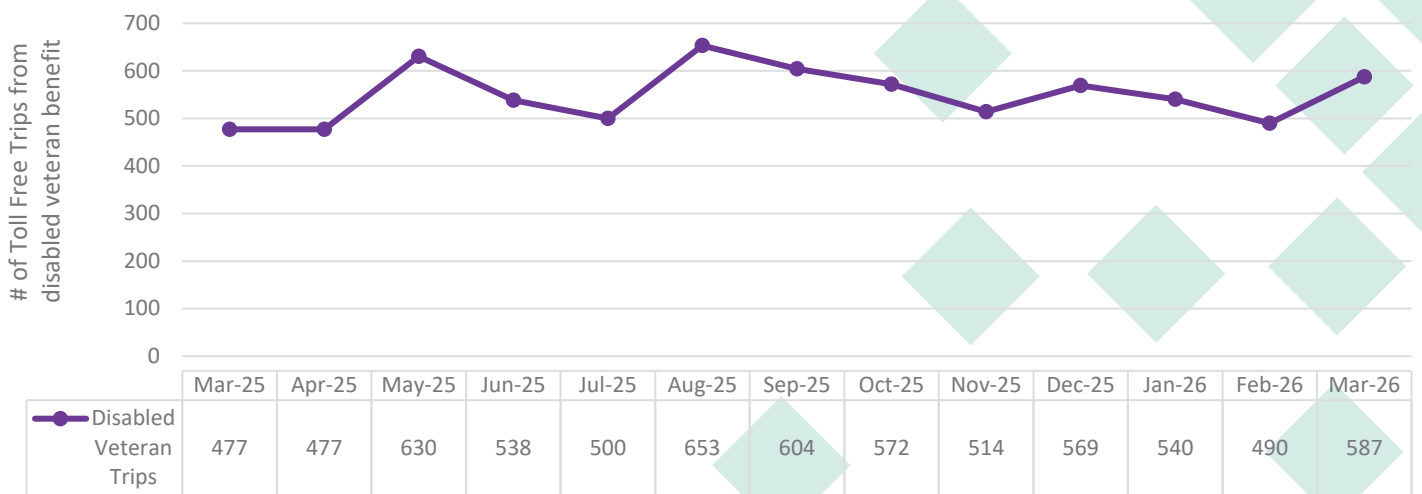


Figure 16 – Monthly Disabled Veteran Benefit Trips





5. FINANCIAL PERFORMANCE

5.1 REVENUE

Gross Potential Revenue (GPR) is the revenue that is expected to be collected after considering toll adjustments that are made by the CSC, representing the amount of revenue that would be collected by SBCTA if all customers paid the posted toll amount. GPR is calculated as Expected Revenue adjusted for Vtolls (trips initially billed as Non-FasTrak but then later charged to a FasTrak account) and other adjustments at the CSC. GPR is generally less than Expected Revenue because Vtolls are predominantly movement from Non-FasTrak to FasTrak, which results in a reduction in toll amount. Toll adjustments, when made, are always downward resulting in reduction in the toll amount. Most Vtolls and adjustments will be made

within the first 90 days of a trip, therefore the figures below are updated each month for the current month and two months retroactively.

Figure 17 reflects that GPR (total FasTrak and Non-FasTrak) of \$1.75 million (FasTrak: \$1.37M + Non-FasTrak: \$373K) for the month of March 2026 is 22% greater than March 2025 GPR of \$1.43 million. The total GPR of \$27.0 million includes the \$2.04 million of toll accounts receivable shown in **Figure 19**.

Figure 17 – Monthly Gross Potential Revenue over months by FasTrak and Non-FasTrak (By Trip Date)



NOTE: Total* is from Revenue Service Commencement



Figure 18 reflects actual toll, fee and penalty revenue, which is composed of payments received from customers and posted to accounts. Inception-to-date, Actual Revenue of \$34.74 million exceeds a GPR of \$27.0 million as a result of the collection of violation penalties and fees.

While this is a positive revenue trend, the cost to collect violation tolls and penalties is exponentially higher than FasTrak trips, therefore continued efforts should be made to help customers realize the value of becoming FasTrak customers.

Figure 18 – Monthly Actual (Paid) Revenue over months by FasTrak and Non-FasTrak (By Payment Posted Date)



NOTE: Total* is from Revenue Service Commencement



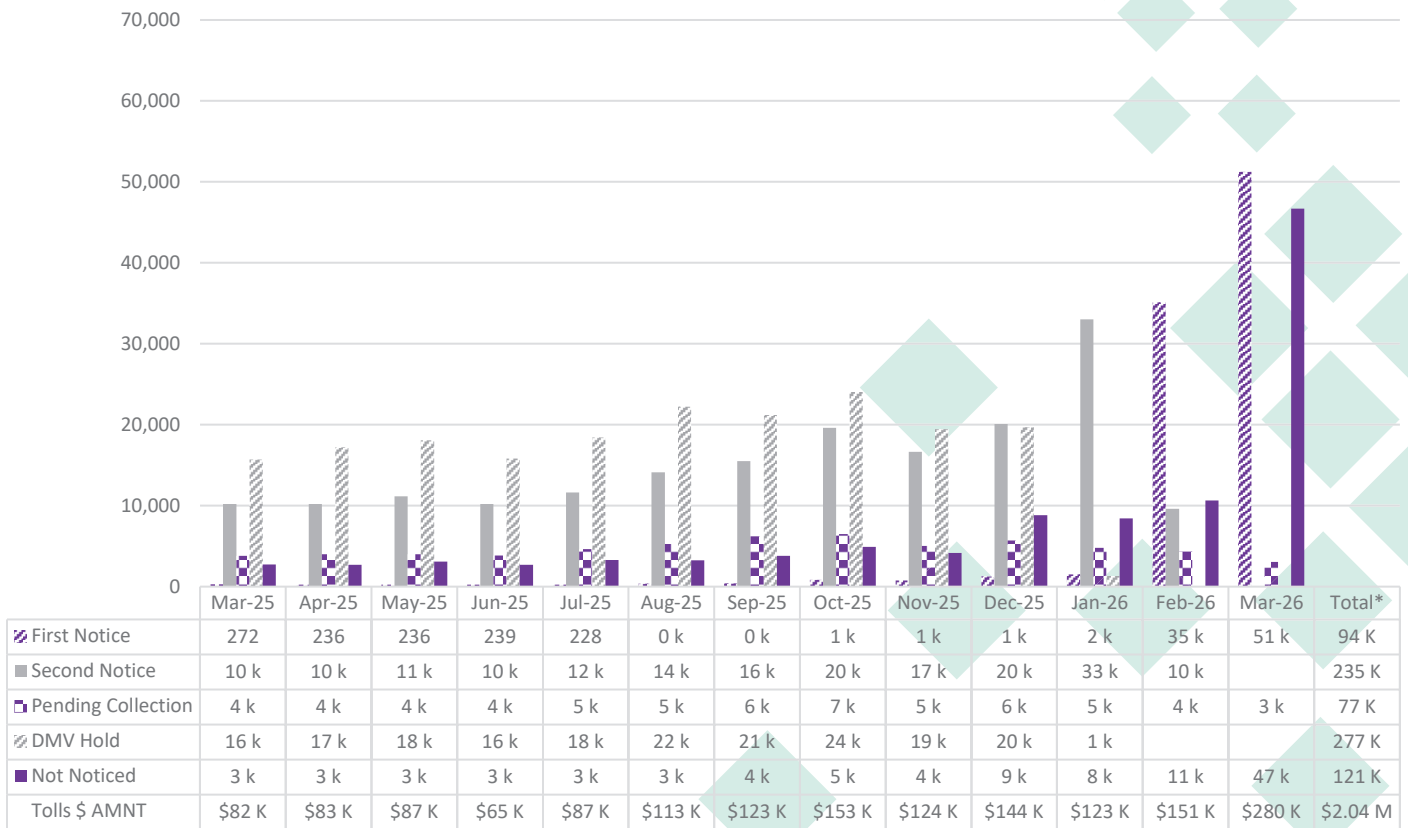
5.2 ACCOUNTS RECEIVABLE

Accounts Receivable (AR) is composed of unpaid tolls. **Figure 19** presents the trip counts and amounts receivable from different violation categories. Non-FasTrak trips are generally invoiced within 21 days of the trip date, therefore many trips will appear as “Not Noticed” or “First Notice” for the most recent month.

2026, toll accounts receivable is \$2.04 million which is included in the GPR in **Figure 17**. This amount reflect the typical revenue collection lifecycle for a relatively new toll facility. As some trips age and are moved into “Second Notice” or “Paid” categories as part of the escalation process, AR are expected to trend downward.

It should be noted that the amounts receivable in the “Not Noticed” category do not include violation penalties. Amounts receivable in all other categories are inclusive of penalties. Unpaid tolls include trips that have not been noticed. As of the end of March

Figure 19 – Monthly Uncollected Trips



NOTE: Total* is from Revenue Service Commencement

Minute Action

AGENDA ITEM: 4

Date: June 11, 2026

Subject:

Election of Committee Chair and Vice Chair

Recommendation:

Conduct elections for members to serve as Chair and Vice Chair of the San Bernardino County Transportation Authority Board of Directors Metro Valley Study Session for terms to end on June 30, 2027.

Background:

Terms for the Chair and Vice Chair of each of the San Bernardino County Transportation Authority (SBCTA) policy committees and Metro Valley Study Session expire on June 30, 2026. Election of Chair and Vice Chair for each of the policy committees and Metro Valley Study Session is scheduled to immediately follow the annual election of SBCTA Officers, which occurred at the June 3, 2026 Board of Directors meeting.

This item provides for an election to be conducted, which will identify the Chair and Vice Chair of the Metro Valley Study Session to serve until June 30, 2027. A complete listing of SBCTA policy committees, memberships, and chairs is attached to this item for reference.

Financial Impact:

This item has no financial impact to the adopted Budget for Fiscal Year 2026/2027.

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 and Express Lanes

Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026

Witnessed By:

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

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>General Policy Committee Membership consists of the following: SBCTA President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County)* 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County)</p> <p>City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea.</p> <p>Policy Committee and Board Study Session Chairs are members of this policy committee.</p> <p>All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives.</p> <p>The SBCTA Vice President shall serve as Chair of the General Policy Committee.</p>	<p>Makes recommendations to Board of Directors and:</p> <ol style="list-style-type: none"> (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. <p>The General Policy Committee is authorized to approve Contracts in excess of \$100,000, Contract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval.</p> <p><u>Meeting Time: Second Wednesday, 9:00 a.m., SBCTA Office</u></p> <p>(Brown Act)</p>	<p><u>West Valley</u> Ray Marquez, Chino Hills (Past President) John Dutrey, Montclair (TC Chair) Alan Wapner, Ontario Curt Hagman, Supervisor</p> <p><u>East Valley</u> Frank Navarro, Colton Larry McCallon, Highland Helen Tran, San Bernardino (MVSS Chair) Joe Baca, Jr., Supervisor (Chair/Vice President)</p> <p><u>Mountain/Desert</u> Art Bishop, Apple Valley (MDC Chair) Josh Pullen, Hesperia Rick Denison, Yucca Valley (Vice Chair/President) Dawn Rowe, Supervisor</p> <p>Should the chairs of each Committee and the Officers all be from the East Valley, West Valley or Mountain/Desert, additional members may be added to maintain geographical balance. Additional Board Members may be appointed annually at the discretion of the Board President.</p>	<p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p> <p>6/30/2026</p>
<p>Transit Committee Membership consists of 12 SBCTA Board Members: 10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members, and 2 Mountain/Desert Board Members.</p> <p>SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board.</p> <p>Other members are appointed by the SBCTA President for 2-year terms.</p>	<p>Provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service.</p> <p>* SCRRA Primary Member ** SCRRA Alternate Member</p> <p><u>Meeting Time: Second Thursday, 9:00 a.m., SBCTA Office</u></p> <p>(Brown Act)</p>	<p>John Dutrey, Montclair** (Chair) Joe Baca, Jr., Supervisor (Vice Chair) Art Bishop, Town of Apple Valley Eunice Ulloa, Chino Ray Marquez, Chino Hills** Frank Navarro, Colton Acquanetta Warren, Fontana Bill Hussey, Grand Terrace Larry McCallon, Highland* Alan Wapner, Ontario* L. Dennis Michael, Rancho Cucamonga Rick Denison, Yucca Valley</p>	<p>12/31/2029* (6/30/2026)</p> <p>12/31/2026 (6/30/2026)</p> <p>12/31/2026</p> <p>12/31/2026</p> <p>12/31/2026**</p> <p>12/31/2027</p> <p>12/31/2027</p> <p>12/31/2026</p> <p>12/31/2026**</p> <p>12/31/2029*</p> <p>12/31/2027</p> <p>12/31/2026</p>

Attachment: SBCTA Policy Committee Membership - 2026 (12630 : Election of Committee Chair and Vice

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Mountain/Desert Committee Membership consists of 11 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, and Third Districts.</p>	<p>Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion.</p> <p>The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.</p> <p><u>Meeting Time: Third Friday, 9:30 a.m., MDAQMD Office 14306 Park Avenue, Victorville</u></p> <p>(Brown Act)</p>	<p>Art Bishop, Apple Valley (Chair) Timothy Silva, Barstow (Vice Chair) Daniel Ramos, Adelanto Rick Herrick, Big Bear Lake Josh Pullen, Hesperia Janet Jernigan, Needles Daniel Mintz, Sr., Twentynine Palms Bob Harriman, Victorville Rick Denison, Yucca Valley Paul Cook, Supervisor Dawn Rowe, Supervisor</p>	<p>Indeterminate (6/30/20 Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate</p>
<p>Legislative Policy Committee Membership consists of the following: President, Vice-President, Immediate Past President and six Board members appointed by the Board President.</p> <ul style="list-style-type: none"> - 2 East Valley member - 2 West Valley member - 1 Mountain/Desert member - 1 County member <p>Members shall serve for the duration of the State and Federal two-year legislative session in which they were appointed, with terms expiring December 31 of even-numbered years. The SBCTA Board President shall serve as Chair of the Legislative Policy Committee.</p>	<p>Provide guidance and recommendations to the Board of Directors regarding issues and actions relating to the executive, legislative or judicial branches of the State and Federal government, or any other local governing body.</p> <p>Review and provide input on drafting of State and Federal legislative platform, which will serve as guiding principles to support or oppose State and Federal legislation and regulations.</p> <p><u>Meeting Time: Second Wednesday, 9:30 a.m., SBCTA Office</u></p> <p>(Brown Act)</p>	<p>Rick Denison, Yucca Valley (President) Joe Baca, Jr., Supervisor (Vice President) Ray Marquez, Chino Hills (Past President) Art Bishop, Apple Valley Frank Navarro, Colton Larry McCallon, Highland John Dutrey, Montclair Alan Wapner, Ontario Jesse Armendarez, Supervisor</p>	<p>Indeterminate Indeterminate Indeterminate 12/31/2026 12/31/2026 12/31/2026 12/31/2026 12/31/2026 12/31/2026</p>

Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
<p>Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.</p>	<p>To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.</p> <p><u>Meeting Time: Second Thursday, 9:30 a.m., SBCTA Office</u></p> <p>(Brown Act)</p>	<p>Board of Directors Helen Tran, San Bernardino (Chair) Jesse Armendarez, Supervisor (Vice Chair)</p>	<p>6/30/2026 6/30/2026</p>

Attachment: SBCTA Policy Committee Membership - 2026 (12630 : Election of Committee Chair and Vice

Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)</p> <p>Membership consists of 11 members appointed by the SBCTA Executive Director.</p> <p>5 representing Public Transit Providers</p> <p>1 representing County Dept. of Public Works</p> <p>2 representing the Consolidated Transportation Services Agency - Omnitrans and VVTA also represent CTSA for the Valley and High Desert respectively.</p> <p>5 At Large Members representing Social Service Providers</p>	<p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities;</p> <p>(1) Review and make recommendations on annual Unmet Transit Needs hearing findings</p> <p>(2) Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications</p> <p>(3) Assist SBCTA in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan</p> <p>(4) Review call for projects for Federal Transit Administration Section 5310 grant applications</p> <p>(5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit</p> <p>(6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit</p> <p>(7) Receive annual reports on funded specialized programs funded through FTA Section 5310 and Measure I</p> <p>(8) Identify regional or county level areas of unmet needs</p> <p>(9) Address special grant or funding opportunities</p> <p>(10) Address any special issues of PASTACC voting and non-voting members</p> <p>(Brown Act)</p>	<p>Standing Membership –</p> <p>Morongo Basin Transit Authority</p> <p>Mountain Transit</p> <p>City of Needles Transit Services</p> <p>Omnitrans</p> <p>Victor Valley Transit Authority</p> <p>County of San Bernardino Dept. of Public Works</p> <p>At Large Membership –</p> <p>San Bernardino Dept. of Aging and Adult Services</p> <p>Foothill Aids</p> <p>Anthesis</p> <p>Reach Out Morongo Basin</p> <p>Loma Linda University Health</p>	<p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>5/31/2027</p> <p>9/30/2026</p> <p>9/30/2026</p> <p>4/30/2028</p> <p>8/31/2027</p>

Meeting Dates and Time: Quarterly, beginning in March, 2nd Monday of the month, 10:00 a.m.. (Location rotates: SBCTA Office)

Attachment: SBCTA Policy Committee Membership - 2026 (12630 : Election of Committee Chair and Vice

Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows:</p> <ul style="list-style-type: none"> A. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector. B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding. C. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements. D. One member who is current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements. E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC. <p>In addition to the appointed members, the SBCTA President and Executive Director will serve as ex-officio members.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> <p>(Brown Act)</p>	<p>Cole Jackson (A) <i>Vacant</i> (B) Alex Artiaga (C) Chad Logan (D) Patrick Morris (E) Rick Denison, Ex-Officio Carrie Schindler, Ex-Officio</p>	<p>10/31/2028 06/30/2028 06/30/2028 03/01/2029</p>

SBCTA Ad Hoc Committees

The Brown Act does not apply to ad hoc or temporary advisory committees composed of less than a majority of the Board or a standing policy committee. The President of the Board of Directors may designate ad hoc committees to study specific projects or matters for a set time frame subject to the concurrence of the Board of Directors, and shall make appointments to the ad hoc committees. When the subject matter of the ad hoc committee is of relevance to the geographical region of the County as a whole, geographical representation should be considered and if there is lack of interested members to ensure geographical balance the Board President may seek out participation from specific members.

COMMITTEE	PURPOSE	MEMBERSHIP
<p>LA 28 Olympics Ad Hoc On December 3, 2025, the Board approved the establishment of the Ad Hoc Committee.</p>	<p>To look at the possible impacts, from a transportation perspective, and funding for the LA 28 Olympics and Paralympic Games, with a term ending December 31, 2026.</p>	<p>Daniel Ramos, Adelanto Ray Marquez, Chino Hills Larry McCallon, Highland Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Jesse Armendarez, County Supervisor</p>

Attachment: SBCTA Policy Committee Membership - 2026 (12630 : Election of Committee Chair and Vice

<p>Measure I 3.0 Ad Hoc Committee On May 7, 2025, the Board approved the establishment of this ad hoc committee of the SBCTA Board, with a term through December 31, 2026.</p>	<p>To review information and provide staff direction in developing a new Measure, with a term ending on December 31, 2026.</p>	<p>Daniel Ramos, Adelanto Art Bishop, Apple Valley Rick Herrick, Big Bear Lake Ray Marquez, Chino Hills Bill Hussey, Grand Terrace John Dutrey, Montclair Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Mario Saucedo, Redlands Helen Tran, San Bernardino Curt Hagman, County Supervisor</p>
<p>Enhanced Frequency Service Ad Hoc Committee On September 3, 2025, the Board approved the establishment of this ad hoc committee of the SBCTA Board (term date was not provided; therefore, an initial one-year will be applied).</p>	<p>To provide recommendations to the Board for enhanced frequency service to Montclair via Metrolink or other alternatives. Term ending September 30, 2026.</p>	<p>Larry McCallon, Highland John Dutrey, Montclair Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Mario Saucedo, Redlands Joe Baca, Rialto Rick Denison, Yucca Valley</p>
<p>Evacuation and Resilience Center Design (ERCD) Ad Hoc Committee On January 7, 2026, the Board approved the establishment of this ad hoc committee, with a term through December 31, 2026.</p>	<p>To review information and provide input to the Board regarding site selection and other issues regarding the ERCD study.</p>	<p>Daniel Ramos, Adelanto Art Bishop, Apple Valley Rick Herrick, Big Bear Lake Ray Marquez, Chino Hills Bill Hussey, Grand Terrace Rick Denison, Yucca Valley Dawn Rowe, County Supervisor</p>

SBCTA Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p>Transportation Technical Advisory Committee (TTAC) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Administrative Officer.</p>	<p>SBCTA’s Transportation Technical Advisory Committee was formed by SBCTA management to provide input to SBCTA staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SBCTA Board of Directors. The TTAC is not a Brown Act committee.</p>	<p>Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.</p>
<p>Planning and Development Technical Forum (PDTF) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Chief Executive Officer.</p>	<p>The SBCTA Planning and Development Technical Forum was formed by SBCTA management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance. The PDTF is not a Brown Act Committee.</p>	<p>Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).</p>

Attachment: SBCTA Policy Committee Membership - 2026 (12630 : Election of Committee Chair and Vice

<p>Project Development Teams</p>	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff.</p> <p>Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project.</p> <p>PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.</p> <p>PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.</p> <p>The PDTs are not Brown Act Committees.</p>	<p>Varies with the PDT.</p>
<p>City/County Manager’s Technical Advisory Committee (CCMTAC)</p> <p>The committee is composed of up to two representatives of the County Administrator’s Office and the city manager or administrator from each city and town in the County.</p>	<p>SBCTA’s City/County Manager’s Technical Advisory Committee was established in the Joint Powers Authority that established San Bernardino Council of Governments (formerly known as San Bernardino Associated Governments). The primary role of the committee is to provide a forum for the chief executives of SBCOG’s member agencies to become informed about and discuss issues facing SBCOG/SBCTA. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns.</p> <p>The CCMTAC is a Brown Act Committee.</p>	<p>Meets bimonthly on the first Thursday of the month at 10:00 AM, at SBCTA.</p>
<p>CCMTAC Housing Trust Ad Hoc Committee</p> <p>On March 6, 2025, the CCM TAC approved the establishment of this ad hoc to be comprised of CCM TAC members, with a term through July 31, 2026.</p>	<p>To take a broad look into the housing trust and how it interacts with the Council of Governments.</p>	<p>Jessie Flores, Adelanto Erik Sund, Big Bear Lake Ben Montgomery, Chino Hills Patrick Martinez, Needles John Gillison, Rancho Cucamonga Curtis Yakimow, Yucca Valley</p>

Attachment: SBCTA Policy Committee Membership - 2026 (12630 : Election of Committee Chair and Vice

Minute Action

AGENDA ITEM: 5

Date: June 11, 2026

Subject:

Progress Briefing Report through March 2026

Recommendation:

Receive the Major Projects Status Report for the period through March 2026.

Background:

The Major Projects Status Report for the period through March 2026 is a high-level summary of relevant project information. This information is presented to provide schedules, costs, funding, and work descriptions for current active projects being managed by the Project Delivery Department. San Bernardino County Transportation Authority (SBCTA) staff would also like to highlight the following activities for this period:

1. Interstate 215 (I-215) Bi-County/Segment 5 Landscape Project:

The I-215 Bi-County/Segment-5 Landscape Project is a follow-on Project to the I-215 Widening Project and part of the San Bernardino Valley Freeway Projects Program. The Project will provide California drought tolerant planting with wood and gravel mulch combined with rock boulders and efficient irrigation.

The Project received Right-of-Way Certification on June 18, 2025, followed by Plan, Specifications, and Estimates (PS&E) approval on June 30, 2025, from the California Department of Transportation (Caltrans) District 8.

Federal Authorization to Proceed (E-76) was issued on August 5, 2025, and on September 3, 2025, SBCTA released an Invitation for Bids (IFB).

On December 3, 2025, the SBCTA Board of Directors (Board) awarded the landscape construction contract to Marina Landscape, Incorporated. Construction activities began in January 2026, and the project is anticipated to be completed in December 2026 with a 1-year Plant Establishment period beginning in January 2027.

A Public Outreach program is in place and is being maintained during the construction period. This \$16,480,000 project is funded by a combination of Federal, State, and Measure I funds.

2. Interstate 10 (I-10) Contract 1 Landscape Project:

The I-10 Contract 1 Landscape Project is a follow-on Project to the I-10 Contract 1 Express Lanes Project and part of the San Bernardino Valley Freeway Projects Program. The Project will provide California drought tolerant planting with wood and gravel mulch combined with rock boulders and efficient irrigation.

Due to issues with the I-10 Contract 1 Express Lanes contractor, and to meet the scope and environmental requirements of the project, the SBCTA Board approved and procured a separate landscape design contract. In June 2023, the Board awarded the design contract for the landscape component.

On December 4, 2024, the Board awarded a Contract Task Order for Construction Management Services for the Project. The Project received Caltrans PS&E approval on October 30, 2025, and SBCTA released an IFB on November 4, 2025.

Entity: San Bernardino County Transportation Authority

On December 3, 2025, the SBCTA Board awarded the landscape construction contract to Diversified Landscape Company. Construction activities began in February 2026, and the project is anticipated to be completed in December 2027 with a 1-year Plant Establishment period beginning in January 2028.

A Public Outreach program is in place and is being maintained during the landscape construction period. This \$21,495,000 project is funded by Measure I funds.

3. Highland/Redlands Regional Gap Connector Project:

On March 1, 2023, the SBCTA Board approved funding and splitting the Highland/Redlands Regional Gap Connector Project into three separate projects including: North, Gap, and South. The City of Highland has completed the North Project and the City of Redlands has completed the South Project. Both Highland and Redlands have agreed for SBCTA to take the lead on the construction phase of the gap portion.

The Highland/Redlands Regional Gap Connector Project (Project) is a cooperative effort between the City of Highland, City of Redlands, SBCTA, and Caltrans to construct new active transportation improvements including bicycle and pedestrian paths connecting the City of Highland to the City of Redlands. These improvements would directly benefit students using non-motorized transportation to access Citrus Valley High School (CVHS). CVHS, located in the City of Redlands, with an attendance area boundary map almost entirely in the City of Highland.

The cooperative agreement with the City of Highland was executed on April 8, 2026, and the cooperative agreement with the City of Redlands was executed on June 3, 2026.

On February 27, 2026, the California Department of Fish and Wildlife issue an Incidental Take Permit for two California Endangered Species, the San Bernardino Kangaroo Rat and the Santa Ana River Wollystar and on March 12, 2026, Caltrans approved the Environmental Revalidation for the Project.

The City of Highland, serving as the design lead, approved the design firm in March 2026, and design is expected to be completed by July 2026. SBCTA's Board previously delegated authority to the Executive Director in January 2026 to award the Construction Management Services contract and will be officially awarded after both cooperative agreements with the cities are executed. The construction contract award remains on schedule for fall 2026.

The project continues to advance with strong financial support, including \$3 million in Mobile Source Air Pollution Reduction Review Committee funding and \$2 million in Community Project Funding through the 2026 Federal Appropriations process, enabling delivery of safer, more accessible multimodal facilities that support active transportation and reduce emissions in the region.

A Public Outreach program is in place and will be maintained during the construction period. This \$9,000,000 project is funded by a combination of Federal, State, local, and Measure I funds.

Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2026/2027.

Reviewed By:

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

Board of Directors Metro Valley Study Session Agenda Item

June 11, 2026

Page 3

Responsible Staff:

Kristi Lynn Harris, Director of Project Delivery and Express Lanes

Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026

Witnessed By:

Minute Action

AGENDA ITEM: 6

Date: June 11, 2026

Subject:

State Route 60 Central Avenue Interchange - Contingency Increase for Contract No. 24-1003176

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:

Approve an increase to contingency for Contract No. 24-1003176 with Mariposa Landscapes, Inc., in the amount of \$50,000 for a new total contingency amount of \$110,000 and total allowance of \$120,000.

Background:

On January 8, 2025, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Contract No. 24-1003176 with Mariposa Landscapes, Inc., to Establish Existing Planting (EEP) for the landscaping on State Route 60 Central Avenue Interchange. Along with approval of the contract amount, the Board also approved a total allowance of \$70,000 comprised of \$60,000 of contingency and \$10,000 of supplemental items for unanticipated items and any damage repairs needed during the EEP period. This contract is funded under a cooperative agreement between SBCTA and the City of Chino (City).

In late 2025, City staff raised concerns about rocks that were being used for landscaping. along both on and off-ramps of the interchange, being potentially found on the ramp travel lanes. Staff consulted with project designers and have developed some solutions to remedy the concern. In December 2025, the cooperative agreement between SBCTA and the City was amended, and then executed by the City in February 2026 to address a claim received from the contractor for compensable time delays related to the construction of the interchange. SBCTA and City staff at that time agreed to add \$50,000 to the agreement in order to implement solutions that will address the ongoing issue of rocks on the travel lanes at the ramps. Staff is recommending that the Board approve an increase to contingency for Contract No. 24-1003176 with Mariposa Landscapes, Inc., in the amount of \$50,000 for a total new contingency amount of \$110,000 and new total allowance amount of \$120,000 to use to address errant rocks on the ramps.

Financial Impact:

This Project is included in the adopted Budget for Fiscal Year 2026/2027, and funded with Valley Interchange Measure I funds and City of Chino local funds in Program 40, Project Delivery under Task 0830 Interchange Projects, Sub-Task 0893 SR 60 Central Avenue Interchange.

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.

Responsible Staff:

Pralisa Amatya, Construction Manager

Entity: San Bernardino County Transportation Authority

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Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026
Witnessed By:

General Contract Information

Contract No: 24-1003176 Amendment No.: 1
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 03540 Vendor Name: Mariposa Landscapes, Inc.
 Description: SR-60 Central Avenue Interchange EEP Contract

List Any Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	752,930.00	Original Contingency	\$	70,000.00
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	50,000.00
Total/Revised Contract Value	\$	752,930.00	Total Contingency Value	\$	120,000.00
Total Dollar Authority (Contract Value and Contingency)				\$	872,930.00

Contract Authorization

Board of Directors Date: 7/1/2026 Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Capital Project Contracts _____ Sole Source? No No Budget Adjustment _____

Local _____ Landscape Maintenance _____ Monthly _____

Accounts Payable

Estimated Start Date: 1/8/2025 Expiration Date: 12/31/2039 Revised Expiration Date: _____

NHS: Yes QMP/QAP: No Prevailing Wage: Yes

							Total Contract Funding:		Total Contingency:		
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$		\$	
GL	4120	40	0820	0893	53701	41100000	5	MSI Valley Interchange	310,207.16	49,440.00	
GL	6010	40	0820	0893	53701	42405002	5	City of Chino	442,722.84	70,560.00	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	
GL								-	-	-	

Pralisa Amatya
Project Manager (Print Name)

Kristi Harris
Task Manager (Print Name)

Additional Notes: _____

Attachment: CSS 24-1003176 A1 (12447 : State Route 60 Central Avenue Interchange - Contingency Increase for Contract No. 24-1003176)

Minute Action

AGENDA ITEM: 7

Date: *June 11, 2026*

Subject:

SR 210 Del Rosa Avenue Interchange Project - Cooperative Agreement and Release of RFP

Recommendation:

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

A. Approve Cooperative Agreement No. 25-1003340 with the City of San Bernardino (City) for the delivery of the Project Initiation Document (PID), Project Approval/Environmental Document (PA/ED), and Plans, Specifications and Estimates (PS&E), and Right-of-Way (ROW) phases of the State Route (SR) 210 Del Rosa Avenue Interchange Project, for a total amount of \$4,600,000 consisting of \$1,777,600 in City funds and \$2,822,400 of Measure I Valley Freeway Interchange Phasing Program funds, and approve an exception to SBCTA Policy No. VFI-3, to only commit funding through the ROW phase.

B. Authorize the Executive Director, or her designee, to release Request for Proposals (RFP) No. 26-1003475 for Design and Environmental Professional Services for the PID and PA/ED and optional PS&E phases of the SR 210 Del Rosa Avenue Interchange Project to be funded with City and Measure I Valley Freeway Interchange Program funds, subject to approval as to form by SBCTA General Counsel.

Background:

On June 20, 2025, San Bernardino County Transportation Authority (SBCTA) received a letter from the City of San Bernardino (City) requesting the reinitiation of the State Route (SR) 210 at Del Rosa Avenue Interchange Project, which is included in SBCTA's Interchange Phasing Program. A copy of the City's letter is included as an attachment to this staff report.

The SR 210 at Del Rosa Avenue Interchange is located approximately 1.5 miles east of the SR 18 Waterman Avenue Interchange and about 1.0 mile west of the East Highland Avenue Interchange. According to the City, the interchange experiences substandard ramp geometry, limited vehicular capacity, and operational deficiencies. Traffic congestion is further exacerbated by non-ideal spacing between freeway ramp intersections and local street intersections. To address these mobility issues, the City proposes widening Del Rosa Avenue. Widening both on-ramps and the westbound off-ramp, adding turn lanes, and making related intersection improvements. The interchange currently experiences recurring congestion, particularly during morning peak periods, due to a nearby high school.

The preliminary total project cost through the Right-of-Way (ROW) phase, including SBCTA project management, is estimated at \$4,600,000. Per the SBCTA Development Mitigation Nexus Study (Nexus Study), the cost allocation is 67.2 percent public share and 32.8 percent developer share. The Nexus Study is a comprehensive analysis that assigns fair share contributions to jurisdictions based on population and employment growth and vehicle trips projected to be generated from the growth within an interchange traffic shed. According to the Nexus Study, the developer share for the SR 210/Del Rosa Interchange is divided three ways among the City of San Bernardino, City of Highland, and the County of San Bernardino at 63 percent, 28 percent,

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

June 11, 2026

Page 2

and 9 percent, respectively. In March 2026, after discussions with staff from the City of Highland and the County of San Bernardino, the City of San Bernardino requested that the project proceed only through the Right-of-Way phase at this time. The City will enter into separate agreements with the City of Highland, and the County of San Bernardino to capture each jurisdiction's fair share of costs.

Considering projected expenditures and the balance of Measure I funds in the Valley Freeway Interchange Program, staff recommends that the SBCTA Board of Directors (Board) allocate funding only through the ROW phase and approve a total project cost cap of \$10 million. Limiting funding to the ROW phase requires an exception to SBCTA Policy No. VFI-3, which typically commits SBCTA to timely funding through construction. Staff recommends completing ROW certification and final design to make the project shelf-ready and competitive for future State and Federal grant opportunities.

With Board approval, the project will be added to the SBCTA Interchange Phasing Program and SBCTA's contribution will be capped at \$10 million, including an estimated Measure I share of \$2,822,400. The City has requested that SBCTA lead project delivery and will fund 100 percent of SBCTA project management costs. The City's overall share will be \$1,777,600, which includes an estimated \$400,000 for SBCTA project management. Upon approval of the cooperative agreement, staff will initiate the Project Initiation Document (PID) phase with the California Department of Transportation (Caltrans), request a cooperative agreement with Caltrans, and begin procurement of a design consultant.

Subject to Board approval of Cooperative Agreement No. 25-1003340, staff further recommends that the Board authorize the Executive Director, or her designee, to release Request for Proposals (RFP) No. 26-1003475 for professional engineering and environmental services for the PID and Project Approval and Environmental Document (PA/ED), with an option for Plans, Specifications, and Estimates (PS&E). Staff originally planned to request release of the RFP at the July 2026 Metro Valley Study Session (MVSS) and August Board meeting; however, the July MVSS is dark. Delegating authority to the Executive Director will avoid an estimated two to three-month delay in consultant procurement and initiation of project work. A draft Scope of Work for RFP No. 26-1003475 is attached for reference.

Financial Impact:

This Project is included in the adopted Budget for Fiscal Year 2026/2027 and funded with Valley Interchange Measure I funds and City of San Bernardino local funds in Program 40, Project Delivery under Task 0830 Interchange Projects, Sub-Task 0864 SR-210 Del Rosa Avenue Interchange 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, the draft agreement, and draft RFP scope of work.

Responsible Staff:

Paul Melocoton, Project Manager

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Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026

Witnessed By:



City of San Bernardino

Public Works Department | Engineering Division

June 20, 2025

Kristi Harris
 Director of Project Delivery and Express Lanes
 San Bernardino County Transportation Authority (SBCTA)
 1170 W. 3rd Street, 2nd Floor
 San Bernardino, CA 92410

Subject: Letter of Intent to Re-Initiate SR-210/Del Rosa Avenue for SBCTA Interchange Phasing Program and Nominate for Funding

Dear Ms. Harris,

The City of San Bernardino respectfully requests that SBCTA re-initiate the Interchange Phasing Program and include the SR-210/Del Rosa Avenue Interchange as a candidate for funding and implementation.

The Del Rosa Avenue interchange on SR-210 is a vital East-West connector and currently suffers from substandard ramp geometry, limited capacity, and operational inefficiencies. The proposed operational improvement project would include ramp widening & metering, widening Del Rosa to provide dual left turn lanes, modify westbound and eastbound ramp traffic signal and intelligent transportation improvements as needed. The following are detailed descriptions of the improvements:

- Widen the westbound and eastbound entrance ramp from 1 to 2 lanes
- Ramp Metering of the entrance ramps
- Widen the westbound exit ramp from 2 to 3 lanes
- Widen Del Rosa Avenue to provide dual left turn lanes including new tie-back retaining walls at the bridge undercrossing
- Modify westbound and eastbound ramp traffic signals
- Interconnect the traffic signal from Date Place to E. Date Place
- Intelligent Transportation Improvement as needed
- Minimal to no right of way by construction of retaining wall

Estimated Project Cost: \$40 million

The City intends to proceed through full project delivery, including construction, and is seeking funding support through SBCTA to advance the project in its entirety through an encroachment permit process with Caltrans similar to the SR-210 and Waterman Avenue.

We appreciate your consideration and ongoing support in improving transportation infrastructure across the region. If you have any questions or require additional information, please contact me directly Jabsheh-az@Sbcity.org, Tel No 909-384-7251

Sincerely,

Anazz Jabsheh
 City Engineer/Deputy Director of Public Works

Attachments:

- Concept Plans
- Engineering Cost Estimates

SR-210 at Del Rosa Avenue

Concept Rough Costs

<p>Waterman SR-210</p> <p>1 on-Ramp 2 Signals No R/W</p> <p>Factor 3</p> <p>low bid</p>	<p>Del Rosa SR-210</p> <p>2 On-Ramps 1 Off-Ramp 4 Signals 1 R/W = 1 Property</p> <p>Factor 3</p> <p>low bid</p> <p>2024</p>	<p>University I-215</p> <p>1 on-Ramp 1 Off-Ramp 3 Signals 3 R/W</p> <p>Factor 0.75</p> <p>lowbid</p> <p>2024</p>	<p>Del Rosa SR-210</p> <p>2 On-Ramps 1 Off-Ramp 4 Signals 1 R/W = 1 Property</p> <p>Factor 0.75</p> <p>lowbid</p> <p>2024</p>
	\$ 24,107,601.00		\$ 19,326,032.25
	\$ 500,000.00		\$ 500,000.00
	\$ 24,607,601.00		\$ 19,826,032.25
	6 yrs 9%		6 yrs 9%
	9%		9%
	\$ 2,214,684.09		\$ 1,784,342.90
	\$ 26,822,285.09		\$ 21,610,375.15
	9%		9%
	\$ 2,414,005.66		\$ 1,944,933.76
	\$ 29,236,290.75		\$ 23,555,308.92
	9%		9%
	\$ 2,631,266.17		\$ 2,119,977.80
	\$ 31,867,556.92		\$ 25,675,286.72
	9%		9%
	\$ 2,868,080.12		\$ 2,310,775.80
	\$ 34,735,637.04		\$ 27,986,062.52
	9%		9%
	\$ 3,126,207.33		\$ 2,518,745.63
	\$ 37,861,844.37		\$ 30,504,808.15
	9%		9%
	\$ 3,407,565.99		\$ 2,745,432.73
	\$ 41,269,410.36		\$ 33,250,240.88

Attachment: SR-210 Del Rosa - City of San Bernardino Letter of Intent (12586 : SR 210 Del Rosa Ave IC



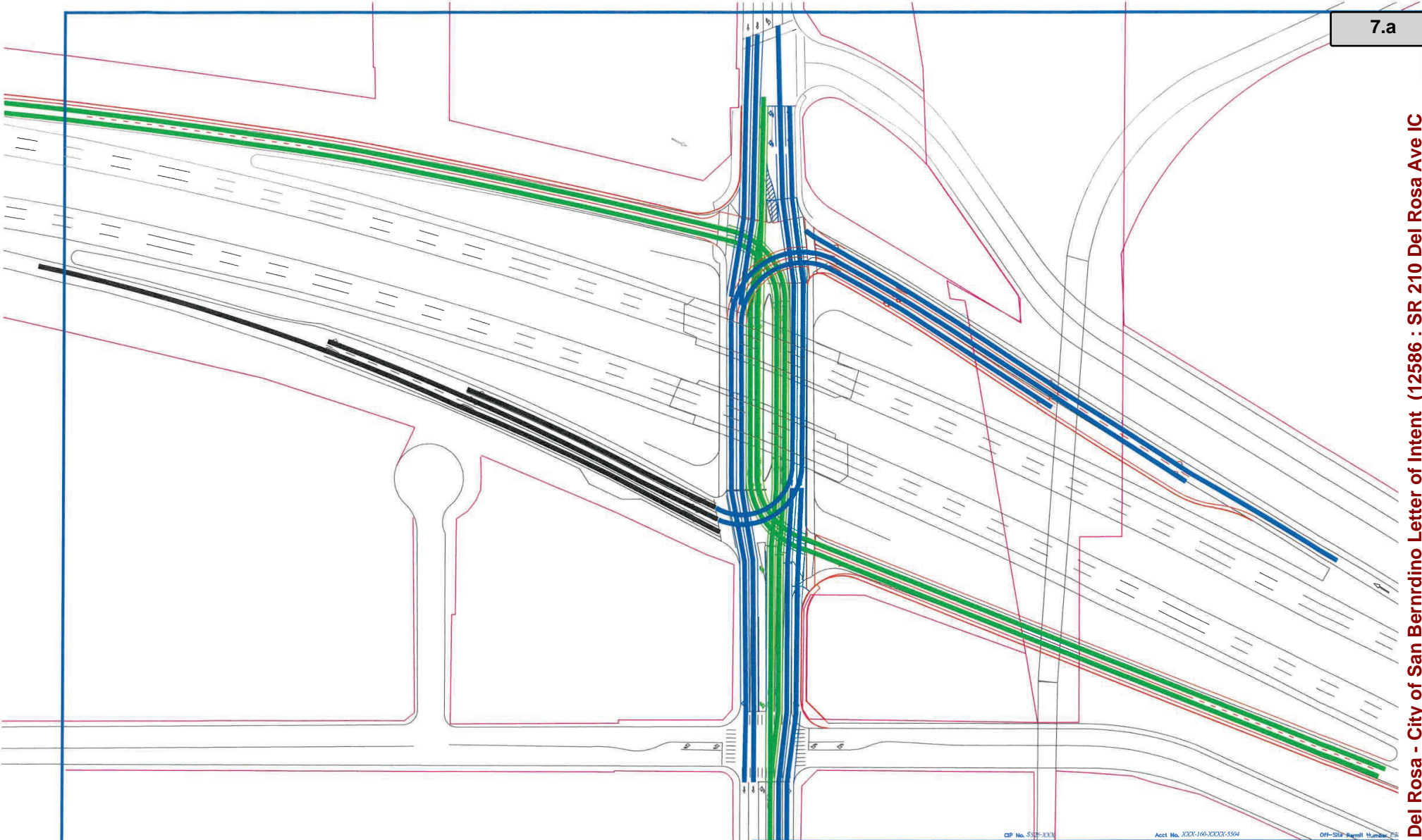
- SR-210 at Del Rosa Avenue - Operational Improvements:**
- * Widen the westbound and eastbound entrance ramp from 1 to 2 lanes
 - * Ramp Metering of the entrance ramps
 - * Widen the westbound exit ramp from 2 to 3 lanes
 - * Widen Del Rosa Ave to provide dual left turn lanes including tie-back retaining walls at bridge undercrossing
 - * Modify westbound and eastbound ramp traffic signals
 - * Interconnect the traffic signals from Date Place to E. Date Street
 - * Intelligent Transportation Improvement as needed
 - * Minimal right of way by construction of retaining walls

Estimated Total Capital Cost = \$40M

Local Share is 32.% which is shared 63% City of San Bernardino, 9% County of San Bernardino, & 28% City of Highland

CIP No. 3325-3333		Acct No. 3333-100-3333-5314		Off-Site Permit Number 2-2	
APPROVED _____ 20__		CITY OF SAN BERNARDINO PUBLIC WORKS/ENGINEERING		DRAWN BY: <u>XX</u>	
CITY ENGINEER		Operational Improvements		SHEET -	
REGISTERED CIVIL ENGINEER NO. _____		Ramp Widening		X S	
DRAWN BY: _____		Del Rosa Avenue			
CHECKED BY: _____		SR-210 Freeway			
RECOMMENDED BY: _____		FOR CITY USE ONLY: FILE NO. _____		C.I. NO. _____	
W.O. NO. _____					

7.a



CIP No. 5525-000		Acct No. 2005160-20000-5504		Off-Site Report Number	
APPROVED	2023	CITY OF SAN BERNARDINO PUBLIC WORKS/ENGINEERING			
CITY ENGINEER	FOR DISTRICT CHA	ENGINEER NO.	DRAWING NO.		
DRAWN BY			SHEET		
CHECKED BY			X		
RECOMMENDED BY			X		
FOR CITY USE ONLY: FILE NO. 00000		C.I. NO. 0000		W.O. NO. 0000	

Attachment: SR-210 Del Rosa - City of San Bernardino Letter of Intent (12586 : SR 210 Del Rosa Ave IC



City of San Bernardino

Public Works Department | Engineering Division

June 20, 2025

Kristi Harris,
Director of Project Delivery and Express Lanes
San Bernardino County Transportation Authority (SBCTA)
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410

Subject: Letter of Intent to Re-Initiate I-215/Palm Avenue for SBCTA Interchange Phasing Program and Nominate for Funding

Dear Ms. Harris,

The City of San Bernardino respectfully requests that SBCTA re-initiate the Interchange Phasing Program and consider the nomination of the I-215/Palm Avenue Interchange for funding and implementation.

This interchange serves as a critical access point for the City and the surrounding region. It experiences recurring congestion and safety issues that require geometric and operational improvements. The proposed project scope includes ramp reconfiguration, signal upgrades, and potential widening of Palm Avenue to improve traffic flow and access. The following are details description of these improvements:

- Widen the northbound - off ramp to 3 lanes (possibly 4 lanes).
- Widen the southbound - off ramp to 3 lanes.
- Widen the southbound - on ramp to 2 lanes with a new geometric alignment and install ramp metering
- Widen the northbound - on-ramp to 2 lanes and install ramp metering.
- Widen Palm Ave to provide dual left turn lanes.
- New Traffic signal at southbound and northbound ramps.
- Interconnect the traffic signal on Palm Ave from Kendall Drive to Hallmark Pkwy
- Intelligent Transportation Improvements
- Construction of retaining walls.

Estimated Project Cost: \$125 million to \$165 million

The City would like to lead the delivery of this project through the Plans, Specifications & Estimates (PS&E) phase. Advancing the project to this stage will enhance its competitiveness for future state and federal funding opportunities. Also, the city would like SBCTA to lead the project delivery.

We appreciate your consideration and ongoing support in improving transportation infrastructure across the region. If you have any questions or require additional information, please contact me directly Jabsheh-az@Sbcity.org, Tel No 909-384-7251.

Sincerely,

Azzam Jabsheh
City Engineer/Deputy Director of Public Works

Attachments:

- Concept Plans
- Engineering Cost Estimates

I-215 at Palm Avenue Concept Rough Costs

I-10 Fwy at Mr
Vernon Ave
(Rialto)
Bridge
Replacement
1 on Ramp
1 Off Ramp
Some R/W

Factor

I-215 Fwy at
Palm Avenue
Bridge Relacement
2 off Ramps
2 On Ramps
1 parcel of R/W

6 yrs 9%
starting 2025

Factor

I-215 Fwy at
Palm Avenue
Bridge Relacement
2 off Ramps
2 On Ramps
1 parcel of R/W

\$ 71,173,000.00	1	\$ 71,173,000.00		
Est Cost 4-2021		\$ 500,000.00	2021	\$ 71,673,000.00
	2024	\$ 71,673,000.00		13.40%
			2022	\$ 9,604,182.00
				9.30%
			2023	\$ 7,558,777.93
				9.40%
			2024	\$ 8,350,580.23
				2.30%
				\$ 2,235,290.42
			2025	\$ 99,421,830.58
				9.00%
				\$ 8,947,964.75
			2026	\$ 108,369,795.34
				9.00%
				\$ 9,753,281.58
			2027	\$ 118,123,076.92
				9.00%
				\$ 10,631,076.92
			2028	\$ 128,754,153.84
				9.00%
				\$ 11,587,873.85
			2029	\$ 140,342,027.68
				9.00%
				\$ 12,630,782.49
			2030	\$ 152,972,810.17
				9.00%
				\$ 13,767,552.92
			2031	\$ 166,740,363.09

				\$ -
			6 yrs 9%	9%
				\$ -
				\$ -
				\$ -
				\$ -
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				\$ -
				\$ -
				\$ -
				\$ -

Attachment: SR-210 Del Rosa - City of San Bernardino Letter of Intent (12586 : SR 210 Del Rosa Ave IC



7.a

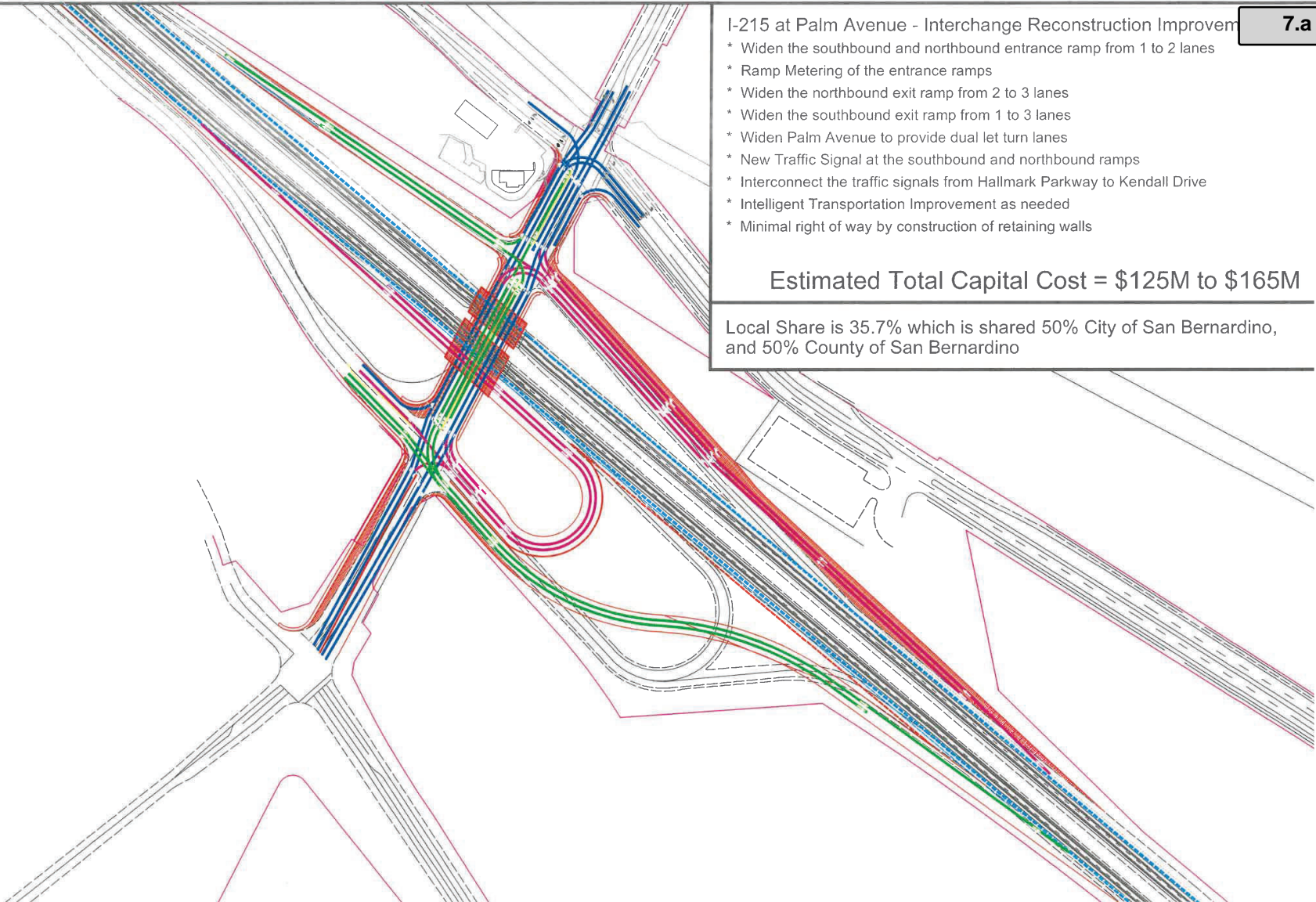
I-215 at Palm Avenue - Interchange Reconstruction Improvements

- * Widen the southbound and northbound entrance ramp from 1 to 2 lanes
- * Ramp Metering of the entrance ramps
- * Widen the northbound exit ramp from 2 to 3 lanes
- * Widen the southbound exit ramp from 1 to 3 lanes
- * Widen Palm Avenue to provide dual left turn lanes
- * New Traffic Signal at the southbound and northbound ramps
- * Interconnect the traffic signals from Hallmark Parkway to Kendall Drive
- * Intelligent Transportation Improvement as needed
- * Minimal right of way by construction of retaining walls

Estimated Total Capital Cost = \$125M to \$165M

Local Share is 35.7% which is shared 50% City of San Bernardino, and 50% County of San Bernardino

CIP No. 2025-0000		Acct No. 000-166-0000-0000		Off-Site Permit Number 12	
APPROVED _____ 20__		CITY OF SAN BERNARDINO PUBLIC WORKS/ENGINEERING		DRAW NC	
MARK REVISIONS BY APPR. DATE		CITY ENGINEER _____		XX	
BENCH MARK:		REGISTERED CIVIL ENGINEER NO. _____		SHEET -	
		DRAWN BY: _____		X 5	
		CHECKED BY: _____			
		RECOMMENDED BY: _____		FOR CITY USE ONLY: FILE NO. _____ C.I. NO. _____ W.O. NO. _____	
		Interchange Reconstruction Improvements Bridge Replacement Palm Avenue I-215 Freeway			



7.a

I-215 at Palm Avenue - Interchange Reconstruction Improvements

- * Widen the southbound and northbound entrance ramp from 1 to 2 lanes
- * Ramp Metering of the entrance ramps
- * Widen the northbound exit ramp from 2 to 3 lanes
- * Widen the southbound exit ramp from 1 to 3 lanes
- * Widen Palm Avenue to provide dual left turn lanes
- * New Traffic Signal at the southbound and northbound ramps
- * Interconnect the traffic signals from Hallmark Parkway to Kendall Drive
- * Intelligent Transportation Improvement as needed
- * Minimal right of way by construction of retaining walls

Estimated Total Capital Cost = \$125M to \$165M

Local Share is 35.7% which is shared 50% City of San Bernardino, and 50% County of San Bernardino

CIP No. <u>XX25-XXX</u>		Acct No. <u>XXX-100-XXXX-5504</u>		Off-Site Permit Number <u>1.2</u>	
APPROVED _____ 20__		CITY OF SAN BERNARDINO PUBLIC WORKS/ENGINEERING <i>Interchange Reconstruction Improvements</i> <i>Bridge Replacement</i> Palm Avenue <i>I-215 Freeway</i>		DRAW	XX
CITY ENGINEER				NC	
REVISIONS		REGISTERED CIVIL ENGINEER NO. _____		SHEET	X of 5
BY		DRAWN BY:			
APPR. DATE		CHECKED BY:			
BENCH MARK:		RECOMMENDED BY:		FOR CITY USE ONLY: FILE NO.	C.I. NO.
				W.O. NO.	



City of San Bernardino

Public Works Department | Engineering Division

June 20, 2025

Kristi Harris
 Director of Project Delivery and Express Lanes
 San Bernardino County Transportation Authority (SBCTA)
 1170 W. 3rd Street, 2nd Floor
 San Bernardino, CA 92410

Subject: Letter of Intent to Nominate I-215/Little League Drive for Inclusion in SBCTA's Interchange Phasing Program (Measure I)

Dear Ms. Harris,

The City of San Bernardino respectfully requests that the I-215 at Little League Drive Interchange be considered for inclusion in SBCTA's Interchange Phasing Program under Measure I funding.

The proposed interchange is envisioned to improve access and connectivity in an area experiencing continued growth in residential, commercial, and recreational use. The new interchange at Little League Drive would serve as a critical access point for the area residents and improving emergency response along I-215 corridor.

Proposed Scope of Work:

- Construction of new northbound and southbound on- and off-ramps
- Improving and Widening Bridge structure over I-215
- Roadway improvements to connect the ramps to the proposed City streets
- Traffic signals, signage, and pedestrian facilities

Preliminary Rough Estimated Cost: \$200 Million

The City intends to work with SBCTA to identify the most appropriate delivery strategy for this project, including preliminary engineering and environmental documentation. We welcome SBCTA's leadership and expertise in shaping a regional approach for successful implementation.

This interchange is a high priority for the City, and its inclusion in the Interchange Phasing Program will support economic development, regional mobility, and safety objectives.

We appreciate your consideration and ongoing support in improving transportation infrastructure across the region. If you have any questions or require additional information, please contact me directly Jabsheh-az@Sbcity.org, Tel No 909-384-7251.

Sincerely,

Azzam Jabsheh
 City Engineer/Deputy Director of Public Works

General Contract Information

Contract No: 25-1003340 Amendment No.: _____
 Contract Class: Receivable Department: Project Delivery
 Customer ID: SB CI Customer Name: City of San Bernardino
 Description: SR-210 Del Rosa Avenue Interchange Cooperative Agreement for PID, PAED, PSE, and ROW

List Any Accounts Payable Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	1,777,600.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	1,777,600.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	1,777,600.00

Contract Authorization

Board of Directors Date: 7/1/2026 Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Local Funding Agreement Monthly

Accounts Receivable

Total Contract Funding: \$ 1,777,600.00 Funding Agreement No: 25-1003340
 Beginning POP Date: 7/1/2026 Ending POP Date: 12/31/2039 Final Billing Date: 12/31/2039
 Expiration Date: 12/31/2039 Fund Admin: Yes
 Parent Contract 25-1003340 PM Description SR-210 Del Rosa IC - San Bernardino
 Z-Related Contracts Z25-1003340

Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL: 6010	40	0830	0864	42421020	1,777,600.00	GL:					-
GL:					-	GL:					-
GL:					-	GL:					-
GL:					-	GL:					-
GL:					-	GL:					-
GL:					-	GL:					-
GL:					-	GL:					-
GL:					-	GL:					-
GL:					-	GL:					-

Paul Melocoton Project Manager (Print Name) Kristi Harris Task Manager (Print Name)

Additional Notes:

Attachment: CSS 25-1003340 (12586 : SR 210 Del Rosa Ave IC Project - Cooperative Agreement and Release of RFP)

COOPERATIVE AGREEMENT NO. 25-1003340

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF SAN BERNARDINO

FOR

PROJECT INITIATION DOCUMENT (PID), PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA/ED), PLANS, SPECIFICATIONS AND ESTIMATE (PS&E), AND RIGHT OF WAY (ROW) PHASES FOR THE DEL ROSA AT STATE ROUTE 210 (SR-210) INTERCHANGE IN THE CITY OF SAN BERNARDINO

I. PARTIES AND TERM

- A. THIS COOPERATIVE AGREEMENT (“AGREEMENT”) is made and entered into by and between the San Bernardino County Transportation Authority (“SBCTA”) and the City of San Bernardino (“CITY”). SBCTA and CITY may be referred to herein individually as a “PARTY” and collectively as “PARTIES”.
- B. Unless this AGREEMENT is terminated early as provided in Section V, Paragraph E, this AGREEMENT shall terminate upon completion of the PARTIES’ obligations associated with the project initiation document (PID), project approval and environmental document (“PA/ED”), plans, specifications and estimate (“PS&E”), and right of way (“ROW”) phases described herein or December 31, 2039, whichever is earlier in time. The indemnification provisions identified in Section V, Paragraphs C and D, shall survive the termination of this AGREEMENT. Should any claims arising out of this AGREEMENT be asserted against one of the PARTIES prior to the termination of this AGREEMENT, the AGREEMENT shall be extended until such time as the claims are settled, dismissed or paid.

II. RECITALS

- A. WHEREAS CITY requested to initiate improvements of the Del Rosa Avenue at State Route 210 Interchange within the limits of the City of San Bernardino (“PROJECT”); and
- B. WHEREAS planned improvements include widening the eastbound and westbound on-ramp to two lanes, widening Del Rosa Avenue to provide dual left turn lanes, constructing tie-back retaining walls at the bridge undercrossing, as further described in Attachment B, attached hereto and made part of this AGREEMENT, and are collectively defined as the “PROJECT”; and
- C. WHEREAS, the PROJECT is in the Measure I 2010-2040 Strategic Plan and identified as eligible in the Valley Interchange Program; and

- D. WHEREAS the PARTIES consider the PROJECT to be high priority and are willing to participate in funding the PROJECT pursuant to the provisions of the SBCTA Development Mitigation Nexus Study; and
- E. WHEREAS the PARTIES wish to enter into this AGREEMENT to delineate roles, responsibilities, and funding commitments related to Project Management, PID, PA/ED, PS&E, and ROW activities of the PROJECT; and
- F. WHEREAS the CITY desires SBCTA to provide Project Management services, estimated at \$400,000, for the phases of the PROJECT identified herein, and understands it is the CITY's sole responsibility to pay 100% of the actual SBCTA Project Management costs in accordance with SBCTA Measure I Strategic Plan Policy 40005 VFI-34 and 35; and
- G. WHEREAS the remaining PROJECT cost for the PID, PA/ED, PS&E, and ROW phases shall be funded with 32.8% Development Share funds and 67.2% Public Share funds, as defined by the Nexus Study and the SBCTA Measure I 2010-2040 Strategic Plan and Policy 40005/VFI-19; and
- H. WHEREAS the PARTIES agree to limit the Project cost to no more than \$10 Million for the PID, PA/ED, PS&E, and ROW phases, and
- I. WHEREAS the PARTIES' intent is that this AGREEMENT is limited to the identified project phases herein and SBCTA shall not be obligated to fund or participate in any other project phases for PROJECT unless the PARTIES execute a new cooperative agreement.

NOW, THEREFORE, for good and valuable consideration and the mutual promises contained herein, the PARTIES agree to the following:

III. **SBCTA RESPONSIBILITIES**

SBCTA agrees:

- A. To provide Project Management services and act as lead agency for the PID, PA/ED, PS&E, ROW and CONSTRUCTION phases, and to diligently undertake and complete the PA/ED, PS&E, ROW, and CONSTRUCTION work for the PROJECT, including the selection and retention of consultants. Performance of services under these consultant contracts shall be subject to the technical direction of the SBCTA's Director of Project Delivery and Express Lanes, or designee, with input and consultation from CITY. SBCTA shall ensure that consultants and contractors participating in PROJECT work are appropriately qualified or licensed to perform the tasks assigned to them and shall be responsible for managing the quality of the PROJECT work.
- B. To contribute towards PID, PA/ED, PS&E, and ROW phases of the PROJECT cost as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A, and should SBCTA's total share of the PID, PA/ED, PS&E, ROW phases exceed the estimates as shown in Attachment A, SBCTA agrees to entertain amendment

of the AGREEMENT in good faith in accordance with Section V, Paragraph A, below. However, in accordance with Policy 40005/VFI-36, in no case shall the SBCTA contribution exceed \$6,720,000.

- C. To prepare and submit to CITY signed invoices for reimbursement of allowable PROJECT expenditures. Invoices may be submitted to CITY as frequently as monthly.
- D. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (“GAAP”) to support SBCTA’s request for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of Project Management, PID, PA/ED, PS&E, and ROW work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by SBCTA.
- E. To prepare a final accounting of expenditures, including a final invoice for the actual Project Management, PID, PA/ED, PS&E, and ROW costs. The final accounting and invoice shall be submitted no later than one hundred and twenty (120) calendar days following the completion of this AGREEMENT and shall be submitted to CITY. The invoice shall include a statement that these PROJECT funds were used in conformance with this AGREEMENT and for those PROJECT-specific Project Management, PID, PA/ED, PS&E, and ROW work activities.
- F. To cooperate in having a PROJECT-specific audit completed by CITY, at its option, upon completion of Project Management, PID, PA/ED, PS&E, and ROW work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with this AGREEMENT.
- G. To reimburse CITY for costs that are determined by subsequent audit to be unallowable within ninety (90) calendar days of SBCTA receiving notice of audit findings, which time shall include an opportunity for SBCTA to respond to and/or resolve the finding. Should the finding not be otherwise resolved and SBCTA fails to reimburse monies due to CITY within ninety (90) calendar days of audit finding, or within such other period as may be agreed between both PARTIES hereto, the CITY’s Council reserves the right to withhold future payments due SBCTA from any source under CITY’s control.
- H. To designate a responsible staff member that will be SBCTA’s representative in attending the Project Development Team (“PDT”) meetings, receiving day-to-day communication, and providing Project Management services.
- I. To complete review and provide comments on PROJECT documents in a timely manner that is consistent with the schedule.
- J. To provide CITY with a proposed project schedule to complete the PROJECT.
- K. To include CITY in PDT meetings and related communications on PROJECT progress as well as to provide CITY with copies of PDT meeting minutes and action items.

- L. To perform the design in accordance with State and Federal standards and practices.
- M. To provide CITY with a reasonable amount of review and approval time and an opportunity to review, comment on, and approve PID, PA/ED, PS&E, and ROW documents.
- N. To apply for encroachment permits authorizing entry of SBCTA and its consultants and contractors onto CITY right of way to perform investigative activities, including surveying and geotechnical borings, and construction activities required by the PROJECT; and to receive encroachment permits from the CITY at no cost to SBCTA, its consultants, and contractors.
- O. To obtain all necessary PROJECT permits, agreements and/or approvals from appropriate agencies. All necessary PROJECT permits, agreements, and/or approvals from the CITY shall be provided at no cost to SBCTA, its consultants, and contractors. All mitigation, monitoring, and/or remedial action required by said permits and/or agreements obtained from agencies other than the CITY shall constitute part of the PROJECT cost.
- P. To provide all necessary ROW services to acquire rights-of-way for PROJECT through negotiated purchases of property, or if necessary, through Eminent Domain. All voluntary acquisitions will be acquired in the name of SBCTA for property in CITY's jurisdiction. If necessary, SBCTA will conduct Resolutions of Necessity hearings and acquire property in the name of SBCTA for the purposes of the PROJECT and convey such property, or portions thereof, to CITY and CITY to accept property in accordance with Section IV.I of AGREEMENT.
- Q. To identify the utilities within the PROJECT area and coordinate with utility companies to determine their location, and if necessary, their relocation.
- R. To provide written notice to CITY upon SBCTA's determination that the PROJECT work under AGREEMENT is substantially completed. For this AGREEMENT, "substantially completed" shall mean that the PROJECT plans and specification have been approved by Caltrans and ROW has been certified.
- S. To require all contractors and/or consultants under contract to perform services related to the PROJECT to include the CITY, its officers, directors, employees and agents as additional insureds and to indemnify, defend, and hold harmless the CITY, its officers, directors, employees and agents from any liability, claims, demands, suits or actions which made be made by any person resulting from the PROJECT.

IV. **CITY RESPONSIBILITIES**

CITY agrees:

- A. To reimburse SBCTA for CITY's share of actual costs incurred towards the PID, PA/ED, PS&E, and ROW phases of the PROJECT and for SBCTA's Project Management, as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A and should CITY's total share for the PID, PA/ED, PS&E, and

ROW phase with SBCTA's Project Management exceed the estimates as shown in Attachment A, PARTIES shall amend AGREEMENT and CITY shall contribute these additional costs beyond SBCTA's maximum contribution as shown in Article III.B and Attachment A..

- B. When conducting an audit of the costs claimed under the provisions of this AGREEMENT, to rely to the maximum extent possible on any prior audit of SBCTA performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to CITY when planning on conducting additional audits.
- C. To designate a responsible staff member that will be CITY's representative attending the PDT meetings, receiving day-to-day communication and reviewing the PROJECT documents.
- D. To review, provide comments on, and approve PROJECT documents within two (2) weeks of receiving the review request from SBCTA.
- E. To provide permits, inspections, reviews, and oversight, and to accept transfer of title of properties, all at no cost to SBCTA or to consultants and contractors contracted by SBCTA to work on the PROJECT.
- F. To provide SBCTA copies of the franchise/utility agreements for the utilities in the PROJECT area for the purpose of determining prior rights and estimating utility relocation costs.
- G. To assist SBCTA as requested and, when necessary, exercise its rights under utility relocation law or any franchise agreement to cause each utility to relocate or rearrange its utility facility.
- H. To accept in writing the PROJECT within thirty (30) days of receipt of written notice from SBCTA that the PROJECT is substantially completed as described by Paragraph "R" in Section III, which acceptance shall not be unreasonably withheld or delayed. Withholding or delaying because of non-material work remaining to be completed shall be deemed unreasonable and City shall be fully responsible for all additional costs resulting from such delay or withholding of acceptance.
- I. To accept conveyance of property acquired in the name of SBCTA for the purposes of the PROJECT, upon SBCTA's submittal of a quit claim deed or other method of property title conveyance to CITY.
- J. CITY is responsible for all commitments which are part of their direct agreement with Caltrans, including but not limited to Freeway Maintenance Agreement and Landscape and Aesthetic Maintenance Agreements

V. MUTUAL RESPONSIBILITIES

The PARTIES agree:

- A. To abide by all applicable Federal, State and Local laws and regulations pertaining to the PROJECT, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this AGREEMENT.
- B. Eligible PROJECT reimbursements shall include only those costs incurred by SBCTA for PROJECT-specific work activities that are described in this AGREEMENT and shall not include escalation or interest.
- C. Neither SBCTA nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless SBCTA, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this AGREEMENT. CITY's indemnification obligation applies to SBCTA's "active" as well as "passive" negligence but does not apply to SBCTA's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.
- D. Neither CITY nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by SBCTA and under or in connection with any work, authority or jurisdiction delegated to SBCTA under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless CITY, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this AGREEMENT. SBCTA's indemnification obligation applies to CITY's "active" as well as "passive" negligence but does not apply to CITY's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782. Further, to the extent, but only to the extent, that SBCTA's Work falls within the scope of Civil Code Section 2782.8, the following indemnification is applicable: SBCTA shall indemnify and defend CITY and its officers, directors and employees from any and all losses, damages, liability, actions, and/or costs for claims that arise out of, pertaining to, or that are related to the negligence, recklessness, or willful misconduct of the design professional.
- E. This AGREEMENT will be considered terminated upon completion of PROJECT closeout and reimbursement of eligible costs by CITY. Notwithstanding any other provision herein, to the extent consistent with the terms and obligations hereof, any PARTY may terminate this AGREEMENT at any time, with or without cause, by giving sixty (60) calendar days written

notice to the other PARTY. In the event of a termination, the PARTY terminating this AGREEMENT shall be liable for any costs or other obligations it may have incurred under the terms of the AGREEMENT prior to termination.

- F. The Recitals to this AGREEMENT are true and correct and are incorporated into this AGREEMENT.
- G. All signatories hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTY and that by executing this AGREEMENT, the PARTIES hereto are formally bound to this AGREEMENT.
- H. This AGREEMENT shall be governed by and construed in accordance with the laws of the State of California. All PARTIES agree to follow all applicable local, state, county and federal laws and ordinances with respect to performance under this AGREEMENT.
- I. The PARTIES agree that each PARTY and any authorized representative, designated in writing to the PARTIES, upon reasonable notice, shall have the right during normal business hours to examine all PARTIES' financial books and records with respect to this AGREEMENT and the PROJECT. The PARTIES agree to retain their books and records for a period of five (5) years from the later of: a) the date on which this AGREEMENT terminates; or b) the date on which such book or record was created.
- J. If any clause or provisions of this AGREEMENT is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the PARTIES that the remainder of this AGREEMENT shall not be affected but shall remain in full force and effect.
- K. This AGREEMENT cannot be amended or modified in any way except in writing, signed by all PARTIES hereto.
- L. Neither this AGREEMENT, nor any of the PARTIES' rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY in its sole, and absolute discretion. Any attempted assignment shall be deemed void and of no force and effect.
- M. No waiver of any default shall constitute a waiver of any other default whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a PARTY shall give the other PARTY any contractual rights by custom, estoppel, or otherwise.
- N. In the event of litigation arising from this AGREEMENT, each PARTY to this AGREEMENT shall bear its own costs, including attorney(s) fees. This paragraph shall not apply to the costs or attorney(s) fees relative to paragraphs C and D of this Section V.
- O. This AGREEMENT may be signed in counterparts, each of which shall constitute an original. This AGREEMENT is effective on the date executed by SBCTA ("Effective Date"), following execution by both PARTIES.

P. Any notice required, authorized or permitted to be given hereunder or any other communications between the PARTIES provided for under the terms of this AGREEMENT shall be in writing, unless otherwise provided for herein, and shall be served personally or by reputable courier addressed to the relevant party at the address/fax number stated below:

If to SBCTA: Sal Chavez
Project Delivery Manager
1170 West Third Street
San Bernardino, CA 92410-1715

If to CITY: Azzam Jabsheh, City Engineer and
Deputy Public Works Director
201 North E Street, Suite 200
San Bernardino, CA 92401

Q. There are no third party beneficiaries, and this AGREEMENT is not intended, and shall not be construed to be for the benefit of, or be enforceable by, any other person or entity whatsoever.

----- SIGNATURE PAGE TO FOLLOW -----

DRAFT

Attachment: 25-1003340 - PDF (12586 : SR 210 Del Rosa Ave IC Project - Cooperative Agreement and Release of RFP)

**SIGNATURE PAGE TO
COOPERATIVE AGREEMENT NO. 25-1003340
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
and CITY OF SAN BERNARDINO**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF SAN BERNARDINO

By: _____
Rick Denison
President, Board of Directors

By: _____
Eric Levitt
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

By: _____
Sonia R. Carvalho
City Attorney

DRAFT

Attachment: 25-1003340 - PDF (12586 : SR 210 Del Rosa Ave IC Project - Cooperative Agreement and Release of RFP)

Attachment A

Project Scope:

At the Del Rosa Avenue State Route 210 (SR 210) interchange, widen the eastbound and westbound on-ramp to two lanes, widen Del Rosa Avenue to provide dual left turn lanes, and construct tie-back retaining walls at the bridge undercrossing.

Project Cost Estimate and Funding Shares:

SBCTA's Share: Public Share: 67.2%

City's Share: Development Share or Local Share: 32.8% (City of San Bernardino)

Phase	Estimated Cost ¹	Public Share ²	Development Share
PID & PA/ED	\$2,200,000	\$1,478,400	\$721,000
PS&E	\$1,500,000	\$1,008,000	\$492,000
ROW	\$500,000	\$336,000	\$164,000
SBCTA Project Management	\$400,000	\$0	\$400,000
Total	\$4,600,000	\$2,822,400	\$1,777,600

¹Estimated cost assumes analysis of one build alternative.

²Total Public Share contribution shall not exceed \$6,720,000

Project Milestones:

Milestone ¹	Actual (Forecast)
Start of Project Approval and Environmental Document Phase (PA/ED)	(01/2027)
Environmental Approval	(04/2028)
Design Approved and ROW Certified	(09/2029)

¹Milestone assumes analysis of one build alternative. Anticipated environmental determination under CEQA is a Categorical Exemption and under NEPA a Categorical Exclusion.




Attachment B
CONCEPTUAL LAYOUT

DRAFT

Attachment: 25-1003340 - PDF (12586 : SR 210 Del Rosa Ave IC Project - Cooperative Agreement and Release of RFP)

State Route 210 at Del Rosa Avenue Operational Improvements Conceptual Information (March 2025)

LEGEND

-  Existing/Modify Traffic Signal—Interconnect
-  Ramp Widening
-  Street Widening

- SR-210 at Del Rosa Avenue – Operational Improvements:**
- Widen the westbound and eastbound entrance ramp from 1 to 2 lanes
 - Ramp Metering of the entrance ramps
 - Widen the westbound exit ramp from 2 to 3 lanes
 - Widen Del Rosa Ave to provide dual left turn lanes including new tie-back retaining walls at the bridge undercrossing
 - Modify westbound and eastbound ramp traffic signals
 - Interconnect the traffic signal from Date Place to E. Date Street
 - Intelligent Transportation Improvement as needed
 - Minimal to no right of way by construction of retaining walls.



Local Share is 32.8% which is shared 63% City of San Bernardino, 9% San Bernardino County, & 28% City of Highland

ATTACHMENT A - SCOPE OF WORK

RFP No. 26-1003475

State Route 210 Del Rosa Avenue Interchange Improvement Project

The San Bernardino County Transportation Authority (“SBCTA”) is seeking professional services for the preparation of Project Initiation Document (PID) and Project Approval/Environmental Document (PA/ED) and optional Plans, Specifications, and Estimates (PS&E) for improvements at the State Route 210 (SR-210) Del Rosa Avenue Interchange in the City of San Bernardino (Project).

San Bernardino County Sales Tax Measure I and City of San Bernardino funds will be used to cover the cost of the preparation of the PID, PA/ED, and PS&E phases. Funding for the construction phase is currently not finalized, but state and/or federal funds could be utilized. As such, work shall comply with applicable state and federal requirements.

The proposed improvements include improvements of the existing SR-210 Del Rosa Avenue Interchange located approximately 3.8 miles east of the junction between I-215 and State Route 210.

- The proposed improvements may require the following:
- Widening of the westbound and eastbound on-ramps
- Widening of the eastbound off-ramp
- Widening Del Rosa Avenue to accommodate dual left-turn lanes
- Construction of retaining walls
- Intersection and signal improvements
- Construction of pedestrian and bicyclist accommodations

These improvements would accommodate current and future traffic demands, relieve congestion, improve access for pedestrians and non-motorized users, and improve freight mobility and regional access for goods movement.

I. APPLICABLE STANDARDS

All support documents shall be prepared in accordance with current SBCTA, City of San Bernardino, and Caltrans regulations, policies, procedures, manuals, and standards where applicable. CONSULTANT shall obtain, at its expense, all applicable Manuals and Standard Plans.

II. GENERAL DESCRIPTION OF REQUIRED SERVICES

- A. Required services listed below do not supersede the requirements established in the Contract.

- B. CONSULTANT Services include the studies, reports, drawings, plans, specifications, estimates, and special provisions necessary to complete the PID and PA/ED and possibly PS&E for the Project.
- C. The deliverables list for the PID and PA/ED and possibly PS&E phase will be refined during the initial planning and scoping Project Development Team (PDT) meeting. Not all deliverables listed in this attachment may be included or required.
- D. CONSULTANT shall develop and maintain a Project schedule. The Project schedule shall be presented monthly to the PDT meeting. A deliverables matrix shall accompany the schedule. The deliverables matrix shall highlight the status of the documents in the review process.
- E. CONSULTANT shall employ appropriate quality control and quality assurance procedures for every deliverable.
- F. CONSULTANT shall identify potential risks and uncertainties related to the delivery and construction of the Project. Risks that may be encountered include, but are not limited to, soil conditions, constructability, factors of safety, impacts to adjacent properties, public safety, and environmental considerations. If at any time during the performance of this Scope of Services, CONSULTANT observes, encounters, or identifies any circumstance that could pose potential risk, CONSULTANT shall notify SBCTA immediately.
- G. Prime contract terms and conditions shall be incorporated into the subcontract agreements.
- H. The Task and WBS Structure used for pricing, cost reporting and schedule preparation shall be consistent with the latest Caltrans Workplan Standards Guide for Delivery of Capital Projects. Project Management activities shall be performed in accordance with Caltrans' Workplan Standards Guide for Delivery of Capital Projects.
- I. CONSULTANT shall prepare and submit monthly invoices and project controls reports. Invoices shall follow SBCTA templates and shall contain all required information including project percent complete and earned value. CONSULTANT shall manage the contract budget and shall provide a monthly report including Earned Value and Estimate at Completion.
- J. The final engineering technical reports must bear the signature, stamp or seal, registration number, and registration certificate expiration date of the registered civil engineer most directly in responsible charge or other registered or certified professional working on the report as specified in Section 9 of the Caltrans Project Development Procedures Manual.

III. ASSUMPTIONS

- A. The Consultant will develop and evaluate several alternatives to satisfy the requirements of the Caltrans Intersection Safety and Operational Assessment Process (ISOAP).

- B. In the PA/ED phase, the Consultant will evaluate one-build and one no-build alternative to address the deficiencies of the Project study area, including the benefits and impacts of the proposed improvements for each alternative.
- C. There may be up to four meetings per month (including conference calls) during the duration of this contract, including one monthly PDT meeting.
- D. CONSULTANT will coordinate with SBCTA and Caltrans prior to distribution of all deliverables to determine the points of contact, number of hardcopies and format of electronic files.
- E. Assume one SBCTA peer review and two Caltrans reviews for each major deliverable and a workshop for comment resolution, if required.
- F. The National Environmental Policy Act (NEPA) Environmental Document is assumed to have an Environmental Assessment (EA).
- G. The California Environmental Quality Act (CEQA) Environmental Document is assumed to be CEQA Initial Study (IS) and Mitigated Negative Declaration (MND).
- H. Assume a Design Standard Decision Document (DSDD) will be prepared during the PA/ED phase and only a discussion of non-standard features is required during the PID phase.
- I. Assume District 8 level Geometric Approval Drawings (GADs) will be required during the PA/ED Phase.

IV. SCOPE OF SERVICES

CONSULTANT will prepare a PSR-PDS and PA/ED in accordance with CALTRANS Guidelines and Procedures, CEQA and NEPA. The purpose of the PSR-PDS is to scope the PA/ED phase relative to CEQA/NEPA and program the project for funding relative to construction and capital supports costs for Project. All deliverables will be provided electronically for SBCTA and CALTRANS project records.

CONSULTANT shall prepare and submit a Cost Proposal and Project Schedule. The selected firm shall use the latest SBCTA Work Breakdown Structure (WBS), which follows the Caltrans Workplan Standards Guide for Delivery of Capital Projects, and cost and schedule templates for the preparation of the cost proposal and schedule.

1.100.15 PROJECT MANAGEMENT

1.100.15 Project Management

CONSULTANT shall furnish a Project Manager to coordinate all CONSULTANT operations with SBCTA, including but not limited to, tracking progress of the work and administering subcontracts. CONSULTANT Project Manager shall provide overall project management, coordination, and supervision of project staff to facilitate the performance of the work in accordance with standards and requirements of the SBCTA and other applicable standards and requirements. CONSULTANT Project Manager shall prepare and submit monthly project progress reports to SBCTA Project Manager.

Deliverables:*Monthly Progress Reports*1.100.15-1 Coordination and Meetings

CONSULTANT will be responsible for overall project management, liaison with Caltrans and other affected agencies, and progress monitoring and maintenance of PROJECT files.

CONSULTANT will supervise, coordinate, monitor and review project for conformance with Caltrans and County standards, policies, and procedures. CONSULTANT will develop a project schedule for delivery of major milestones of the PSR-PDS, PA/ED (Begin Environmental, Circulate Environmental Document, and PA/ED), Design and Construction. A 30-month schedule is anticipated for estimation purposes. CONSULTANT will attend a kick-off meeting, lead monthly PDT meetings, coordinate with sub-consultants as needed, coordinate with the Caltrans, utility companies, and all other pertinent stakeholders as needed. CONSULTANT Project Manager will be responsible for preparation of agendas and meeting minutes, communication and distribution of project records and information, and responses to all internal requests for information about the project.

Deliverables:

- *Monthly (30) PDT Meetings Notices, Agendas, Handouts/Exhibits, and Minutes*
- *Three (3) Stakeholder Meetings and Presentations*
- *Project Baseline Schedule*
- *Deliverables Matrix*
- *Monthly Progress Reports and Invoices*

1.100.15-2 Administration

CONSULTANT Project Manager shall prepare and update the Project schedule on a monthly basis or as needed. Project schedule shall be logical, complete, and shall consider SBCTA peer reviews.

CONSULTANT Project Manager shall provide regular reporting on the project status, including, but not limited to, schedule, contract budget, general progress on project tasks, and project issues and concerns.

CONSULTANT Project Manager shall maintain project files using the Caltrans Uniform System in electronic format.

CONSULTANT Project Manager will prepare and implement a Quality Management Plan (QMP). CONSULTANT will prepare a responsibilities matrix outlining responsibilities of independent Quality Control on respective tasks within this scope of work herein. Refer to Chapter 5, Article 9 of the PDPM Appendix S for general guidance on the Quality Management Plan. The CONSULTANT will be responsible for incorporating SBCTA's Quality Assurance Plan and confirming that all the processes and procedures are met and incorporated into the CONSULTANT'S Quality Management Plan.

Deliverables:

- *Project Schedule Updates with accompanying narrative to explain changes in milestone dates*
- *Project Master Files*
- *QA/QC Plan and Risk Management Plan*
- *Project Management Plan/Communication Plan*

1.100.15-3 Risk Assessment

CONSULTANT will prepare the Risk Register in accordance with PDPM Appendix S. Since the reduced amount of data that is required for the PSR-PDS transfers risks to future phases as it is important to identify the risk, define the probability, define the severity, identify who or what the risk will impact, and identify the ownership of the risk. CONSULTANT will coordinate with the SBCTA, Caltrans, and project team members to jointly identify, assess, quantify, prepare a response to, monitor, and control capital project risks within the Risk Register. Potential risks will be evaluated and discussed by the PDT, and ownership of the risks will be identified. CONSULTANT will summarize project risks in the PSR-PDS and PA/ED.

Deliverables:

- *Risk Assessment Matrix*
- *Summary of Risks in PSR-PDS and PA/ED*

2-150 DEVELOP PROJECT INITIATION DOCUMENT (PID)

CONSULTANT will prepare a draft, final and signature ready document for each deliverable listed in PID Phase. It is assumed that SBCTA reviews are in advance of the CALTRANS reviews.

662-150.05 Transportation Problem Definition and Needs Assessment

CONSULTANT shall analyze the available information and department policies and directives to identify and resolve the project's need and purpose and general scope. In the case of a highway project this would include determining the existing and future transportation needs to include but not limited to: Vehicle Miles Travelled (VMT), Level of Service (LOS) for evaluation of build to no build scenario, a corridor analysis to determine deliverable volumes, multimodal opportunities, determining the general perimeters such as the required number of lanes, and analyzing traffic accident history. Information regarding future climate change projections and transportation resilience to climate stressors should be considered in conjunction with project scope development.

Deliverables:

- *Purpose and Need Statement*

2-150.05.05 Review of Existing Caltrans Policies, Reports, Studies

CONSULTANT will be responsible for obtaining all available existing reports, studies, and other information for the PROJECT. CONSULTANT will review all provided information and obtain any other available and necessary information for preparation of PSR-PDS.

CONSULTANT will obtain as-builts, utility information (conducted via Dig Alert search), Transportation Concept Report/Route Concept Report (TCR/RCR), Corridor System Management Plan (CSMP), Regional Transportation Plan (RTP), Congestion Management Program (CMP), 10-Year SHOPP, the State Implementation Plan, County of San Bernardino General Plan, City General Plan, local development plans, other reports.

Deliverables:

- *Photographs, Exhibits, Inventory List of related studies, mapping, reports, and as-built plans*

2-150.05.15 Utility Search

CONSULTANT will review existing plans/as-builts/record drawing and field review the project area.

Deliverables:

- *Utility Portion of the Right of Way Data Sheet*

2-150.05.25 Traffic Forecasts/Modeling

Per the PSR-PDS guidelines the Traffic Engineering Performance Assessment (TEPA) will be limited to an assessment of readily available information. The TEPA will be based on information obtained from the Regional Model Data.

Data collected and found in various reports are representative of Project conditions and considered the most comprehensive available data for use in the PSR-PDS. Other additional and available data will be referenced if needed.

Analysis Scenario

- Existing Conditions (2027)
- Opening Year (2031)
- Design Year (2051) Conditions – No-Build Alternative
- Design Year (2051) Conditions – Build Alternative

Intersections

- E Lynwood Drive
- Date Street
- Westbound Ramps

- Eastbound Ramps
- Date PL
- Pumalo Street

Freeway Mainline, Diverge, and/or Weave Assessment for on and off ramps

Deliverables:

- *Traffic Forecast Volumes*
- *Level of Service*
- *Induced Travel Demand Analysis*

2-150.05.30 Survey and Maps for PID

CONSULTANT will prepare aerial topographic mapping and utilize available GIS right of way mapping. New aerial mapping, surveys, topographic mapping, or right of way mapping for the PROJECT will be required for this phase of the work. CONSULTANT will obtain CALTRANS Encroachment Permit for general field and non-ground disturbing activities to obtain information for the project, such as field photography, traffic data, etc.

Deliverables:

- *Topographic Mapping*

2-150.05.35 Transportation Problem Definition and Site Assessment

CONSULTANT will establish the PROJECT need and purpose, including CAPTI elements, identification of logical termini and independent utility, in accordance with CALTRANS guidelines in the PDPM and Environmental Documentation requirements.

The analysis will summarize the information on capacity and operational deficiencies, congestion levels, future traffic levels of service (LOS), queuing analysis, potential for auxiliary lanes, and accident data provided by CALTRANS and PROJECT scoping. CONSULTANT will complete the Scoping Tools including the Transportation Planning Scoping Information Sheet (TPSIS attachment) and Design Scoping Index as outlined in Section 5, Article 2 and 4 of the PSR-PDS guidelines (Appendix S) within the Project Development Procedures Manual (PDPM).

Deliverables:

- *Problem Definition*
- *Transportation Planning Scoping Information Sheet (attachment to PSR-PDS)*
- *Design Scoping Index*
- *Project Determination Letter*

2-150.10.45 As-Built Centerline and Existing Right of Way

CONSULTANT will review the existing data and preliminary surveys as necessary, to locate existing facility centerline and right of way lines. Locate existing record information such as plans, As-builts, survey files and mapping, etc. It is assumed that no field surveys will be necessary to locate right of way and centerline.

Deliverables:

- *A Design Software Project File and/or CADD Drawing File Containing Preliminary Centerline and/or Right of Way Line Locations Based on Record Data and Field Surveys.*

2-150.15 Initial Alternatives Development and Concept Alternative Development

CONSULTANT, in coordination with SBCTA and Caltrans, will identify up to two (2) build alternatives for the PSR-PDS. The two (2) build alternatives will be agreed upon through a concept screening process. The concept screening process will consist of comparing up to five (5) concepts through various criteria that will be developed and coordinated with CALTRANS and SBCTA. One (1) concept screening workshop will be held to determine the alternatives that will be considered in the PSR-PDS and future phases. Each alternative studied will go through a constructability review to determine feasibility.

CONSULTANT will prepare layout schematics in strip map format consistent with a Geometric Approval Drawing (GAD). The format will be the backbone for future GAD. The layout schematics will illustrate proposed lane configurations and include ramp, shoulders, and right of way for each alternative. Right of way requirements, retaining wall and potential sound wall locations may be shown (if applicable).

Deliverables:

- *Concept Screening Matrix with up to two (2) concepts*
- *One (1) concept screening workshop*
- *Layout schematic and typical section sheet (8 total) for the two (2) recommended alternatives.*

2-150.10.05 Public/Local Agency Input

CONSULTANT shall use available information as collected from other involved agencies to prepare a compatible design with existing and future conditions. Involved agencies include, but will not necessarily be limited to the following:

- California Department of Transportation (CALTRANS)
- City of San Bernardino
- San Bernardino County Transportation Department & Flood Control District
- United States Fish and Wildlife Service (if necessary)
- California Department of Fish and Wildlife (if necessary)

2-150.10-01 Perform Public and Community Outreach

The CONSULTANT will support SBCTA's Public Outreach Consultant for the execution of an abbreviated but strategic public outreach program at established venues/sessions by the SBCTA to explain the proposed project, understand community/business concerns, offer opportunities for community feedback and two-way dialogue, and discuss the purpose and need for the project at either a local council or board meeting. CONSULTANT personnel will be available to provide technical details for the SBCTA Public Outreach Consultant in their delivery of materials designed to be bi-lingual and "user friendly" to confirm that the public understands the Project Initiation Document (PID) phase and how to provide valuable input to the delivery team.

CONSULTANT personnel will be available to assist the SBCTA's Public Outreach Consultant in the development of clear and concise project information, produced through an equity lens, and distributed at meetings, through mailings, and electronically through email, web, and social media as necessary.

CONSULTANT personnel will be available to assist SBCTA's Public Outreach Consultant to facilitate developing an online Fact Sheet in English and Spanish for the SBCTA website. The English/Spanish Fact Sheet will be prepared in close collaboration with the technical team. The information produced will be provided to SBCTA staff to be uploaded on the existing SBCTA hosted website for additional ongoing public access during the project's planning phase.

The informational materials will explain and illustrate the potential conceptual design alternatives to be studied further in PA/ED, the purpose and need, anticipated project delivery timeline, potential funding sources, and ways to obtain more information and provide feedback on the proposed project.

CONSULTANT personnel will assist SBCTA's Public Outreach Consultant to produce a brief presentation for stakeholder meetings and as visuals for use at the public outreach workshop. It is expected that any public outreach sessions will occur either online or at a SBCTA provided facility, at SBCTA's discretion.

Deliverables:

- *Attendance and participation at one (2) Public Outreach Webinar or Meeting*
- *Availability to assist SBCTA's Public Outreach Consultant with all Project-related communications*
- *Provide technical assistance needed by SBCTA's Public Outreach Consultant to support inquiries from the public"*

Task 2-150.15 Alternative Analysis

CONSULTANT is required to develop the necessary scope and cost of each alternative to be presented in the PID. Costs developed in this activity will be used for programming purposes; consequently, the analysis should be of sufficient detail to identify all potential

costs. Also included in this activity are tasks required to assess the adequacy of the alternatives to meet the project's need and purpose. CONSULTANT will perform Alternatives Development Workshops that include key functional group leaders and PDT decision makers. There will be three workshops that will serve as a Value Analysis study. The first workshop will generate evaluation criteria that are scored against one another to determine weight. After Workshop 1, Workshop 2 will be held that presents draft alternatives for the team to comment and refine. Workshop 3 will have refined alternatives that the team then scores against the criteria developed in Workshop

Deliverables

- *Establish Project Scope, Cost, and Feasibility for Presentation in the PID.*
- *Review and Presumably Prepare a List of Issues*
- *Alternatives Development Workshops*
- *Alternative scoring matrix*

2-150.15.05 Right of Way Data Sheet

CONSULTANT will summarize the anticipated right of way, and utilities impacts for the build alternatives within the PSR-PDS using the Conceptual Cost Estimate Request/Right of Way Component in accordance with the PSR-PDS guidelines within the PDPM.

CONSULTANT will utilize available GIS preliminary mapping showing the property boundaries and right of way requirements to estimate the number, area, and magnitude of parcels required for acquisition and the likely number of easements needed. CONSULTANT will identify existing utilities and potential relocation activities using existing, available information (e.g., permit search, as-built drawings, field review). CONSULTANT will prepare "Conceptual Cost Estimate – Right-of-Way Component" to develop an order of magnitude cost estimate and to identify additional studies that may be needed during PA/ED. CONSULTANT will coordinate with the San Bernardino County Assessor records to assess per square foot unit costs and associated right of way costs relative to impacts to adjacent properties. The square foot unit costs will be developed in coordination with San Bernardino County Assessor records and comparable properties within the vicinity of the project.

Deliverables:

- *Preliminary Engineering Right of Way Checklist*
- *Preliminary Right of Way Requirement Exhibits for the build alternatives*
- *Utility Assessment*
- *Conceptual Cost Estimate – Right-of -Way Component*
- *Right of Way Data Sheet*

2-150.15.20 Preliminary Geotechnical Assessment and Life Cycle Cost Analysis

Using available Geotechnical information, the CONSULTANT will assess the existing data in the area. CONSULTANT will prepare a Life Cycle Cost Analysis (LCCA) for the PID phase of the proposed project. A Preliminary Materials Report (PMR) is not anticipated to be

required for the PID phase of work and excluded from the scope of work at the PID Phase. The LCCA will be divided into three different pavement scenarios:

- Pavement Scenario 1 – worst case ramp 20/40-year Flexible & Rigid
- Pavement Scenario 2– worst case Local Interchange Roads 20/40-year Flexible & Rigid
- Pavement Scenario 3– worst case truck lane 20/40-year Flexible & Rigid

Caltrans PDPM requires District Preliminary Geotechnical Report (DPGR) at PID phase. The DPGR provides preliminary recommendations to Civil Designers in Design and Planning and is used to develop the Project Study Report (PSR). CONSULTANT will review existing geotechnical maps and reports to prepare DPGR. CONSULTANT will review existing geotechnical maps and reports in order to develop preliminary pavement sections based on highly simplified pavement assumptions. It is assumed that CALTRANS Mechanistic-Empirical calculations will not be required for this preliminary planning phase. CONSULTANT will also perform geotechnical analysis of the collected data and develop LCCA calculations and prepare a preliminary LCCA report presenting findings and preliminary pavement recommendations for the proposed improvements.

Deliverables:

- *Draft / Final District Preliminary Geotechnical Report*
- *Draft / Final LCCA Assessment*

2-150.15.30 Structures Advance Planning Study (APS Memo)

Using available as-built information for the existing structure facilities along the corridor, CONSULTANT will identify proposed structure improvements for the build alternatives in support of the cost estimate for the PSR-PDS. CONSULTANT will use a streamlined estimating process, such as square- footage costs to develop a "Structure PSR-PDS Cost Estimate" for inclusion into the PSR-PDS document when bridge and/or nonstandard retaining wall work is necessary.

CONSULTANT will prepare the Division of Engineering Services (DES) Scoping Checklist in coordination with Project Liaison Engineer. For a PSR-PDS, the level of detail in the DES Scoping Checklist and "Structure PSR- PDS Cost Estimate" is limited to information required to develop accurate work plans for the PA/ED phase. It is expected that 5 existing mainline bridge widenings will be evaluated and up to 8 proposed wall location will be considered for this project under two APS Wall Memos (1-cut condition / 1-fill condition).

CONSULTANT shall prepare an APS Memo which shall evaluate the type of structures that are suited for the site, identify the scope of work related with each structure type and develop a cost associated with each structure type. The APS will follow the Office of Special Funded Projects (OSFP) Information and Procedures Guide Chapter 3, Section 3-2 and will include an APS checklist, Design Memo, and an Itemized Cost Estimate.

Deliverables:

- *DES Scoping Checklist*
- *Preliminary Structures Assessment - APS Memorandum for PID Phase*
- *Advance Planning Study for PA/ED Phase*
- *APS Checklist*
- *Design Memo*
- *Itemized Cost Estimate*

2-150.15.35 Multimodal/Complete Streets Review

CONSULTANT should address temporary construction and permanent impacts as well as possible improvements to:

- ✓ Pedestrian facilities
- ✓ Bicycle facilities
- ✓ Transit facilities
- ✓ Park and Rides
- ✓ Equestrian Facilities

Deliverables:

- *Engineering Planning Data Supporting or Rejecting Various Multimodal Proposals for the PID.*
- *Multi-Modal/Complete Streets Decision Document, if required*

2-150.15.40 Preliminary Drainage Assessment

Freeway, County, and/or City existing drainage systems and master planned drainage facilities will be reviewed and the impacts of the proposed build alternatives on these facilities will be assessed. Necessary replacements and/or improvements including incorporation of Water Quality Best Management practices will be reflected in the cost estimates. Detailed hydraulic/hydrologic calculations are outside the scope of this scope of work. CONSULTANT will identify permits for design, construction, and operations of drainage facilities.

Deliverables:

- *Preliminary Drainage Assessment*
- *Preliminary cost estimates to affected major drainage facilities*

2-150.15.45 Traffic Capacity Analysis

CONSULTANT will evaluate the project in accordance with CALTRANS Intersection Safety and Operational Process (ISOAP) procedures. CONSULTANT will evaluate intersection

variations based on the CALTRANS ISOAP Guide. CONSULTANT will document evaluation using the ISOAP procedures to identify the preferred intersection design for the build alternatives within the PSR-PDS.

Deliverables:

- *Traffic Capacity Analysis*
- *Intersection Safety and Operational Analysis Process Forms*
- *Sidra and Highway Safety Manual Analysis*

2-150.15.50 Traffic Engineering Performance Assessment

CONSULTANT will utilize available transportation reports for the corridor, performance monitoring systems, local agency transportation studies to complete the Traffic Engineering Performance Assessment (TEPA) as required within Section 5, Article 5 of the PSR-PDS guidelines (Appendix S) within the PDPM. CONSULTANT will estimate the scope and magnitude of the Traffic Engineering studies (i.e., Travel Forecasting; Traffic Analysis; Infrastructure Evaluation; Warrant Analysis; and Safety Review) that need to be performed during the subsequent PA/ED phase. To meet the purpose of the PSR-PDS, it is intended that the preliminary traffic engineering studies should be limited to an assessment of readily available information and data, and macro-level analysis and evaluation. This effort will produce preliminary traffic engineering findings and estimates to inform and advise the PDT on:

- The potential scope of work and features (especially the traffic "elements" referenced above)
- Potential performance benefits and deficiencies
- The scope and magnitude of traffic engineering work (traffic forecasting, modeling, analysis, and evaluation) to be performed during the PA/ED phase

CONSULTANT will identify the traffic forecasting and traffic engineering studies needed to analyze, evaluate, and more accurately predict or estimate operational and safety performance of the proposed improvements during the future PA/ED phase. Future studies may require new data collection and forecasting.

CONSULTANT will perform a macro-level analysis at the study intersections and locations using Synchro software and HCM methodology, if necessary. Microsimulation is not assumed under this task. Traffic analysis will be conducted under existing conditions, opening year, design year (2055) no-build conditions, and design year (2055) with build alternative conditions. The analysis will present delay and level of service at each study intersection, if necessary, and freeway mainline. The analysis will be used to determine build alternative for the PSR-PDS. Detailed analysis (FREQ, CORSIM, VISSIM, etc.) will not be performed as part of this scope of work. CONSULTANT will summarize the assessment and key findings and estimates and incorporated into the PSR-PDS document.

Deliverables:

- *Draft / Final Traffic Engineering Performance Assessment*
- *Preliminary traffic assessment of build alternatives*
- *Summary of traffic engineering studies and scope for PSR-PDS*

2-150.15.50A10 Vehicle Miles of Travel Decision Document (VMTDD)

CONSULTANT will prepare the VMTDD that is now required as part of the PSR/PDS phase of the project. CONSULTANT will include preliminary forecasting to assist in estimating VMT and coordination with the project team to derive information needed for the document. CONSULTANT to prepare information for, coordinate on, and respond to comments.

Deliverables:

- *VMT Decision Document*
- *Preliminary VMT determination and mitigation options for inclusion in the Risk Register, if necessary*

2-150.15.55 Construction Estimates

CONSULTANT will prepare a “Capital Outlay Project Estimate” in accordance with Section 4 of the PSR-PDS guidelines (Appendix S) within the PDPM. The cost estimate will be in the format of Appendix AA of the PDPM to support the PSR-PDS. A cost estimate will be prepared for build alternatives within the PSR-PDS. For the PSR-PDS capital cost estimates, an order of magnitude cost estimate will be prepared. CALTRANS will prepare the “Capital Outlay Support Estimate” to identify level of staff support for PA/ED.

Deliverables:

- *Capital Outlay Project Estimates for the build alternative(s)*

2-150.20 Preliminary Environmental Analysis (PEAR)2-150.20.60 PEAR Preparation

CONSULTANT will prepare a draft and final Preliminary Environmental Analysis Report (PEAR), per CALTRANS Standard Environmental Reference Guidelines and the PEAR Handbook.

CALTRANS guidelines for the PEAR will follow the guidance available as of contract date. The PEAR will identify the anticipated Environmental Document, anticipated impacts, the future technical studies, and anticipated mitigations. The PEAR will also estimate the scope, schedule and preliminary costs associated with completing environmental compliance. The information contained in the PEAR will serve as a foundation to begin studies for the PA/ED phase.

In addition, cumulative impacts and context sensitive solutions will be summarized in the Technical Summaries section of the PEAR but will not have a separate technical memorandum prepared.

The PEAR will also include:

- Purpose and Need Statement
- A discussion of environmental resources and a description of the potential PROJECT issues or impacts, which could delay the PROJECT or affect any PROJECT alternative.
- Description of studies that are needed to complete an environmental evaluation (noting as necessary any seasonal constraints for these studies).
- A recommended environmental determination/documentation and a tentative schedule for its completion.
- Required or anticipated permits or approvals.
- The level of detail included in the PEAR for each topic area will be commensurate with the potential for impacts to that resource to occur. The PEAR will be prepared using existing, readily available, information and a windshield survey. No primary information is assumed to be developed during the PID phase. In addition, no surveys are assumed or included, and no cultural resources or paleontology record searches are assumed to be conducted (these would occur during PA/ED). No technical studies, reports, or memoranda related to environmental resources will be prepared; these detailed evaluations and primary source types of documentation are prepared during the Project Approval and Environmental Document (PA/ED) phase of the project.

Deliverables:

- *Initial Noise, Scenic Resource, Biology, Cultural, Air Quality, Water Quality, Floodplain, Paleontology Assessments*
- *Initial Site Assessment Checklist*
- *Draft / Final PEAR*

2-150.25 PSR-PDS and Storm Water Data Report (SWDR)-PID

2-150.25.05 Draft PSR-PDS

CONSULTANT will prepare a Draft PSR-PDS Report to document the geometric assumptions, initial studies, methodology, alternatives, findings, FHWA coordination and involvement, anticipated design exceptions with general PROJECT strategy of how to address within PA/ED phase (no fact sheets anticipated), stakeholder meetings and involvement and results in accordance with the requirements outlined as outlined within PDPM Appendix S.

Deliverables:

- *Draft / Final Draft PSR-PDS (including Preliminary Geometric Drawings for build alternatives)*

- *TMP Data Sheets*

2-150.25.10 Documentation and Exceptions to Design Standards

Fact Sheets for exceptions to advisory and mandatory Highway Design Manual standards are not required and excluded from this scope of work. CONSULTANT will evaluate the build alternatives using Design Information Bulletin 82-01 "Design Checklist". Deviations from design standards will be identified and described in the PSR-PDS. CONSULTANT will perform a non-standard feature risk assessment to indicate a level of risk for conceptual acceptability of the build alternatives. The design standards risk assessment is a list of design standards that will likely not be met for each alternative and the probability of approval for each proposed non-standard feature. CONSULTANT will attend a Design Exception Risk Assessment meeting with CALTRANS design staff to obtain approval of risk assessment.

Deliverables:

- *List of non-standard features for build alternatives*
- *Design Exception Risk Assessment for approval for non-standard features*

2-150.25.20 Final PSR-PDS

CONSULTANT will prepare the Final PSR-PDS based on any comments received from CALTRANS and schedule a focus meeting on first review comments. Response to comments will be prepared to address all the CALTRANS comments received on the Draft PSR-PDS. The Final PSR-PDS will establish the scope, schedule, and estimated costs of the alternative concepts to the PROJECT. The document will also include a tabulation of estimated project support costs and capital costs by project phase and fiscal year. CONSULTANT will coordinate and obtain final approvals of the PSR-PDS. CONSULTANT will update the FTIP and coordinate with SBCTA on the project description, funding, and schedule.

Deliverables:

- *Draft / Final Final PSR-PDS*
- *Cost Estimates for Alternatives*
- *Updated FTIP Description*

2-150.25.25 Storm Water Data Report-PID

CONSULTANT will prepare stormwater documentation in accordance with Section 5, Article 3 of the PSR-PDS guidelines (Appendix S) within PDPM. Since the main purpose of the PSR-PDS is only to estimate the resources needed to complete PA/ED, the expected level of stormwater information for a PSR-PDS is much less than a regular Project Study Report or Project Report. The PSR-PDS evaluation will mainly focus on determining if there will be any significant impacts to the build alternatives, right-of-way needs, or PROJECT costs due to the need to incorporate treatment Best Management Practices (BMPs) for compliance with stormwater requirements.

Deliverables:

- *Draft / Final Storm Water Data Report-PID*

3-160 PERFORM PRELIMINARY ENGINEERING & DRAFT PROJECT REPORT3-160.05 Review Updated Project Information

CONSULTANT shall request, collect, assemble, and review pertinent project information, including, but are not limited to, prior Project Reports and Engineering Technical Reports, Environmental Documents and Environmental Technical Reports, CAD files and drawings, and relevant correspondence. CONSULTANT shall incorporate the collected materials and information into the Project Master File.

Deliverables:

- *Project Records Files*

3-.160.10 Engineering Studies

CONSULTANT shall perform necessary Engineering Studies and preliminary design work required for the preparation of a Project Report, development and refinement of viable Project Build Alternatives, selection of the preferred alternative, and initiation of final design efforts. All engineering studies and reports prepared shall meet Caltrans requirements according to the Highway Design Manual, Project Development Procedures Manual, and other pertinent Caltrans guidance. CONSULTANT will be responsible for obtaining right of entry permits required for field work from Caltrans and private properties willing to grant entry, SBCTA will assist in obtaining ROW entry permits when necessary.

3-160.10-05 Refine Project Alternative

CONSULTANT shall evaluate project alternatives and variations and develop refinements to improve conformance to standards, minimize impacts to Right of Way, and improve constructability.

3-160.10.10 Traffic Studies

CONSULTANT shall collect and analyze relevant travel-demand and travel forecast data to generate traffic forecasts to be used in the traffic operational analysis. If appropriate, CONSULTANT shall perform supplemental traffic forecasting and modeling. Future traffic projections should include data for intersections, highway mainline, and interchange ramps.

Utilizing traffic forecasts, CONSULTANT shall perform a traffic capacity/operational analysis for each build alternative. The traffic operational analysis criteria to be used shall include, but not be limited to, levels of service, vehicle miles travelled, vehicle hours travelled, average speeds, and delay. The traffic operational analysis shall consider traffic control measures such as ramp metering and intelligent transportation systems. CONSULTANT shall prepare a traffic report that includes traffic information and analysis for current year, opening year, and design horizon year.

Deliverables:

- *Traffic Studies*
 - *Draft/Final Traffic Forecasting and Analysis Assumptions and Methodologies Memorandum*
 - *Draft/Final Traffic Volumes Report*
 - *Draft/Final Traffic Operations Analysis Report*
- *VMT-Related Documents*
 - *Induced Travel (VMT) Methodology and Results*
 - *Mitigation Plan*
 - *Induced Travel Risk Assessment*

3-160.10.15 Geometric Plans for Project Alternative

CONSULTANT shall prepare Geometric Plans for Project Build Alternative. This includes horizontal and vertical alignments, cross sections, typical sections, utility plans, and construction staging/detours plans.

Deliverables:

- *Geometric Plans for Project Build Alternative.*

3-160.10.20 Value Analysis Report

CONSULTANT shall summarize the Value Analysis efforts from the Alternative Development Workshops in the PID phase into a Value Analysis Report.

Deliverables:

- *Draft/Final Value Analysis Report*

3-160.10.25 Hydraulics/Hydrology Studies

CONSULTANT shall perform Hydraulics/Hydrology studies to analyze on-site and off-site storm water flows for each of the project build alternatives. CONSULTANT shall identify requirements for hydraulic and storm water treatment design features as part of this task. Results of this study shall be considered and utilized in the project preliminary design.

Deliverables:

- *Draft / Final Preliminary Drainage Report (Hydrology Report)*
- *Draft / Final Storm Water Data Report-PA/ED*

3-160.40 Right of Way (ROW) Data Sheets

CONSULTANT shall assess project ROW requirements by obtaining ROW information and preparing ROW data sheets for each build alternative. This task shall include preliminary

utility location work which includes, but not limited to, review of utility as-build plans and performing utility record searches. Results of this assessment will be used as basis for estimating ROW costs.

Deliverables:

- *Draft / Final ROW Data Sheets*

3-160.10.45 Utility Locations Determined for Preliminary Engineering

CONSULTANT shall perform all activities needed for Utility Locations Determined for Preliminary Engineering per Caltrans ROW manual and other requirements.

Deliverables:

- *Utility Relocation Estimate*
- *Utility correspondence*

3-160.10.55 Multi-Modal Study (If required)

CONSULTANT shall perform a Multi-modal Study. This review should address temporary construction and permanent impacts as well as possible improvements to Pedestrian, Bicycle, and Transit facilities.

CONSULTANT shall also perform a Smart Corridor Study and recommend Smart Corridor elements and technology to be considered during final design. Smart Corridor elements can include, but are not limited to Active Traffic Management Systems, Transit Integration, and Safety Enhancements for pedestrians and non-motorized users. CONSULTANT shall ensure that the project is consistent with SBCTA's Smart Corridor plan and policies.

Deliverables:

- *Draft / Final Multi-Modal Study*
- *Draft / Final Smart Corridor Study*

3-160.10.80 Geotechnical Studies

CONSULTANT shall prepare a Preliminary Geotechnical Design Report (PGDR), and Preliminary Materials Report (PMR). The PGDR will include topography, geology and identification of potential geologic hazards, liquefaction potential and general mitigation measures with respect to geologic and seismic hazards for input to the environmental document. The evaluation will be based on a review of existing subsurface data and will not include field investigations, borings or laboratory testing. Preliminary Materials Report which shall provide recommendations for pavement structure recommendations, pavement type, proposed pavement design life and corrosion studies if culverts are proposed. Results of this assessment will be used as basis for estimating project construction costs.

Deliverables:

- *Draft / Final Structure Preliminary Geotech Report*
- *Draft / Final Preliminary Geotechnical Design Report*
- *Draft / Final Preliminary Materials Report*

3-160.10.85 Structures Advance Planning Study (APS)

CONSULTANT shall prepare an APS which shall evaluate the type of structures that are suited for the site, identify the scope of work related with each structure type and develop a cost associated with each structure type. Up to 3 structure types are anticipated to be investigated. The APS will follow the Office of Special Funded Projects (OSFP) Information and Procedures Guide Chapter 3, Section 3-2 and will include an APS checklist, Design Memo, and an Itemized Cost Estimate.

Deliverables:

- *Advance Planning Study*
- *APS Checklist*
- *Design Memo*
- *Itemized Cost Estimate*

3-160.10.95 Preliminary Transportation Management Plan (TMP)

CONSULTANT shall prepare the Preliminary TMP per the latest Caltrans guidelines and requirements.

Deliverables:

- *Draft and Final TMP*

3-160.15 Draft Project Report

CONSULTANT shall prepare a Draft Project Report following the Caltrans format. The Project Report shall be prepared by or under the supervision of a registered Civil Engineer in the State of California. The consideration of non-standard features will be closely coordinated with the SBCTA Project Manager and designee to confirm acceptability by the SBCTA.

Deliverables:

- *Draft / Final Draft Project Report*

3-160.15.05 Cost Estimates for Alternatives

CONSULTANT shall prepare the Cost Estimates (11-page format) for each alternative for the Draft Project Report per the latest Caltrans guidelines and requirements.

Deliverables:

- *Cost Estimate (11-page format)*

3-160.15.10 Design Standard Decision Document (DSDD)

CONSULTANT shall prepare the DSDD for both mandatory and advisory standards. The report will be prepared per the latest Caltrans guidelines and requirements. It is assumed that there is only one build alternative, so the DSDD can be drafted once the geometrics are defined for the PA/ED phase.

Deliverables:

- *Draft / Final Fact Sheets for Exceptions to Design Standards (Mandatory and Advisory)*

3-160.15.25 Draft Project Report Circulation Review and Approval

CONSULTANT shall circulate the DPR for review and comment. CONSULTANT shall address and incorporate Caltrans and SBCTA comments into the Final Project Report.

Deliverables:

- *Draft / Final Final Project Report*

3-160.15.99 Stage Construction Concept

CONSULTANT shall prepare stage construction concept to be included in the Project Report.

Deliverables:

- *Stage Construction Exhibit*

3-160.45 Geometric Approval Drawings (GADs), Base Maps and Plan Sheets for PA/ED Development

CONSULTANT shall prepare the geometric approval drawings (GADs) for the preferred build alternative. GADs shall include horizontal and vertical alignments, cross sections, and typical sections. Preparation of the GADs shall be performed in close coordination with Caltrans Design staff. CONSULTANT will be responsible for completion and approval of the GADs by Caltrans in a manner where there is sufficient time to proceed with the circulation of the Environmental Document and approval of the Project Report within the project schedule.

Deliverables:

- *Draft / Final GADs*
- *Plans Sheets for PA/ED*

3.165 – ENVIRONMENTAL STUDIES & ENVIRONMENTAL DOCUMENT

3-165.10 General Environmental Studies

CONSULTANT shall perform general environmental studies to support the evaluation of the Project Build Alternatives and, if necessary, to support the environmental determination made under the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and other applicable environmental laws and regulations. Caltrans will act as the Lead Agency under CEQA and NEPA; the preparation of each environmental technical report shall be performed in consultation with the SBCTA Project Manager or designee. CONSULTANT will be responsible for obtaining any right of entry permits required for field work.

Preparation of all technical analyses and reports will follow local, state, and federal environmental guidelines, primarily consisting of the Caltrans Standard Environmental Reference (SER) website, Caltrans Project Development Procedures Manual, local and state CEQA Guidelines, and FHWA Technical Advisory 6640.81 Guidance on Preparing and Processing Environmental and Section 4(f) Documents. The formats to be used for the technical studies will follow the guidance available on the Caltrans SER website as of the date that those studies are initiated.

3-165.10.15 Community Impact Analysis Land Use and Growth Studies

The project is not expected to result in substantial impacts to the community and a separate Community Impact Assessment is not required. This information will be directly addressed in the environmental document.

3-165.10.20 Visual Impact Assessment and Scenic Resource Evaluation

CONSULTANT shall perform a visual impact analysis and prepare a visual impact analysis report which will be referenced in the environmental document. Discussions and negotiations with external parties as part of this task shall only be performed in consultation with the SBCTA Project Manager or designee.

In accordance with FHWA and the U.S. Department of the Interior guidelines, the visual analysis will be prepared under the direction of a licensed Landscape Architect and based on FHWA's Visual Impact Assessment for Highway Projects. Based on the Visual Impact Assessment (VIA) Questionnaire it is assumed that a Visual Impact Assessment Memorandum (VIAM) would be appropriate. A short VIAM will be prepared following the Caltrans VIAM outline, so no simulations would be required

Deliverables:

- *Draft / Final Visual Impact Analysis Memorandum*

3-165.10.25 Noise Study

CONSULTANT shall perform a Noise Study and prepare a Noise Study Report (NSR), and if necessary, a Noise Abatement Decision Report (NADR) which will be referenced in the environmental document. The study and reports shall conform to requirements in

accordance with procedures specified by FHWA in Title 23, Section 772 of the Code of Federal Regulations (CFR) (23 CFR 772) and the Caltrans Traffic Noise Analysis Protocol (TNAP). Discussions and negotiations with external parties as part of this task shall only be performed in consultation with the SBCTA Project Manager or designee. Traffic noise modeling will be performed using the latest version of the FHWA Traffic Noise Model (TNM).

Personnel to conduct the assessment of traffic noise impacts shall meet the requirements or recommendations under Preparer Qualifications in the Caltrans SER.

Deliverables:

- *Draft / Final Noise Study Report*
- *Draft / Final Noise Abatement Decision Report*

3-165.10.30 Air Quality Study

CONSULTANT shall prepare an Air Quality Study Report. The report will provide the following discussion and analyses:

- ✓ Regulatory Setting and Existing Conditions.
- ✓ Exemption from Regional Conformity.
- ✓ Project-Level Conformity Hot Spot Analysis
- ✓ Evaluation of Construction Emissions.
- ✓ Evaluation of Operations-Period Mass Emissions.
- ✓ Mobile Source Air Toxics.
- ✓ Climate Change/Greenhouse Gas Emissions.
- ✓ Mitigation Measures.
- ✓ Air Quality Conformity Analysis Report and Checklist.

Air quality modeling will be performed using the latest version of CT-EMFAC available. Coordination with the Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG) may be required.

Deliverables:

- *Draft / Final Air Quality Study Report*
- *Draft / Final Air Quality Conformity Analysis Report and Checklist*

3-165.10.35 Water Quality Studies

A Scoping Questionnaire for Water Quality Issues (SQWQI) will be prepared for the proposed project using the current SQWQI template available on the Caltrans SER. As required, this will address existing conditions, project description and impacts, and construction (temporary) impacts. In order to provide the existing physical and regulatory environment information for water quality, CONSULTANT will: 1) identify and describe the current and upcoming laws that relate to water quality; 2) describe the beneficial uses as detailed by the Regional Water Quality Control Board (RWQCB) Basin Plan for all potentially-affected waters; 3) discuss water quality objectives for all potentially-affected waters; 4) list potential sources of pollutants, existing water quality of the receiving water

bodies, i.e. Total Maximum Daily Loads (TMDL) or 303(d)impaired water bodies listed; and 5) describe the watershed, existing drainage, and hydrologic conditions. CONSULTANT will evaluate the water quality impacts for each proposed alternative and recommend possible best management practices or Project features to address water quality issues. CONSULTANT will document our findings in the Water Quality Assessment Report (WQAR).

Deliverables:

- *Scoping Questionnaire for Water Quality Issues (SQWQI)*
- *Draft / Final Water Quality Assessment Report (WQAR)*

3-165.10.40 Energy Studies

CONSULTANT will prepare an energy impact memorandum that provides the following discussions and analyses:

- ✓ **Regulatory Setting and Existing Conditions.** Summarize the existing federal, state, and local energy regulatory environment as it affects the proposed project. Using data provided by the California Air Resources Board (ARB), San Bernardino County, and the Southern California Association of Governments (SCAG), the memorandum will characterize the existing energy use in the project area.
- ✓ **Construction Energy.** Energy use from the construction sources will be analyzed based on the equipment used, length of time for a specific construction task, equipment power type (gasoline or diesel engine), horsepower, load factor, and percentage of time in use. In addition, the energy use associated with the haul truck trips and employee commutes will be calculated based on available construction information.
- ✓ **Operational Energy.** Changes in long-term energy consumption will be quantified using project-level VMT and EMFAC2021 emissions factors.
- ✓ **Mitigation Measures.** Measures to reduce energy consumption during project construction and operations will be identified, if necessary.

Deliverables:

- *Draft/Final Energy Study Report.*

3-165.10.60 Location Hydraulic and Floodplain Study Report

If necessary, CONSULTANT will perform activities related to preparing a Location Hydraulic Study for use in the Environmental Document. CONSULTANT will prepare the Location Hydraulic Study and the Summary Floodplain Encroachment Report forms as appropriate. CONSULTANT will prepare a Draft Location Hydraulic Study Memorandum to document the investigation and summarize the study results, which will include the four stream crossing locations. After receiving one round of comments, CONSULTANT will prepare and submit a Final Location Hydraulic Study Memorandum.

Deliverables:

- *Location Hydraulic Study*
- *Floodplain Study Report*

3-165.10.65 Paleontology Study

CONSULTANT shall perform a paleontology study to identify and evaluate potential impacts to paleontological resources in the project area.

The following tasks shall be performed to evaluate paleontological resources:

- ✓ Document review
- ✓ Records search
- ✓ Paleontological resource assessment
- ✓ Field survey
- ✓ Preparation of technical report(s)

Based on preliminary review, a Paleontological Mitigation Plan (PMP) will be required for the proposed project. The PMP will be prepared under the supervision of a qualified Principal Paleontologist and will follow the PMP format as defined on the Caltrans SER.

Deliverables:

- *Draft / Final Combined Paleontological Identification Report (PIR) and Paleontological Evaluation Report (PER)*
- *Draft / Final Paleontological Mitigation Plan (PMP)*

3-165.10.75 Environmental Commitments Record (ECR)

CONSULTANT will prepare the ECR for inclusion as an attachment to the environmental document.

Deliverables

- *Draft and Final ECR (included in environmental document and reviewed as part of that document; no separate submittal is assumed or included)*

3-160.10.80 Hazardous Waste Initial Site Assessment

CONSULTANT shall perform a hazardous waste assessment to identify and evaluate the potential for Recognized Environmental Conditions (REC) that occur in the project area. This task shall include a literature search and review of historic information, interagency coordination with the appropriate agencies, field studies, and preparation of an Initial Site Assessment (ISA) report.

The ISA shall be prepared in general accordance with the Caltrans Initial Site Assessment Guidance Document, dated September 2006. Project specific scoping considerations include evaluations of right-of-way acquisition parcels and construction easements, proper

management of any identified waste materials, and construction worker and public exposure to any identified onsite contaminants.

Review of local, state and federal regulatory databases and files in performance of the ISA. Based on these findings, additional information may be obtained from direct contact with regulatory agencies including the City Colton, San Bernardino County, California Regional Water Quality Control Board, California Department of Toxic Substances Control, Caltrans and the United States Environmental Protection Agency.

Deliverables:

- *Draft / Final Initial Site Assessment Report*

3-160.10.85 Hazardous Waste Preliminary Site Investigations

CONSULTANT shall perform an Aerially Deposited Lead (ADL) Survey. A report shall be prepared to transmit the field observations, laboratory data, data evaluation and statistics, and conclusions. The report will include diagrams of sample locations and laboratory results presented in tabular format. CONSULTANT will input the analytical data into a Caltrans format MS Access database and provide an electronic copy to the Client. A professional geologist (PG) will review/sign the investigation report. Hard copies and or an electronic (.pdf file) of the final report will be submitted after the Client provides written draft report review comments.

Deliverables:

- *Draft / Final Aerial Deposited Lead Survey*

2-160.10.90 Climate Change Analysis (Greenhouse Emission Estimates and Reduction Strategies and Climate Change Adaptation/Resilience)

CONSULTANT will prepare the Climate Change chapter for inclusion in the CEQA document, consistent with the annotated outline that is available on the Caltrans SER as of the date that this scope of work was prepared (July 5, 2025). This section of the CEQA document will be prepared in advance of the overall draft environmental document so that it can be provided to Caltrans for the necessary reviews by the District and Headquarters.

Deliverables:

- *Draft/Final Climate Change Analysis chapter for inclusion in the CEQA document*

3-165.15 Biological Studies

CONSULTANT shall perform biological studies to assess potential impacts to biological resources in the project area. Biological studies performed shall support the environmental determination made in the Environmental Document and shall be used to demonstrate with all applicable biological related laws, regulations, and requirements, including but not limited to, the Federal Endangered Species Act, California Endangered Species Act, Clean Water Act, and the Department of Fish and Game Code. All biological studies performed and reports prepared shall meet Caltrans requirements according to the SER and other pertinent

Caltrans guidance. CONSULTANT will be responsible for obtaining any right of entry permits required for field work.

3.165.15.20 Natural Environment Study/ Minimal Impacts

CONSULTANT shall perform a general biological study to identify biological resources that could be affected by the project. CONSULTANT may conduct informal consultation with appropriate regulatory agencies. Discussions and negotiations with external agencies as part of this task shall only be performed in consultation with the SBCTA Project Manager or designee.

CONSULTANT shall conduct a literature search, perform field surveys, and prepare a Natural Environment Study/Minimal Impacts (NES/MI) report analyzing potential impacts to biological resources. The report will be prepared in accordance with Caltrans SER guidance and will conform to the Caltrans NES/MI annotated outline that is available at the time that this scope of work was prepared (July 5, 2025). A full NES is not assumed or included. The following tasks will be performed during the preparation of the reports:

- ✓ Review of Project Information and Applicable Literature
- ✓ Field Evaluation for Biological Resource Constraints
- ✓ Technical Report Preparation-A draft NES/MI will be developed based on results of the biological surveys and analysis:

CONSULTANT will conduct a literature search, perform a field review, and prepare a Natural Environment Study/Minimal Impacts (NES/MI) report analyzing potential impacts to biological resources. A literature review will be conducted to identify special-status species known or reported from the project area. The literature review will include:

- 1) Special status species lists from the California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and National Marine Fishery Service (NMFS);
- 2) Database searches of current versions of the California Natural Diversity Database (CNDDDB), the Online Inventory of the California Native Plant Society (CNPS), and USFWS species occurrence data; and
- 3) Other available biological studies conducted in the vicinity of the project site.

After reviewing relevant literature and database information, the project area will be evaluated with a thorough field review covering all portions relevant to potential biological resource constraints. The project area is assumed to be the project limits of disturbance (LOD) plus 200 feet. Field notes will be compiled including conditions, visible disturbance factors, species, habitats, and general biological resources observed or detected. The project area will be evaluated regarding the presence, absence, or likelihood of occurrence for all special status species and habitats as well as general biological resources potentially posing a constraint to the project through applicable laws and regulations. A draft NES/MI will be developed based on results of the biological survey methods and results.

Deliverables:

- *Draft / Final Natural Environment/Minimal Impacts Study Report*

3-165.15.99 Jurisdictional Delineation – if necessary

For Projects that may impact areas under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW, a formal jurisdictional delineation is required utilizing resource agency standard delineation methods. CONSULTANT will delineate aquatic resources within the study area utilizing routine on-site methods. CONSULTANT will utilize procedures and practices in the following publications and agency guidance documents: USACE Wetland Delineation Manual (1987); USACE Regional Supplement to the Wetland Delineation Manual, Arid West Region, Version 2.0 (2008); and USACE and Environmental Protection Agency's (EPA) Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States* and *Carabell v. United States* guidance document (2007) as well as standard practices to delineate CDFW lake and stream resources and associated riparian vegetation.

The field survey results will be compiled and presented in a Jurisdictional Delineation Report prepared for the Project that will identify and quantify the limits of USACE wetland and non-wetland waters of the U.S., RWQCB wetland and non-wetland waters of the State, CDFW stream features and associated riparian areas, and MSHCP Riparian/Riverine habitats within the study area boundaries, where present. It will also include figures and maps showing the location of potential jurisdictional resources and a photolog that documents site conditions of specific drainage features. The Jurisdictional Delineation Report will not quantify impacts to jurisdiction resources; rather, impacts will be quantified and included within the NES.

- *Draft/Final Jurisdictional Delineation Report*

3-165.20 Cultural Resources Studies

CONSULTANT shall perform cultural resources studies to assess potential impacts to archaeological and historic resources in the project area. Cultural studies performed shall support the environmental determination made in the Environmental Document. CONSULTANT will be responsible for obtaining any right of entry permits required for field work. A records search will be obtained from the South Central Coastal Information Center, part of the California Historical Resources Information System, which houses San Bernardino County records. The Native American Heritage Commission will be contacted to request a review of its Sacred Lands File. CONSULTANT will coordinate with CALTRANS for consultation with Native American groups and other interested parties. Consultation will be conducted in accordance with appropriate current state and federal regulations. As appropriate, CONSULTANT may prepare an Area of Potential Effects (APE) map and Historical Resources Evaluation Report (HRER).

Following completion and approval of the APE, research, survey, outreach and reporting, a summary document (the Historic Property Survey Report [HPSR]) with attached Archaeological Survey Report (ASR) may be generated.

Deliverables:

- *Draft / Final Archaeological Survey Report*
- *Draft / Final Area of Potential Effects Map*
- *Native American Consultation Support (consultation to be conducted by CALTRANS)*
- *Draft / Final Historical Resources Evaluation Report*
- *Draft / Final Historic Property Survey Report*

3-165.25 Draft Environmental Document**3-165.25.A Public Outreach**

CONSULTANT will prepare the Notice of Availability/Notice of Intent to Adopt a Mitigated Negative Declaration/Notice of Public Hearing (NOA/NOI/NOPH) (English and Spanish versions) for publication by SBCTA in a newspaper(s) of general circulation. CONSULTANT shall provide all SBCTA Public Outreach collateral materials including notices, handouts, and exhibits. CONSULTANT may serve as initial point of contact for public inquiries and shall be expected to maintain a Public Outreach file, which shall include a project mailing list, correspondence log, and records of public meetings. Public Outreach coordination shall be performed in consultation with the SBCTA Project Manager or designee and the SBCTA Public Affairs Office.

Deliverables:

- *Public Outreach collateral materials/Electronic Media*
- *Public Outreach File*
- *Newspaper notices (ads will be paid directly by SBCTA)*

3-165.25.15 Draft Environmental Document (DED)

CONSULTANT shall consider the scope of the project and results of the environmental technical studies to recommend and obtain direction from Caltrans and SBCTA on the appropriate environmental document to comply with CEQA and NEPA. Based on conceptual design and preliminary information, a Categorical Exclusion/Categorical Exemption (CE/CE) appears to be the appropriate CEQA and NEPA environmental document and that level of document is assumed in this scope of work. If an CE/CE is appropriate, CONSULTANT shall prepare the draft form with back up report following the available forms on the SER.

CONSULTANT shall prepare a Notice of Exemption (NOE) and shall submit to SBCTA for filing with the county clerk. The NOE will be submitted to the State Clearinghouse via CEQAnet (all submittals to CEQAnet will be made electronically and no hard copies are assumed to be submitted to the State Clearinghouse or are included in this scope of services). CONSULTANT shall prepare an Environmental Commitment Record (ECR) and will be responsible for the incorporation of applicable environmental conservation measures into the project's final design.

Deliverables:

- Draft CE/CE forms and report
- Final CE/CE forms
- Draft / Final Notice of Exemption (NOE)

3.170 – PERMITS & AGREEMENTS**3.170.05 Determine Required Permits**

Upon completion of the jurisdictional delineation and NES, CONSULTANT will confirm which, if any, aquatic resources permits are expected to be needed from which agency for the PROJECT. This information will be included in the IS/EA.

3-170.20 Freeway Agreements

CONSULTANT shall prepare revision to the map and exhibits needed in a Freeway Agreement and, if necessary, Freeway Maintenance Agreement.

Deliverables:

- Executed Copies of the Freeway Agreement and Map

3.180 PROJECT REPORT & FINAL ENVIRONMENTAL DOCUMENT (FED)**3-180.05.10 Final Project Report**

CONSULTANT shall perform work to incorporate comments received, update the information, and complete the Project Report for final Caltrans approval.

Deliverables:

- Draft / Final Final Project Report

3-180.05.15 Storm Water Data Report (SWDR)-PA/ED

CONSULTANT shall update and prepare the SWDR according to the latest Caltrans guidelines and procedures.

Deliverables:

- Draft / Final SWDR – PA/ED

TASK 3.185 – PREPARE BASE MAPS AND PLAN SHEETS (OPTIONAL)**Task 3.185.05 Updated Project Information**

CONSULTANT shall request, collect, assemble, and review all pertinent project information, including, but not limited to, prior project related reports and Engineering Technical Reports, Environmental Documents and Environmental Technical Reports, CAD files and drawings, and relevant correspondence. CONSULTANT shall incorporate the collected materials and

information into the Project Master File.

Deliverables:

- *Project Records Files*

Task 3.185.10 Engineering and Photogrammetric Surveys

Mapping and Surveys and preparation of Base Maps were performed during the PA/ED phase. CONSULTANT shall review Project Mapping and Project Survey Control prepared to ensure completeness and accuracy. CONSULTANT shall inform SBCTA's Project Manager if there are incomplete or missing data in the Design Base Maps.

Deliverables:

- *Design Surveys*
- *Topographic Mapping*
- *As-Builts and Utility Research*

TASK 3.205 – PERMITS & AGREEMENTS (OPTIONAL)

Task 3.205.05 Determine Required Permits & Task 3.205.10 Obtain Permits

CONSULTANT shall perform work to identify all necessary permits to construct the project and obtain all necessary permits and agreements needed to construct the project. Work as part of this task may include discussions with permitting agencies, preparation of the permit and attachments such as maps and other exhibits identifying funds necessary for the permit application, and submitting the permit. Discussions and negotiations with permitting agencies shall only be performed in consultation with the SBCTA Project Manager or designee.

Deliverables:

- *Various Permits*

TASK 3.230 – PREPARE HIGHWAY DRAFT PLANS, SPECIFICATIONS & ESTIMATES (OPTIONAL)

Task 3.230.05 Draft Highway Plans

CONSULTANT shall prepare the Highway Roadway Plans, Specifications, and Estimates (PS&E) plans set for the project following the Caltrans Highway Design Manual and Caltrans Standard Plans as appropriate. This will also include analysis of alternatives that may be required in looking at the most feasible terminus points, operational efficiencies, and ingress/egress locations. Sufficient study including design and cost estimates would be needed to provide adequate information for decisions on which alternative(s) to move forward with. Preparation of the Highway PS&E plans set shall include, but not be limited to, the preparation of the following roadway engineering sheets:

- | | |
|--------------------------|--|
| ✓ Title Sheet | ✓ Profiles and Superelevation Diagrams |
| ✓ Key Map and Line Index | ✓ Construction Details |
| ✓ Typical Cross Sections | ✓ Water Pollution Control |
| ✓ Layouts | |

- ✓ Contour Grading
- ✓ Drainage Plans
- ✓ Drainage Profiles, Details, and Quantities
- ✓ Utility and Utility Relocation
- ✓ Transportation Management Plan, Sign Details and Quantities
- ✓ Stage Construction
- ✓ Traffic Handling
- ✓ Detours
- ✓ Pavement Delineation and Quantities
- ✓ Signs and Quantities
- ✓ Overhead Signs and Quantities, if required
- ✓ Summary of Quantities
- ✓ Retaining Walls and Quantities, if required
- ✓ Sound Walls and Quantities, if required
- ✓ Plant List and Planting, if required
- ✓ Irrigation, if required
- ✓ Sprinkler Schedule and Details, if required
- ✓ Irrigation Quantities, if required
- ✓ Electrical Plans

DRAFT

Preparation of the roadway plans shall be consistent with Caltrans design standards to the greatest extent feasible.

CONSULTANT shall perform internal QA/QC plans check and review and shall submit copies to SBCTA for peer review prior to submittal to Caltrans. CONSULTANT shall notify SBCTA's Project Manager if the CONSULTANT is seeking any exceptions to any applicable design standards.

Deliverables:

- *65% Plans*
- *95% Plans*

Task 3.230.20 Transportation Management Plan

CONSULTANT will prepare the Draft and Final Transportation Management Plan (TMP) in accordance with current Caltrans procedures and guidelines. The TMP will identify specific measures that can be taken during construction to reduce impacts due to construction on the traveling public and to provide travel through and around the work area.

Deliverables:

- *Transportation Management Plan*

Task 3.230.35 Draft Highway Specifications

CONSULTANT shall prepare the Highway Specifications and Special Provisions for the project following the Caltrans Standard Specifications. CONSULTANT shall notify SBCTA's Project Manager if the CONSULTANT is seeking any exceptions to this requirement.

Deliverables:

- *Draft Standard Special Provisions (65% and 95% PS&E)*

Task 3.230.40 Draft Highway Quantities and Estimates

CONSULTANT shall prepare the Highway Quantities and Estimates for the project following the Caltrans Standard Specifications including periodic cost updates, as well as cost estimates to support the analysis of project alternatives developed during design. CONSULTANT shall notify SBCTA's Project Manager if the CONSULTANT is seeking any exceptions to this requirement.

Deliverables:

- *Draft Quantities and Estimates*

Task 3.230.60 Updated Storm Water Data Report

CONSULTANT will prepare an Updated Storm Water Data Report (SWDR) in accordance with current Caltrans procedures and guidelines. The SWDR will identify specific measures that can be taken to handle storm water flows around the work area.

Deliverables:

- *Storm Water Data Report-PS&E*

Task 3.230.70 Updated Hydraulics Report

CONSULTANT will prepare an updated Hydraulics Report in accordance with current Caltrans procedures and guidelines. The updated Hydraulics Report will evaluate existing drainage systems and will be used to support the drainage plans.

Deliverables:

- *Hydraulics Report*

Task 3.230.80 Geotechnical Design Report

CONSULTANT will prepare a Geotechnical Design Report in accordance with current Caltrans procedures and guidelines. The Geotechnical Design Report will be used for recommendations to complete the plans and specifications.

Deliverables:

- *Geotechnical Design Report*

Task 3.230.80 Updated Materials Report

CONSULTANT will prepare an updated Materials Report in accordance with current Caltrans procedures and guidelines. The updated Materials Report will be used to support the pavement structural section design.

Deliverables:

- *Materials Report*

TASK 3.240 – PREPARE STRUCTURAL DRAFT PLANS, SPECIFICATIONS & ESTIMATES (OPTIONAL)

Task 3.240.60 Hydraulics Report

CONSULTANT will prepare the Draft and Final Hydraulics Report in accordance with current Caltrans procedures and guidelines. The Hydraulics Report will identify strategies and requirements for use by the design engineer to prepare the structural plan sheets.

Deliverables:

- *Hydraulics Report*

Task 3.240.65 Preliminary Foundation Report

CONSULTANT will prepare the Preliminary Foundation Report to be utilized as part of the Structures Type Selection. The Preliminary Foundation Report shall document existing foundation conditions, make preliminary foundation recommendations, and identify the need for investigations, subsurface exploration, and studies.

Deliverables:

- *Preliminary Foundation Report*

Task 3.240.70 Subsurface Exploration and other Field Studies

CONSULTANT will perform work required to perform subsurface exploration to support the Foundation Report. This task includes all activities needed such as procurement of permits and rights to enter to perform any needed subsurface explorations. Results of the study shall be summarized in a report. Subsurface exploration work shall include proposed bridge widening and retaining or soundwalls required for the project.

CONSULTANT will perform an infiltration test to determine the percolation rates for the proposed storm water treatment facilities.

Deliverables:

- *Log of Test Borings*
- *Infiltration Test Report, if required*

Task 3.240.75 Draft Structural Plans

CONSULTANT shall prepare the Structural Plans, Specifications and Estimates (PS&E) plans set for the project following the Caltrans Highway Design Manual and Caltrans Standard Plans as appropriate. Preparation of the Structural PS&E plans set shall include, but not be limited to the preparation of the following roadway engineering sheets:

- ✓ General Plan
- ✓ Deck Contours
- ✓ Foundation
- ✓ Abutment Layout and Detail
- ✓ Typical Sections
- ✓ Girder Layout
- ✓ Prestress Details
- ✓ Drainage Details
- ✓ Barrier Details
- ✓ Structural Approach Details
- ✓ Miscellaneous Details
- ✓ Structural Special Provisions
- ✓ Structural Quantities

CONSULTANT shall perform internal QA/QC plans check and review and shall submit copies to SBCTA for peer review prior to submittal to Caltrans. CONSULTANT shall notify SBCTA's Project Manager if the CONSULTANT is seeking any exceptions to any applicable design standards.

Deliverables:

- *Type Selection Report*
- *65% Plans*
- *95% Plans*

Task 3.240.80 Foundation Report

CONSULTANT shall prepare the Foundation Report incorporating subsurface explorations through report and Log of Test Borings. The Foundation Report is to provide

the required geologic and geotechnical recommendations needed to prepare the structural plans sheets.

Deliverables:

- *Foundation Report including Log of Test Boring Plan*

TASK 3.255 – PREPARE FINAL PS&E PACKAGE (OPTIONAL)

Task 3.255.20 Final District PS&E Package

This task includes the distribution of the draft final combined highway and structural PS&E package for final review by Caltrans, SBCTA, and other stakeholders. CONSULTANT shall address comments received and incorporate changes as appropriate in the final combined PS&E package. Under this task, CONSULTANT shall perform internal QA/QC plans check and review and shall submit the final combined PS&E package to an independent reviewer, which shall be provided by the CONSULTANT. The independent reviewer shall be a registered Professional Engineer in the State of California and shall certify the quality of the package and that the plans are constructible. The independent reviewer shall submit a stamped report to the SBCTA summarizing its review and certifying the constructability of the plans and that the final combined PS&E package is biddable. CONSULTANT will be responsible for completion of the draft final combined PS&E package in a manner where there is sufficient time to address comments during the independent review and finalize the PS&E package within the project schedule. CONSULTANT will be responsible for the constructability of the project.

Deliverables:

- *Final Combined PS&E Package*
- *Independent Constructability and Ready-to-Bid Certification*

Task 3.255.40 Resident Engineer File and Supplemental Materials

CONSULTANT shall be responsible for preparing the pending Resident Engineer File and other supplemental PS&E materials, which would include the following:

- | | |
|--|-------------------------------------|
| - Geotechnical Information Handout | - Materials Information Handout |
| - Construction Staking Package and Control | - Project Controls for Construction |
| - Grid Grades | - Construction Permits |
| - Quantity Work Book | - Representative Cross Sections |

Deliverables:

- *Resident Engineer File*
- *Supplemental PS&E Materials*

TASK 3.260 – CONTRACT BID DOCUMENTS READY TO LIST (OPTIONAL)

Task 3.260-1 Draft Contract

CONSULTANT shall assist SBCTA in the preparation of the Construction Contract Bid Documents. Under this task, the CONSULTANT shall develop a draft contract, which shall be consistent with Caltrans standards. Draft contract shall include the plans,

specifications, special provisions, applicable Federal, state and local laws, regulations, and requirements and item codes. All contract pay items shall utilize the Basic Engineering Estimate System (BEES) coding.

Deliverables:

- *Draft Construction Contract Package*

TASK 5.270 – CONSTRUCTION ENGINEERING – TECHNICAL SUPPORT (OPTIONAL)

Provide Technical Support to the construction engineering staff including design, traffic, hydraulics, materials, structures design, geotechnical services, environmental, landscape and other specialty staff. Functional support may include attendance at pre-work conferences, on-site construction support including contractor request for information (RFI) and RE pending file review.

TASK 6.295 – ACCEPT CONTRACT/PREPARE FINAL CONSTRUCTION ESTIMATE AND FINAL REPORT (OPTIONAL)

Work involved in the acceptance and final documentation of a construction contract.

Work involved includes coordination with the construction manager and/or Resident Engineer to develop as-built plans in accordance with Caltrans and the City Standards. Work includes the transfer of the red-line As-Built plan mark-ups to the original full size reproducible plan sheets (and CADD file) and forwarding a reproducible set of plans with the transferred As-Built changes to SBCTA, Caltrans and the Cities. CONSULTANT shall complete this task within 30 calendar days of receipt of red-line mark-ups.

Deliverables:

- *Red line construction package*
- *As-Built construction package*
- *Electronic and hardcopy submittal for Caltrans and City records*

IV. PROJECT SPECIFIC QUALITY ASSURANCE AND QUALITY CONTROL PLAN REQUIREMENTS

Quality Assurance (QA) encompasses all of the planned and systematic activities implemented within the quality system that can be demonstrated to provide confidence that a product or service will fulfill requirements for quality. Quality Control (QC) consists of operational techniques and activities used to fulfill requirements for quality. For environmental review process, preliminary engineering and final design, QC includes technical checking, review and design verification activities, while the QA activities includes the monitoring, surveillances, auditing and other means of oversight of the QC activities and documentation, to ensure completeness and adherence to the QC procedures.

A project specific quality management plan (herein referred to as a Project QA/QC Plan) shall be developed by the Consultant and submitted to SBCTA for review and approval.

The Project QA/QC Plan shall describe how QA and QC will be executed and expressed by the Consultant and its subconsultants. In lieu of a Project QA/QC Plan, for small projects at the discretion of the SBCTA Director of Project Delivery, a copy of the Consultant's standard QA and QC procedures that are to be followed by the Consultant team (including subconsultants) for the project, will be submitted to SBCTA for review and approval. The standard QA and QC procedures document and any appended project-specific processes, should address the same requirements listed below for the Project QA/QC Plan.

The following is a list of the minimum content and scope of what the Project QA/QC Plan shall contain. When submitted to SBCTA for review, the Project QA/QC Plan will be reviewed and assessed to ensure that these topic areas are covered and adequately addressed by the plan.

Project Introduction and Scope:

- Project description
- Scope of work
- Quality objectives
- List of deliverable documents for each milestone submittal

Project Team Qualifications, Organization, Staff, Roles and Responsibilities:

- A description of the minimum resource requirements for staff competence, skills, experience, and credentials.
- Organization chart showing project staff and lines of QA and QC authority and communications.
- List of project staff members, roles and responsibilities, including verification, QC review and technical checking, Project Management, Project QA Management and Technical Lead duties.

Quality Training:

1. Quality training, including a training syllabus, schedule, and methods of tracking the staff that have been trained.

Scheduling of Quality Activities:

2. Detailed QA and QC schedule that provides the timing, durations, and dependencies for all QC technical checking, interdisciplinary reviews, internal design verification against project criteria, and internal QA audits.

SBCTA, TSP and Caltrans Reviews:

3. Formal external (SBCTA, TSP and Caltrans) review schedules (Peer Reviews and Constructability Reviews).
4. Processes for SBCTA and TSP Peer Review and Caltrans review comments tracking, response, resolution, checking of comment incorporation, and closure process.

Internal Reviews:

5. Quality procedures related to interdisciplinary design review (IDR) process.
6. Technical review of environmental reports.

Management of Requirements:

7. The requirements for the development of a Basis of Design report that includes a list of governing project criteria, source documents for the governing criteria, including those from Caltrans, SBCTA and local municipalities.
8. Requirements management processes used to track design variation requests, and procedures for changes to the requirements as a result of approved design variances.

Quality Procedures for Project Controls:

9. Project QA and QC procedures related to approved project scope changes and associated revisions to estimates and schedule.
10. Project QA and QC procedures for configuration management against the baseline design.

Quality Control (QC) Procedures:

11. Detailed QC procedures, including descriptions of process steps and documentation of processes for technical checking, QC reviews, and design verification. The procedures for technical checking will include:
 - QC testing and validation of computer software used for the calculations
 - Checking of calculations and data (hand calculations and computer calculations input and output)
 - Checking of drawings and exhibits
 - Checking of specifications and contract documents
 - Checking of quantities and cost estimates
 - Review of studies or report-type documents
 - QC of CADD-produced documents
12. Checklists to be used to verify: design criteria / technical compliance; submittal contents; CADD compliance; specifications compliance; calculations compliance; and milestone specific level of completion.

Quality Assurance (QA) Procedures:

13. The processes for QA monitoring, surveillances, and audits of the QC activities, including when QA audits are to be conducted prior to submittals, and the QC activities and QC documentation to be audited.
14. Processes for the management of the implementation of Corrective Action to internal and external QA audit non-conformances and findings.

Quality Documentation:

15. Quality Records list or definition.

Document Control procedures, including electronic files and project folders, submittal procedures, control of hardcopies, uploading of scanned hardcopy PDF files, document retention requirements, and the treatment of quality documents. This part of the Project QA/QC Plan may reference sections of a project management plan and/or a separate project or firm document control plan.

Minute Action

AGENDA ITEM: 8

Date: June 11, 2026

Subject:

Interstate 15 Corridor Freight and Express Lanes Project - Contract 1 – Amendments to Contract No. 20-1002266 and Contract No. 22-1002757

Recommendation:

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

A. Approve Amendment No. 2 to Contract No. 20-1002266 with Michael Baker International, Inc., to increase the contract amount by \$1,475,885.02, for a new not-to-exceed total of \$26,228,117.53, for the Interstate 15 Corridor Freight and Express Lanes Project - Contract 1, to be funded by Measure I Valley Freeway Program funds; and to extend the contract expiration date to December 31, 2031.

B. Approve Amendment No. 2 to Contract No. 22-1002757 with TRC Engineers, Inc., for the Interstate 15 Corridor Freight and Express Lanes Project - Contract 1, to extend the contract expiration date to December 31, 2031.

Background:

The Interstate 15 (I-15) Corridor Freight and Express Lanes Project - Contract 1 (Project) will add auxiliary lanes to improve freight corridor movement and an addition of two express lanes in each direction on the I-15 from south of State Route (SR) 60 to north of Foothill Boulevard.

In September 2020, San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Contract No. 20-1002266 with Michael Baker International, Inc. (MBI) for final design and construction support services for the Project. In June 2021, the Board approved Amendment No. 1 to the contract for additional design work and additional contract contingency for potential out-of-scope work.

In September 2022, the Board approved Contract No. 22-1002757 with TRC Engineers, Inc. (TRC) for construction management services for the Project. In February 2023, the Executive Director approved Amendment No. 1 to the contract to include back up calculation of fees in the approved cost proposal.

Both contracts need to be amended to extend their current expiration dates to December 31, 2031, to cover the full construction period, plant establishment, and project closeout. MBI has been providing construction support services for the Project, with the required level of effort exceeding original expectations due to several unanticipated needs. These include revisions to the trash capture devices in response to comments received from the California Department of Transportation (Caltrans) and Federal Highway Administration after the 100% Plans, Specifications and Estimates approval, updates to traffic handling plans, particularly regarding extended ramp closures proposed by the Contractor; multiple reviews of structural shop drawings; ongoing coordination with Caltrans and the Brightline West team to resolve design and construction issues; coordination with SCE to finalize plans; and participation in coordination meetings related to the Interstate 10 (I-10)/I-15 falsework incident.

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

June 11, 2026

Page 2

Based on current projections, an additional \$1,475,885.02 is required for MBI to continue providing construction support services through completion.

Staff recommends approval of Amendment No. 2 to Contract No. 20-1002266 with MBI to increase the contract amount by \$1,475,885.02, for a new not-to-exceed total of \$26,228,117.53, and to extend the contract expiration date to December 31, 2031. Staff also recommends approval of Amendment No. 2 to Contract No. 22-1002757 with TRC, to extend the contract expiration date to December 31, 2031.

Financial Impact:

The Project is included in the adopted Budget for Fiscal Year 2026/2027 and funded with the Measure I Valley Freeway Program funds, under Task No. 0820, Freeway Projects, Sub-Task No. 0831.

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:

David Tan, Senior Project Manager

Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026
Witnessed By:

General Contract Information

Contract No: 20-1002266 Amendment No.: 2
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 03112 Vendor Name: Michael Baker International, Inc.
 Description: Final Design Services for I-15 Corridor Freight and Express Lanes Project - Contract 1

List Any Related Contract Nos.:

Dollar Amount					
Original Contract	\$	21,319,091.00	Original Contingency	\$	2,131,909.10
Prior Amendments	\$	1,503,227.18	Prior Amendments	\$	150,322.72
Prior Contingency Released	\$	1,929,914.33	Prior Contingency Released (-)	\$	(1,929,914.33)
Current Amendment	\$	1,475,885.02	Current Amendment	\$	-
Total/Revised Contract Value	\$	26,228,117.53	Total Contingency Value	\$	352,317.49
Total Dollar Authority (Contract Value and Contingency)				\$	26,580,435.02

Contract Authorization

Board of Directors _____ Date: 7/1/2026 _____ Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No _____ N/A _____
 Local _____ Design _____ N/A _____

Accounts Payable

Estimated Start Date: 9/2/2020 Expiration Date: 9/30/2026 Revised Expiration Date: 12/31/2031
 NHS: Yes QMP/QAP: N/A Prevailing Wage: Yes

							Total Contract Funding:		Total Contingency:		
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$		\$	
GL	4110	40	0820	0831	52005	41100000	630	MSI	26,228,117.53	352,317.49	
GL									26,228,117.53	352,317.49	
GL									-	-	
GL									-	-	
GL									-	-	
GL									-	-	
GL									-	-	
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GL									-	-	
GL									-	-	
GL									-	-	
GL									-	-	

David Tan
 Project Manager (Print Name)

Kristi Lynn Harris
 Task Manager (Print Name)

Additional Notes:

Attachment: CSS 20-1002266-02 (12567 : I-15 Corridor Freight and Express Lanes Project Contract 1 - Amendments to MBI and TRC Contracts)

AMENDMENT NO. 2 TO CONTRACT NO. 20-1002266

FOR

**PLANS, SPECIFICATIONS & ESTIMATES FOR THE INTERSTATE 15 (I-15)
EXPRESS LANES**

(MICHAEL BAKER INTERNATIONAL, INC.)

This AMENDMENT No. 2 to Contract No. 20-1002266 is made by and between the San Bernardino County Transportation Authority (“SBCTA”) and Michael Baker International, Inc. (“CONSULTANT”). SBCTA and CONSULTANT are each a “Party” and collectively the “Parties” herein.

RECITALS

- A. SBCTA, under Contract No. 20-1002266 (“Contract”), engaged the services of CONSULTANT to provide professional services for preparation of plans, specifications, and estimates for the I-15 Express Lanes Corridor Contract 1 project (“Project”); and
- B. In March 2021, a contingency amendment in the amount of \$60,450.00 was approved, increasing the contract amount to \$21,379,541.00; and
- C. In June 2021, Amendment No. 1 was approved to increase the contract amount to \$22,882,768.18 and to modify the insurance language; and
- D. In January 2022, a contingency amendment in the amount of \$103,463.17 was approved, increasing the contract amount to \$22,986,231.35; and
- E. In March 2022, a contingency amendment in the amount of \$397,095.50 was approved, increasing the contract amount to \$23,383,326.85; and
- F. In December 2022, a contingency amendment in the amount of \$332,620.26 was approved, increasing the contract amount to \$23,715,947.11; and
- G. In October 2023, a contingency amendment in the amount of \$193,044.47 was approved, increasing the contract amount to \$23,908,991.58; and
- H. In February 2024, a contingency amendment in the amount of \$74,155.26 was approved, increasing the contract amount to \$23,983,146.84; and
- I. In December 2025, a contingency amendment in the amount of \$769,085.67 was approved, increasing the contract amount to \$24,752,232.51; and
- J. Parties desire to further amend the Contract to increase the Contract amount by \$1,475,885.02, and to extend the Contract expiration date to December 31, 2031.

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

- 1. Section 4.1 is amended in its entirety to read as follows:

“This Contract shall go into effect on September 2, 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 December 31, 2031, unless extended by written amendment.”

- 2. Section 5.2 is amended in its entirety to read as follows:

“5.2 In addition to the allowable incurred costs, SBCTA will pay CONSULTANT a fixed fee of \$985,135.70 for Segment A and \$145,790 for Segment B. The fixed fee is nonadjustable for the term of the Contract, except in the event of a significant change in the Scope of Work and such adjustment is made by Contract amendment.”

- 3. Section 5.9 is amended in its entirety to read as follows:

“5.9 The total amount payable by SBCTA to CONSULTANT including the fixed fee shall not exceed \$26,228,117.53.”

- 4. Exhibit B, the “Approved Cost Proposal”, of the Contract is hereby amended to include the costs and fees as shown in “Exhibit B.1” attached to this Amendment No. 2, which is incorporated herein by reference. The additional costs and fees are in addition to any compensation identified in the original Contract Cost Proposal.

- 5. The Recitals set forth above are incorporated herein by this reference.

- 6. Except as amended by this Amendment No. 2, all other provisions of the Contract, and amendments thereto, shall remain in full force and effect.

- 7. This Amendment No. 2 is effective on the date executed by SBCTA.

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

Attachment: 20-1002266-02 (12567 : I-15 Corridor Freight and Express Lanes Project Contract 1 - Amendments to MBI and TRC Contracts)

IN WITNESS WHEREOF, the authorized parties have signed below.

**MICHAEL BAKER INTERNATIONAL, INC. SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Christopher Alberts
Vice President

By: _____
Rick Denison
President, Board of Directors

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

CONCURRENCE

By: _____
Alicia J. Bullock
Procurement Manager

DRAFT

Attachment: 20-1002266-02 (12567 : I-15 Corridor Freight and Express Lanes Project Contract 1 - Amendments to MBI and TRC Contracts)

SUMMARY OF EXHIBIT "B.1"

FIRM	PROJECT TASKS/ROLE
	<i>Prime Consultant:</i>
Michael Baker International, Inc.	Plans, Specifications & Estimate Design Services

TASK NUMBER	TASK DESCRIPTION	COST
Task 1	Construction Engineering - Technical Support	\$ 1,475,885.02
Task 2		
Task 3		
Task 4		
Task 5		
	SUBTOTAL	1,475,885.02
	OTHER DIRECT COSTS	
	TOTAL COSTS	\$ 1,475,885.02

DRAFT

General Contract Information

Contract No: 22-1002757 Amendment No.: 2
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 03778 Vendor Name: TRC Engineers, Inc.
 Description: CM Services for I-15 Corridor Freight and Express Lanes Project - Contract 1

List Any Related Contract Nos.:

Dollar Amount					
Original Contract	\$	29,538,703.11	Original Contingency	\$	2,953,870.31
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	29,538,703.11	Total Contingency Value	\$	2,953,870.31
Total Dollar Authority (Contract Value and Contingency)				\$	32,492,573.42

Contract Authorization

Board of Directors Date: 7/1/2026 Committee Item #

Contract Management (Internal Purposes Only)

Other Contracts Sole Source? No N/A
 Local Construction Management N/A

Accounts Payable

Estimated Start Date: 10/7/2022 Expiration Date: 12/31/2026 Revised Expiration Date: 12/31/2031
 NHS: Yes QMP/QAP: N/A Prevailing Wage: Yes

							Total Contract Funding:		Total Contingency:		
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$		\$	
GL	4110	40	0820	0831	53702	41100000	650	MSI	29,538,703.11	2,953,870.31	
GL									29,538,703.11	2,953,870.31	
GL									-	-	
GL									-	-	
GL									-	-	
GL									-	-	
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GL									-	-	
GL									-	-	
GL									-	-	
GL									-	-	

David Tan
 Project Manager (Print Name)

Kristi Lynn Harris
 Task Manager (Print Name)

Additional Notes: Time extension amendment only

Attachment: CSS 22-1002757-02 (12567 : I-15 Corridor Freight and Express Lanes Project Contract 1 - Amendments to MBI and TRC Contracts)

AMENDMENT NO. 2 TO CONTRACT NO. 22-1002757

FOR

**CONSTRUCTION MANAGEMENT SERVICES FOR THE INTERSTATE 15
CORRIDOR FREIGHT AND EXPRESS LANES PROJECT - CONTRACT 1**

(TRC ENGINEERS, INC.)

This AMENDMENT No. 2 to Contract No. 22-1002757 is made by and between the San Bernardino County Transportation Authority (“SBCTA”) and TRC Engineers, Inc. (“CONSULTANT”). SBCTA and CONSULTANT are each a “Party” and collectively the “Parties” herein.

RECITALS

- A. SBCTA, under Contract No. 22-1002757 (“Contract”), engaged the services of CONSULTANT to provide Construction Management Services for the I-15 Corridor Freight and Express Lanes Project – Contract 1 (“Project”).
- B. In February 2023, Amendment No. 1 was approved to replace Exhibit B “Approved Cost Proposal” of the Contract.
- C. Parties desire to further amend the Contract to extend the Contract expiration date to December 31, 2031.

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

- 1. Section 4.1 is amended in its entirety to read as follows:

“Contingent upon approval by SBCTA’s Awarding Authority in accordance with Article 54, below, CONSULTANT shall commence work after written notification to proceed by SBCTA’s Procurement Manager. The Contract shall end on December 31, 2031, 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. 2, all other provisions of the Contract, and amendments thereto, shall remain in full force and effect.
- 4. This Amendment No. 2 is effective on the date executed by SBCTA.

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

Attachment: 22-1002757-02 (12567 : I-15 Corridor Freight and Express Lanes Project Contract 1 - Amendments to MBI and TRC Contracts)

IN WITNESS WHEREOF, the authorized parties have signed below.

TRC ENGINEERS, INC.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Lincoln Leaman
Vice President

By: _____
Rick Denison
President, Board of Directors

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

CONCURRENCE

By: _____
Alicia J. Bullock
Procurement Manager

DRAFT

Attachment: 22-1002757-02 (12567 : I-15 Corridor Freight and Express Lanes Project Contract 1 - Amendments to MBI and TRC Contracts)

Minute Action

AGENDA ITEM: 9

Date: *June 11, 2026*

Subject:

MSRC Clean Transportation Funding CTC Partnership Program Contract No. 26-1003461 (MS27006) - Highland/Redlands Regional Gap Connector Project

Recommendation:

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

Approve and execute reimbursable Contract No. 26-1003461 (MS27006) between SBCTA and the South Coast Air Quality Management District in an amount of \$3,000,000 in Mobile Source Air Pollution Reduction Review Committee (MSRC) funds for eligible project cost expenses associated with the Highland/Redlands Regional Gap Connector Project.

Background:

The Mobile Source Air Pollution Reduction Review Committee (MSRC) issued its Fiscal Year 2024/2025 Clean Transportation Funding™ Invitation to Negotiate (ITN), which provides each County Transportation Commission within the South Coast Air Basin with \$4 million in funding allocations for eligible Transportation Demand Management and clean air projects.

As part of this program, San Bernardino County Transportation Authority (SBCTA) developed and submitted a priority project nomination list, which included a request for \$3,000,000 to support the Highland/Redlands Regional Gap Connector Project.

The Highland/Redlands Regional Gap Connector Project addresses a key active-transportation infrastructure gap between the City of Highland and the City of Redlands, providing bicycle and pedestrian improvements along Orange Street and Boulder Avenue. These planned improvements will enhance access to schools, employment centers, parks, transit services, and the future Santa Ana River Trail. The project includes a combination of Class I and IV bikeways, enhanced pedestrian crossings, and supporting improvements intended to increase active transportation usage and reduce reliance on single-occupant vehicles.

The project aligns with SBCTA's regionally adopted Carbon Reduction Program (CRP) priorities and supports MSRC program objectives to reduce emissions by improving multimodal travel options and promoting non-motorized transportation.

On July 2, 2025, the SBCTA Board of Directors approved submittal of the Fiscal Year 2024/2025 MSRC Clean Transportation Funding project nomination list, including the \$3,000,000 request for the Highland/Redlands Regional Gap Connector Project. SBCTA has now received confirmation of an MSRC funding award in the requested amount.

Upon execution of the funding agreement, reimbursement will be issued to SBCTA in accordance with the MSRC's cost schedule and program requirements. SBCTA will also be responsible for submitting quarterly reports to MSRC summarizing progress, project benefits, and outreach or ridership/improvement metrics, consistent with reporting expectations of prior MSRC contracts.

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

June 11, 2026

Page 2

Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2026/2027 funded with SCAQMD/Mobile Source Review Committee funds for Active Transportation Program Projects 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 agreement.

Responsible Staff:

Jeffery Hill, Assistant Project Delivery Manager

Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026

Witnessed By:

General Contract Information

Contract No: 26-1003461 Amendment No.: _____
 Contract Class: Receivable Department: Project Delivery
 Customer ID: SCAQMD Customer Name: South Coast Air Quality Management District (SCAQMD)
 Description: AB 2766/MSRC CLEAN TRANSPORTATION FUNDING PROGRAM GRANT AGREEMENT

List Any Accounts Payable Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	3,000,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	3,000,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	3,000,000.00

Contract Authorization

Board of Directors _____ Date: 7/1/2026 _____ Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Local _____ Funding Agreement _____ N/A _____

Accounts Receivable

Total Contract Funding: \$ 3,000,000.00 Funding Agreement No: MS27006
 Beginning POP Date: 7/1/2026 Ending POP Date: 8/1/2028 Final Billing Date: 12/1/2028
 Expiration Date: 2/1/2029 Fund Admin: Yes
 Parent Contract _____ PM Description AB 2766/MSRC CLEAN TRANSPORTATION FUNDING PROGRAM GRANT AGRE
 Z-Related Contracts _____

Sub-							Sub-						
Fund	Prog	Task	Task	Revenue	Total Contract Funding:		Fund	Prog	Task	Task	Revenue	Total Contract Funding:	
GL	2830	40	0870	8001	42214012	3,000,000.00	GL					-	
GL						-	GL					-	
GL						-	GL					-	
GL						-	GL					-	
GL						-	GL					-	
GL						-	GL					-	
GL						-	GL					-	
GL						-	GL					-	
GL						-	GL					-	

Jeffery Hill

Project Manager (Print Name)

Kristi Harris

Task Manager (Print Name)

Additional Notes: The term of this agreement is for thirty-one (31) months from the date of execution by both parties. No funds paid out until project is complete.



**South Coast
Air Quality Management District**

Grant Agreement No. MS27006



**AB 2766/MSRC CLEAN TRANSPORTATION FUNDING
TRAFFIC DEMAND MANAGEMENT CTC PARTNERSHIP PROGRAM GRANT AGREEMENT**

1. PARTIES

The parties to this Grant Agreement ("Agreement") are the South Coast Air Quality Management District (referred to here as "SCAQMD") whose address is 21865 Copley Drive, Diamond Bar, California 91765-4178, and San Bernardino County Transportation Authority (referred to here as "RECIPIENT") whose address is 1170 W 3rd Street, 2nd Floor, San Bernardino, California 92410.

2. RECITALS

- A. SCAQMD is the local agency with primary responsibility for regulating stationary source air pollution within the geographical boundaries of the South Coast Air Quality Management District in the State of California (State).
- B. Under State Health & Safety Code Sections 44225, *et seq.* (AB 2766), SCAQMD's Governing Board has authorized the imposition of the statutorily set motor vehicle fee for the purpose of reducing air pollution from motor vehicles and to implement the California Clean Air Act. By taking such action, the State's Department of Motor Vehicles (DMV) is required to collect such fee and remit it periodically to SCAQMD.
- C. AB 2766 further mandates that thirty (30) percent of such vehicle registration fees be placed by SCAQMD into a separate account for the sole purpose of implementing and monitoring programs to reduce air pollution from motor vehicles.
- D. AB 2766 creates a regional Mobile Source Air Pollution Reduction Review Committee (MSRC) to develop a work program to fund projects from the separate account. Pursuant to approval of the work program by SCAQMD's Governing Board, SCAQMD authorized this Agreement with RECIPIENT for equipment or services described in Attachment 1 - Statement of Work, expressly incorporated herein by this reference and made a part hereof of this Agreement.
- E. RECIPIENT met the requirements for receipt of AB 2766 Discretionary Funds as set forth in RECIPIENT's Clean Transportation Funding Traffic Demand Management CTC Partnership Program Proposal dated August 2025 and was awarded a grant under the work program.
- F. RECIPIENT is authorized to do business in the State of California and attests that it is in good tax standing with the California Franchise Tax Board.
- G. All parties to this Agreement have had the opportunity to have this Agreement reviewed by their attorney.

3. DMV FEES

RECIPIENT acknowledges that SCAQMD cannot guarantee that the amount of fees to be collected under AB 2766 will be sufficient to fund this Agreement. RECIPIENT further acknowledges that payment under this Agreement is contingent upon SCAQMD receiving sufficient funds from the DMV, and that SCAQMD assumes no responsibility for the collection and remittance of motor vehicle registration fees.

4. AUDIT AND RECORDS RETENTION

A. RECIPIENT shall, at least once every two years, or within two years of the termination of the Agreement if the term is less than two years, be subject to an audit by SCAQMD or its authorized representative to determine if the revenues received by RECIPIENT were spent for the reduction of pollution from motor vehicles pursuant to the Clean Air Act of 1988.

Attachment: Contract 26-1003461 MSRC (12584 : MSRC County Transportation Commission Partnership Program Contract No. 26-1003461

- B. RECIPIENT agrees to maintain records related to this Agreement during the Agreement term and continue to retain these records for a period of two years beyond the Agreement term, except that in no case shall RECIPIENT be required to retain more than the most recent five years' records. SCAQMD shall coordinate such audit through RECIPIENT'S audit staff.
- C. If an amount is found to be inappropriately expended, SCAQMD may withhold funding, or seek reimbursement, from RECIPIENT in the amount equal to the amount that was inappropriately expended. Such withholding shall not be construed as SCAQMD's sole remedy and shall not relieve RECIPIENT of its obligation to perform under the terms of this Agreement.

5. TERM

The term of this Agreement is for thirty-one (31) months from the date of execution by both parties, unless terminated earlier as provided for in the TERMINATION clause of this Agreement or the term is extended by amendment of this Agreement in writing. No work shall commence prior to the Agreement start date, except at RECIPIENT's cost and risk, and no charges are authorized until this Agreement is fully executed, subject to the provisions stated in the PRE-AGREEMENT COSTS clause of this Agreement.

6. SUCCESSORS-IN-INTEREST

This Agreement, and the obligations arising under the Agreement, shall be binding on and inure to the benefit of RECIPIENT and their executors, administrators, successors, and assigns.

7. REPORTING

RECIPIENT shall submit reports to SCAQMD as outlined in Attachment 1 - Statement of Work. SCAQMD reserves the right to review, comment, and request changes to any report produced as a result of this Agreement.

8. TERMINATION

- A. In the event any party fails to comply with any term or condition of this Agreement or fails to provide services in the manner agreed upon by the parties, including, but not limited to, the requirements of Attachment 1 - Statement of Work, this failure shall constitute a breach of this Agreement. The non-breaching party shall notify the breaching party that it must cure this breach or provide written notification of its intention to terminate this Agreement. Notification shall be provided in the manner set forth in the NOTICES clause of this Agreement. The non-breaching party reserves all rights under law and equity to enforce this Agreement and recover damages.
- B. SCAQMD reserves the right to terminate this Agreement, in whole or in part, without cause, upon thirty (30) days' written notice. Once such notice has been given, RECIPIENT shall use all reasonable efforts to mitigate its expenses and obligations. RECIPIENT will be paid in accordance with this Agreement for tasks performed and costs incurred that could not be mitigated before the effective date of termination.
- C. RECIPIENT shall be paid in accordance with this Agreement for all Work performed before the effective date of termination under section B of the TERMINATION clause of this Agreement. Before expiration of the thirty (30) days' written notice, RECIPIENT shall promptly deliver to SCAQMD all copies of documents and other information and data prepared or developed by RECIPIENT under this Agreement with the exception of a record copy of such materials, which may be retained by RECIPIENT.

9. INSURANCE

- A. RECIPIENT shall furnish evidence to SCAQMD of workers' compensation insurance for each of its employees, in accordance with either California or other states' applicable statutory requirements prior to commencement of any work on this Agreement.
- B. RECIPIENT shall furnish evidence to SCAQMD of general liability insurance with a limit of at least \$1,000,000 per occurrence, and \$2,000,000 in a general aggregate prior to commencement of any work on this Agreement. SCAQMD shall be named as an additional insured on any such liability policy, and thirty (30) days written notice prior to cancellation of any such insurance shall be given by RECIPIENT to SCAQMD.
- C. RECIPIENT shall furnish evidence to SCAQMD of automobile liability insurance with limits of at least \$100,000 per person and \$300,000 per accident for bodily injuries, and \$50,000 in property damage, or \$1,000,000 combined single limit for bodily injury or property damage, prior to commencement of any work on this Agreement. SCAQMD shall be named as an additional insured on any such liability policy, and thirty (30) days written notice prior to cancellation of any such insurance shall be given by RECIPIENT to SCAQMD.
- D. If RECIPIENT fails to maintain the required insurance coverage set forth above, SCAQMD reserves the right either to purchase such additional insurance and to deduct the cost thereof from any payments owed to RECIPIENT or terminate this Agreement for breach.
- E. For MSRC Contracts Administrator: All insurance certificates and other documents evidencing coverage shall be mailed to: SCAQMD, 21865 Copley Drive, Diamond Bar, CA 91765-4178, Attention: Cynthia Ravenstein, MSRC Contracts Administrator. **The SCAQMD Agreement Number must be included on the face of the certificate.**
- F. For Risk Management Department: All insurance certificates and other documents evidencing coverage shall be sent to SCAQMD Risk Management, by email (insurancecertificate@aqmd.gov). **The SCAQMD Agreement Number must be included on the face of the certificate.**
- G. RECIPIENT must provide annual updates on the insurance coverage throughout the term of the Agreement to ensure that there is no break in coverage during the period of Agreement performance. Failure to provide evidence of current coverage shall be grounds for termination for breach of Agreement.

10. INDEMNIFICATION

RECIPIENT agrees to hold harmless, defend and indemnify SCAQMD, its officers, employees, agents, representatives, and successors-in-interest against any and all loss, damage, costs, lawsuits, claims, demands, causes of action, judgments, attorney's fees, or any other expenses arising from or related to any third party claim against SCAQMD, its officers, employees, agents, representatives, or successors in interest that arise or result in whole or in part, from any actual or alleged act or omission of RECIPIENT, its officers, its employees, contractors, agents or representatives in the performance of this Agreement. This Indemnification Clause shall survive the expiration or termination (for any reason) of the Agreement and shall remain in full force and effect.

11. PAYMENT

- A. SCAQMD shall reimburse RECIPIENT up to a total amount of Three Million Dollars (\$3,000,000) in accordance with Attachment 2 - Payment Schedule expressly incorporated herein by this reference and made a part hereof of the Agreement.
- B. A withhold amount or percentage (if any) shall be identified in the Payment Schedule, and such amount shall be withheld from each invoice. Upon satisfactory completion of project and final acceptance of work and the final report, RECIPIENT's invoice for the withheld amount shall be released. Proof of project completion shall include a Final Report detailing the project goals and accomplishments, data collected

during project performance, if any, documentation of significant results, and emissions reduction input data needed for calculation of emissions reductions.

- C. Any funds not expended upon early Agreement termination or Agreement completion shall revert to the AB 2766 Discretionary Fund. Payment of charges shall be made by SCAQMD to RECIPIENT within thirty (30) days after approval by SCAQMD of an itemized invoice prepared and furnished by RECIPIENT.
- D. An invoice submitted to SCAQMD for payment must be prepared in duplicate, on company letterhead, and list SCAQMD's Agreement number, period covered by invoice, and RECIPIENT's social security number or Employer Identification Number and submitted to:

South Coast Air Quality Management District
 21865 Copley Drive
 Diamond Bar, CA 91765-4178
 Attn: Cynthia Ravenstein, MSRC Contracts Administrator

- 1. Charges for equipment, material, and supply costs, travel expenses, contractor, and other charges, as applicable, must be itemized by RECIPIENT. Reimbursement for equipment, material, supplies, contractor, and other charges, as applicable, shall be made at actual cost. Supporting documentation must be provided for all individual charges (with the exception of direct labor charges provided by RECIPIENT).
- 2. SCAQMD shall pay RECIPIENT for travel-related expenses only if such travel is expressly set forth in Attachment 2 - Payment Schedule of this Agreement or pre-authorized by SCAQMD in writing.
- 3. RECIPIENT's failure to provide receipts shall be grounds for SCAQMD's non-reimbursement of such charges. SCAQMD may reduce payments on invoices by those charges for which receipts were not provided.
- 4. RECIPIENT must submit final invoice no later than ninety (90) days after the termination date of this Agreement or invoice may not be paid.

12. COMPLIANCE WITH APPLICABLE LAWS, LICENSES, PERMITS

RECIPIENT agrees to comply with all federal, state, and local laws, ordinances, codes and regulations and orders of public authorities in the performance of this Agreement, including complying with all licensing and permitting requirements and obtaining all clearances from appropriate agencies applicable to the project. RECIPIENT must also ensure that the vehicles and/or equipment to be purchased, leased or installed in the performance of this Agreement are in compliance with all applicable federal, state, and local air quality rules and regulations, and that it will maintain compliance for the full Agreement term. RECIPIENT shall ensure that the provisions of this clause are included in all contracts and subcontracts.

13. MOBILE SOURCE EMISSION REDUCTION CREDITS (MSERCs)

- A. The MSRC has adopted a policy that no MSERCs resulting from AB 2766 Discretionary Funds may be generated and/or sold.
- B. RECIPIENT has the opportunity to generate MSERCs as a by-product of the project if a portion of the air quality benefits attributable to the project resulted from funding sources other than AB2766. These MSERCs, which are issued by SCAQMD, are based upon the quantified vehicle miles traveled (VMT) by project vehicles or other activity data as appropriate. Therefore, a portion of prospective MSERCs, generated as a result of AB 2766 Funds, must be retired. The portion of prospective credits funded by the AB 2766 program, and which are subject to retirement, shall be referred to as "AB 2766-MSERCs."
- C. The determination of AB 2766-MSERC's is to be prorated based upon the AB 2766 program's contribution to the cost associated with the air quality benefits. In the case where AB 2766 Discretionary Funds are used to pay for the full differential cost of a new alternative fuel vehicle or for the retrofitting or repowering

Attachment: Contract 26-1003461 MSRC (12584 : MSRC County Transportation Commission Partnership Program Contract No. 26-1003461

of an existing vehicle, all MSERCs attributable to AB 2766 Discretionary Funds must be retired. The determination of AB 2766-MSERCs for infrastructure and other ancillary items is to be prorated based upon the AB 2766 program's contribution to the associated air quality benefits. Determination of the project's overall cost will be on a case-by-case basis at the time an MSERC application is submitted. SCAQMD staff, at the time an MSERC application is submitted, will calculate total MSERCs and retire the AB 2766-MSERCs. RECIPIENT would then receive the balance of the MSERCs not associated with AB 2766 funding.

14. NOTICES

All notices that are required under this Agreement shall be provided in the manner set forth herein, unless specified otherwise. Notice to a party shall be delivered to the attention of the person listed below, or to such other person or persons as may hereafter be designated by that party in writing. Notice shall be in writing sent by email, U.S. Mail, express, certified, return receipt requested, or a nationally recognized overnight courier service. In the case of email communications, valid notice shall be deemed to have been delivered upon sending, provided the sender obtained an electronic confirmation of delivery. Email communications shall be deemed to have been received on the date of such transmission, provided such date was a business day (Tuesday-Friday) and delivered prior to 5:30pm Pacific Standard Time. Otherwise, receipt of email communications shall be deemed to have occurred on the following business day. In the case of U.S. Mail notice, notice shall be deemed to be received when delivered or five (5) business days after deposit in the U.S. Mail. In the case of a nationally recognized overnight courier service, notice shall be deemed received when delivered (written receipt of delivery).

SCAQMD:
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178
Attn: Cynthia Ravenstein, MSRC Contracts Administrator, email: cravenstein@aqmd.gov

RECIPIENT:
San Bernardino County Transportation Authority
1170 W 3rd Street, 2nd Floor
San Bernardino, CA 92410
Attn: Ginger Koblasz, email: gkoblasz@gosbcta.com

15. INDEPENDENT CONTRACTOR

RECIPIENT, its officers, employees, agents, or representatives shall act in an independent capacity, and shall in no sense be considered employees or agents of SCAQMD, nor shall RECIPIENT, its officers, employees, agents, or representatives be entitled to or eligible to participate in any benefits, privileges, or plans, given or extended by SCAQMD to its employees. SCAQMD will not supervise, direct, or have control over, or be responsible for RECIPIENT's means, methods, techniques, work sequences or procedures, or for the safety precautions and programs incident thereto, or for any failure by them to comply with any local, state, or federal laws, or rules or regulations, including state minimum wage laws and OSHA requirements.

16. OWNERSHIP

Title and full ownership rights to any equipment purchased under this Agreement shall at all times remain with RECIPIENT.

17. NON-DISCRIMINATION

In the performance of this Agreement, RECIPIENT shall not unlawfully discriminate, harass or allow harassment, against any employee or applicant for employment on the basis of race, religious creed, color, national origin, ancestry, sex, sexual orientation, marital status, age, mental status, medical condition, physical or mental disability, or allow unlawful denial of family and medical care leave, denial of pregnancy disability leave, or reasonable accommodations. RECIPIENT shall comply with the provisions of the California Fair Employment & Housing Act (Government Code Sections 12900 et seq.), the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto.

18. ASSIGNMENT AND TRANSFER OF EQUIPMENT

- A. The rights and responsibilities granted hereby may not be assigned, sold, licensed, or otherwise transferred by RECIPIENT without the prior written consent of SCAQMD, and any attempt by RECIPIENT to do so shall be void upon inception.
- B. RECIPIENT agrees to obtain SCAQMD's written consent to any assignment, sale, license or transfer of Equipment, if any, prior to completing the transaction. RECIPIENT shall inform the proposed assignee, buyer, licensee or transferee (collectively referred to here as "Buyer") of the terms of this Agreement. RECIPIENT is responsible for establishing contact between SCAQMD and the Buyer and shall assist SCAQMD in facilitating the transfer of this Agreement's terms and conditions to the Buyer. **RECIPIENT will not be relieved of the legal obligation to fulfill the terms and conditions of this Agreement until and unless the Buyer has assumed responsibility of this Agreement's terms and conditions through an executed Agreement with SCAQMD.**

19. NON-EFFECT OF WAIVER

The failure of RECIPIENT or SCAQMD to insist upon the performance of any or all of the terms, covenants, or conditions of this Agreement, or failure to exercise any rights or remedies hereunder, shall not be construed as a waiver or relinquishment of the future performance of any such terms, covenants, or conditions, or of the future exercise of such rights or remedies, unless otherwise provided for herein.

20. TAX IMPLICATIONS FROM RECEIPT OF MSRC FUNDS

RECIPIENT is advised to consult a tax attorney regarding potential tax implications from receipt of MSRC funds.

21. ATTORNEYS' FEES

In the event any action is filed in connection with the enforcement or interpretation of this Agreement, each party in said action shall pay its own attorneys' fees and costs.

22. FORCE MAJEURE

A party shall not be liable or deemed to be in default for any delay or failure in performance under this Agreement or interruption of services resulting, directly or indirectly, from acts of God, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the party's reasonable control.

23. SEVERABILITY

In the event that any one or more of the provisions contained in this Agreement shall for any reason be held to be unenforceable in any respect by a court of competent jurisdiction, such holding shall not affect any other provisions of this Agreement, and the Agreement shall then be construed as if such unenforceable provisions are not a part hereof.

24. HEADINGS

Headings on the clauses of this Agreement are for convenience and reference only, and the words contained therein shall in no way be held to explain, modify, amplify, or aid in the interpretation, construction, or meaning of the provisions of this Agreement.

25. SIGNATURES

This Agreement may be executed in any number of counterparts, each of which shall be deemed an original and all of which shall constitute together one and the same instrument. Further, the parties agree that this Agreement or any counterpart may be executed and delivered by DocuSign, or by transmitting a manual signature by fax or .pdf, which shall have the same force and effect as copies executed and delivered with original manual signatures.

26. GOVERNING LAW

This Agreement shall be construed and interpreted, and the legal relations created thereby shall be determined in accordance with the laws of the State of California. Venue for resolution of any disputes under this Agreement shall be Los Angeles County, California.

27. PRE-AGREEMENT COSTS

Any costs incurred by RECIPIENT prior to RECIPIENT receipt of a fully executed Agreement shall be incurred solely at the risk of the RECIPIENT. In the event that this Agreement is not executed, neither the MSRC nor the SCAQMD shall be liable for any amounts expended in anticipation of a fully executed Agreement. If this Agreement is fully executed, pre-Agreement cost expenditures authorized by the Agreement will be reimbursed in accordance with the Payment Schedule and payment provision of the Agreement.

28. CHANGE TERMS

Changes to any part of this Agreement must be requested in writing by RECIPIENT and approved by MSRC in accordance with MSRC policies and procedures. RECIPIENT must make requests a minimum of 90 days prior to desired effective date of change. All modifications to this Agreement shall be in writing and signed by the authorized representatives of the parties. Fueling station location changes shall not be approved under any circumstances.

29. PUBLIC WORKS PROJECTS

RECIPIENT agrees to comply with all of the applicable provisions of the California Labor Code pertaining to public works projects (Labor Code Sections 1720 – 1861). RECIPIENT shall be responsible for determining the applicability of the provisions of California Labor Code and complying with the same, including, without limitation, registering the public works project with the Department of Industrial Relations, obtaining from the Director of the Department of Industrial Relations the general prevailing rate of per diem wages and the general prevailing rate for holiday and overtime work, making the same available to any interested party upon request, paying the applicable prevailing rates, posting copies thereof at the job site and flowing all applicable requirements to its contractors. Proof of compliance must be provided to SCAQMD upon request. RECIPIENT shall indemnify, defend and hold harmless the SCAQMD against any and all claims, demands, damages, defense costs or liabilities based on failure to adhere to the above referenced statutes.

30. ENTIRE AGREEMENT

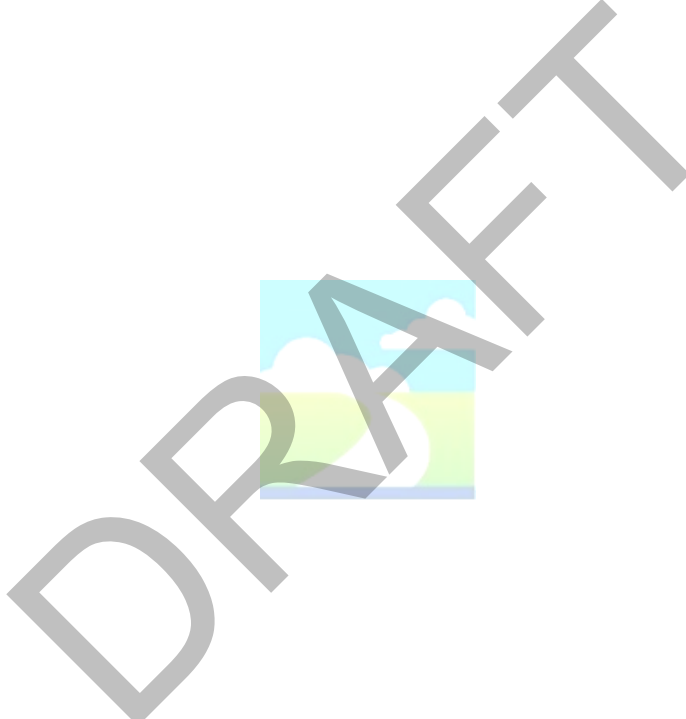
This Agreement represents the entire agreement between RECIPIENT and SCAQMD. There are no understandings, representations, or warranties of any kind except as expressly set forth herein. No waiver, alteration, or modification of any of the provisions herein shall be binding on any party unless in writing and

signed by the authorized representative of the party against whom enforcement of such waiver, alteration, or modification is sought. No waiver by either party of any breach of, or of compliance with, any condition or provision of this Agreement by the other party shall be considered a waiver of any other condition or provision or of the same condition or provision at another time.

31. AUTHORITY

The signatory hereto represents and warrants that he or she is authorized and empowered and has the legal capacity to execute this Agreement and to legally bind RECIPIENT both in an operational and financial capacity and that the requirements and obligations under this Agreement are legally enforceable and binding on RECIPIENT.

(THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK)



Attachment: Contract 26-1003461 MSRC (12584 : MSRC County Transportation Commission Partnership Program Contract No. 26-1003461

IN WITNESS WHEREOF, the parties to this Agreement have caused this Agreement to be duly executed on their behalf by their authorized representatives.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY

By: _____
Michael A. Cacciotti, Chair, Governing Board

By: _____
Name:
Title:

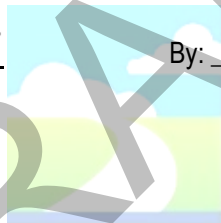
Date: _____

Date: _____

APPROVED AS TO FORM:
Bayron T. Gilchrist, General Counsel

APPROVED AS TO FORM:
Julianna K. Tillquist, General Counsel

By: Barbara Baird



By: _____

//MSRC Master Boilerplate
Revised March 15,2023

DRAFT

Attachment: Contract 26-1003461 MSRC (12584 : MSRC County Transportation Commission Partnership Program Contract No. 26-1003461

**Attachment 1
Statement of Work
San Bernardino County Transportation Authority
Agreement Number MS27006**

1. Project Description

San Bernardino County Transportation Authority (hereinafter referred to as “RECIPIENT”) is to partner with the Cities of Highland and Redlands to implement the “Highland-Redlands Regional Connector Gap Project,” to construct a total of 1.7 miles of bike path from Domestic Avenue to Greenspot Road as shown in Attachment 3.1.

The RECIPIENT is to install a 1.7-mile segment of Class I (which provides a separated path designed exclusively for bicycles and pedestrians, located off-street and away from vehicle traffic) & IV Bikeway (which provides a protected bikeway for the exclusive use of bicycles and includes a physical separation with the through vehicular traffic). Work to be completed includes, but is not necessarily limited to:

- A. Construction of Class I and IV bike facilities along Orange Street between Domestic Avenue and Greenspot Road.
 - i. The majority of this segment shall be constructed as Class I. For the Class I portion, RECIPIENT shall construct approximately 8,320 linear feet of approximately 11-foot-wide paved trail, including necessary erosion control, clearing and grubbing.
 - ii. Upon reaching the Santa Ana River and Equipment Undercrossing bridges, the project will include construction of a Class IV bikeway along the west side of the bridges. RECIPIENT shall construct approximately 388 linear feet of approximately 13-foot-wide paved trail, including necessary erosion control, clearing and grubbing.
- B. Pedestrian crossings, ADA-compliant sidewalks and ramps, and signal modifications at two existing signalized intersection:
 - i. Orange Street and Cemex Access Road
 - ii. Orange Street and Greenspot Road
- C. Integration with Omnitrans Route 15, nearby trails, and Citrus Valley High School.
- D. Install one vehicle gate with a 4-foot opening in each direction for non-motorized vehicles and multiple pedestrian access entrances located on Orange Street between Boulder Avenue and Greenspot Road;
- E. Install two 12-foot-wide single span steel truss bridges with wood decks located at Plunge Creek and Unnamed Creek;
- F. Install 10 wayfinding signs;

**Attachment 1
Statement of Work
San Bernardino County Transportation Authority
Agreement Number MS27006**

- G. Install two bicycle counters on Orange Street (one each direction) to support monitoring, evaluation and reporting of bicycle activity;
- H. Install at least one bicycle detection system. At a minimum, a detection system would be installed at Greenspot Road/Orange Street intersection; and
- I. After completion of construction, collect counts of bicycle and pedestrian usage at a fixed location within the project limits—at a minimum, counts shall be conducted on two separate days of the week, for at least two hours each day.

A map of project area is provided in Attachment 3 - Supporting Documentation. RECIPIENT shall be reimbursed according to Attachment 2 - Payment Schedule.

2. Inspections

SCAQMD reserves the right, but not the obligation, to inspect the work performed under this Agreement at any time to verify completeness, compliance with applicable requirements, and conformance with the approved scope of work. The absence of an inspection by SCAQMD shall not relieve the Recipient of its responsibility to fully perform the work in accordance with this Agreement, nor shall it constitute acceptance of incomplete or noncompliant work. Final payment is contingent upon SCAQMD's verification that all program requirements have been satisfied.

3. Promotion

RECIPIENT shall prepare and submit a proposed Public Outreach Plan to promote the MSRC's co-funding of the Bikeway installation. Acceptable outreach may include, but is not limited to, notices in RECIPIENT mailings to residents, newspaper notices, flyers, and information items at RECIPIENT Board meetings and community events. The Public Outreach Plan shall automatically be deemed approved 30 days following receipt by SCAQMD staff, unless SCAQMD staff notify RECIPIENT in writing of a Public Outreach Plan deficiency. RECIPIENT shall implement the approved Public Outreach Plan in accordance with the Project Schedule below.

4. Reports

Quarterly Reports: Until Bikeway opens for use, RECIPIENT shall provide quarterly progress reports that summarize the project results to date including, but not limited to: tasks completed, issues or problems encountered, resolutions implemented, and progress to date. Progress reports that do not comply will be returned to the RECIPIENT as inadequate.

Final Report: A Final Report shall be submitted by the RECIPIENT in the format provided by SCAQMD staff. The Final Report shall include, at a minimum: a) an executive summary; and b) a detailed discussion of the results and conclusions of this project. RECIPIENT will

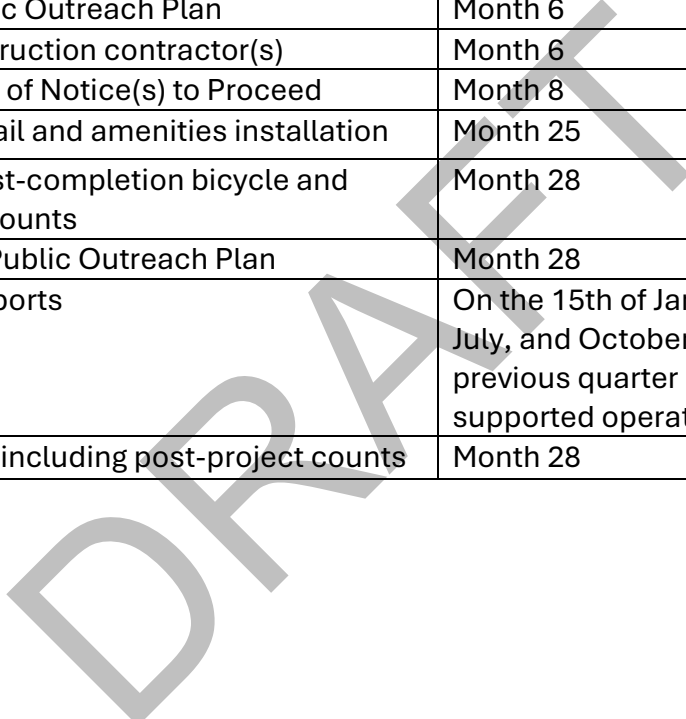
**Attachment 1
Statement of Work
San Bernardino County Transportation Authority
Agreement Number MS27006**

identify any barriers encountered and solutions developed to overcome the barriers, the results of the bicycle and pedestrian counts, and the impact of the project on future bicycle transportation projects.

5. Project Schedule

RECIPIENT shall comply with the increments of progress identified in the following chart. The completion month for each task is based on the date of Agreement execution.

Task	Completion
Submit Public Outreach Plan	Month 6
Select construction contractor(s)	Month 6
Submit copy of Notice(s) to Proceed	Month 8
Complete trail and amenities installation	Month 25
Conduct post-completion bicycle and pedestrian counts	Month 28
Implement Public Outreach Plan	Month 28
Quarterly reports	On the 15th of January, April, July, and October for the previous quarter until MSRC-supported operation is complete
Final Report including post-project counts	Month 28



Attachment: Contract 26-1003461 MSRC (12584 : MSRC County Transportation Commission Partnership Program Contract No. 26-1003461

**Attachment 2
Payment Schedule
San Bernardino County Transportation Authority
Agreement Number MS27006**

Cost Breakdown

Purchase Category	Maximum AB2766 Discretionary Funds payable under this Agreement	Additional Project Co-Funding	Total Cost
Install Class I & IV Bikeway	\$3,000,000	\$4,412,604	<u>\$7,412,604</u>

Neither picnic tables, nor the concrete slabs to support them, are eligible costs under this Agreement.

No funds shall be paid out to RECIPIENT pursuant to this Agreement, until the project described in Attachment 1 is completed and proof of completion is provided to SCAQMD. If the project described in Attachment 1 is not completed and satisfactory proof of completion is not provided to SCAQMD, no monies shall be due and payable to RECIPIENT. Proof of completion shall include:

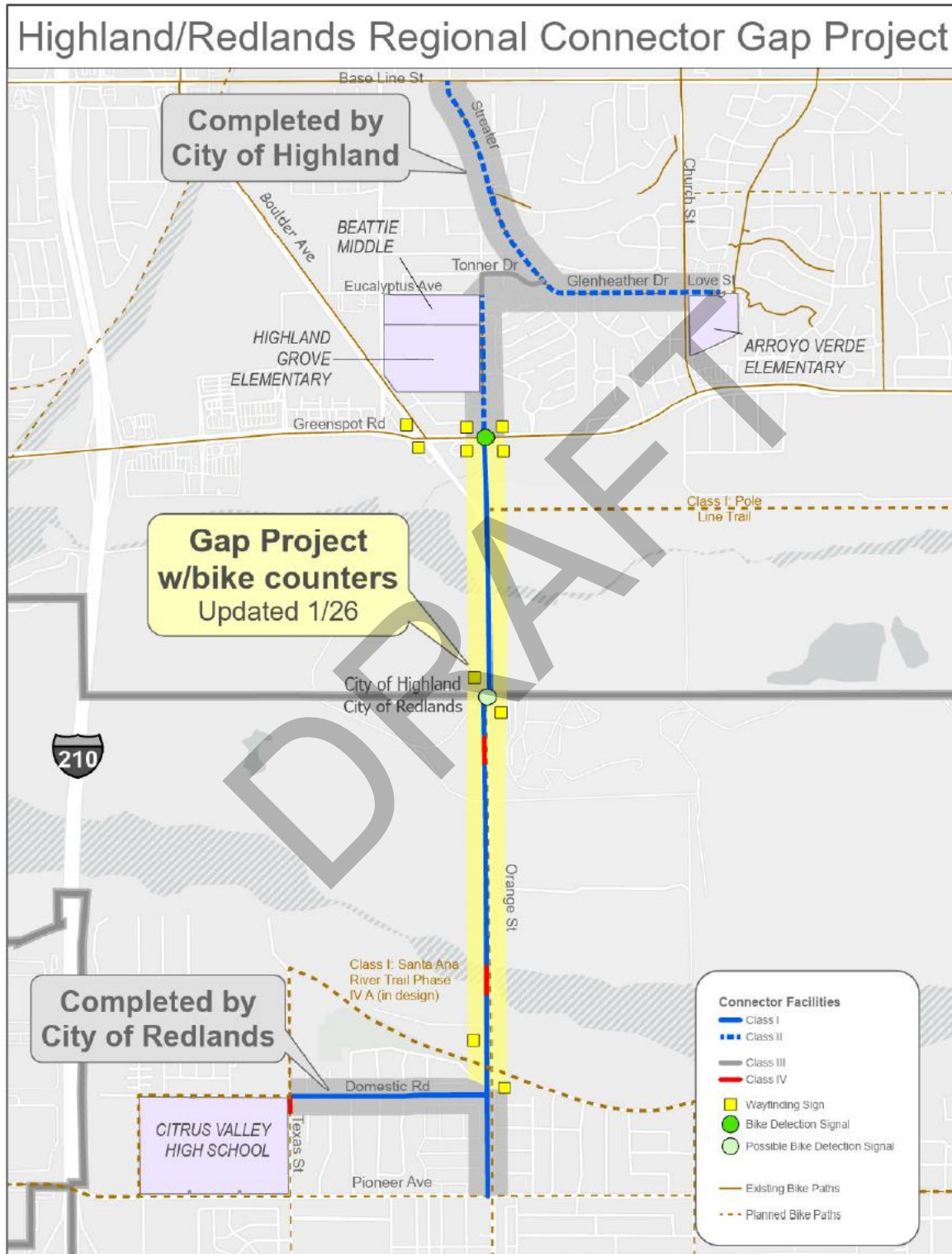
- Representative photos;
- A report signed by a responsible official certifying that the Bikeway has been completed as described in Attachment 1; and
- Invoice(s) from subcontractor(s) performing the construction.

If, at the completion of the Project, the expenditures are less than the Total Cost amount above, the actual amount of AB 2766 Discretionary Funds reimbursed to RECIPIENT shall be adjusted on a prorated basis, so that the amount of AB 2766 Discretionary Funds reimbursed to RECIPIENT shall not exceed 65% of actual costs of the bikeway installation.

Additional AB 2766 Discretionary Match Funds will not be available to fund project cost overruns. Any project cost overruns must be funded from other than AB 2766 Discretionary Funds.

Attachment 3 Supporting Documentation San Bernardino County Transportation Authority Agreement Number MS27006

3.1. Map of Bikeway Installation Area



Minute Action

AGENDA ITEM: 10

Date: June 11, 2026

Subject:

Jurisdiction Master Agreement No. 26-1003455 with the City of Chino Hills

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:

Approve Jurisdiction Master Agreement No. 26-1003455 with the City of Chino Hills to establish eligibility for reimbursement of Measure I funds to the City under the Measure I Valley Major Street Program – Arterial Sub-program.

Background:

The San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) adopted the Measure I 2010-2040 Strategic Plan in April 2009. As part of the Strategic Plan, the Board approved the creation of the Valley Arterial Sub-program under the Major Street Program. Strategic Plan Policy No. 40001 and No. 40006 provide the framework for administering the Sub-program. Policy No. 40006 requires jurisdictions to execute a Jurisdiction Master Agreement with SBCTA before they are eligible to receive reimbursement of Measure I funds allocated to their jurisdiction under the Sub-program.

A revised model Jurisdiction Master Agreement was approved by the SBCTA Board on June 1, 2011. This revision of the original model agreement serves as the basis for individual multi-year agreements that extend throughout Measure I 2010-2040, eliminating the need for annual agreement approvals for both jurisdiction and SBCTA. The contracts will end June 30, 2040.

Attached is Jurisdiction Master Agreement No. 26-1003455 for the City of Chino Hills. SBCTA will annually adopt a Measure I funding allocation and project list for the Valley Major Street Program – Arterial Sub-program, based on SBCTA's annual budget and the City's Capital Project Needs Analysis. Unspent allocations from the current fiscal year will be rolled over into the subsequent fiscal year. Jurisdictions may be reimbursed for the public share of project expenses up to the cumulative allocation limit, as documented in the funding allocation table.

Establishing a Jurisdiction Master Agreement at this time will formalize the relationship between SBCTA and the City of Chino Hills, ensure consistency with current Measure I policies, and provide the necessary framework for the administration and reimbursement of eligible project costs moving forward. Staff recommends approval of Jurisdiction Master Agreement No. 26-1003455 for the City of Chino Hills.

Financial Impact:

The adopted Budget for Fiscal Year 2026/2027 includes sufficient Valley Arterial Sub-program funds for new and ongoing projects to support this allocation in Program 50, Fund Administration.

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 agreement.

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item
June 11, 2026
Page 2

Responsible Staff:

Nohemi Moran, Management Analyst II

Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026
Witnessed By:

San Bernardino County Transportation Authority

JURISDICTION MASTER AGREEMENT NO. 26-1003455

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF CHINO HILLS

THIS **JURISDICTION MASTER AGREEMENT** is made and entered into as of the effective date, as defined herein, by and between the San Bernardino County Transportation Authority (hereinafter referred to as “SBCTA”) and the City of Chino Hills (hereinafter referred to as “CITY”).

RECITALS

WHEREAS, the Measure I 2010-2040 Strategic Plan identified Valley Major Street Program - Arterial Sub-program projects eligible for partial funding from Measure I 2010-2040 revenues; and

WHEREAS, this Jurisdiction Master Agreement (“Agreement”) is to be carried out in accordance with the policies in the most current Measure I 2010-2040 Strategic Plan, as adopted by the SBCTA Board of Directors; and

WHEREAS, SBCTA will annually adopt a Measure I funding allocation and project list for the Valley Major Street Program – Arterial Subprogram, based on SBCTA’s annual budget and CITY’S Capital Project Needs Analysis (CPNA); and

WHEREAS, SBCTA will reimburse CITY for the public share of eligible project expenditures with Measure I 2010-2040 Major Street Program - Arterial Sub-program funds in an amount that is determined by SBCTA as part of its annual approval of the Measure I allocation for that program;

NOW, THEREFORE, SBCTA and CITY agree to the following:

SECTION I

SBCTA AGREES:

1. To reimburse CITY, as provided for in Section III, within thirty (30) days after CITY submits to SBCTA an original and two copies of the signed invoices in the proper form covering those actual allowable project expenditures that were incurred by CITY, consistent with the invoicing requirements of the Measure I 2010-2040 Strategic Plan, including backup information. Invoices may be submitted to SBCTA as frequently as monthly.
2. To annually adopt a Measure I funding allocation and project list (hereinafter referred to as "FUNDING ALLOCATION AND PROJECT LIST") for the Valley Major Street Program – Arterial Subprogram, based on SBCTA's annual budget and CITY'S CPNA submittal to SBCTA for the applicable fiscal year. SBCTA will notify CITY of the Measure I allocation and the list of projects eligible for reimbursement within approximately thirty (30) days of such action, which will also constitute authorization for CITY to begin invoicing for the applicable fiscal year.
3. Except as provided below in Section II Article 8, when conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of CITY performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, the work of other auditors will be relied upon to the extent that the work is acceptable to SBCTA when planning and conducting additional audits.

SECTION II

CITY AGREES:

1. That only eligible project-specific work activities, as set forth in SBCTA's annually adopted FUNDING ALLOCATION AND PROJECT LIST, that also conform to the SBCTA Nexus Study and are included as projected expenditures in the first two years of the applicable CPNA or referenced as "prior" expenditures in the CPNA will be eligible for reimbursement with Measure I Major Street Program - Arterial Sub-program funds. Prior expenditures must be eligible under the Advance Expenditure policies in Section V.C of the SBCTA Measure I 2010-2040 Strategic Plan Policy No. 40002.
2. To prepare and submit to SBCTA an original and two copies of signed invoices for reimbursement of those eligible project expenses contained in SBCTA's adopted FUNDING ALLOCATION AND PROJECT LIST. Invoices may be submitted to SBCTA as frequently as monthly, up to the cumulative allocation limit specified in the FUNDING ALLOCATION AND PROJECT LIST.
3. To repay to SBCTA any reimbursement for Measure I costs that are determined by subsequent audit to be unallowable within ninety (90) days of CITY receiving

- notice of audit findings, which time shall include an opportunity for CITY to respond to and/or resolve the finding. Should the finding not be otherwise resolved and CITY fail to reimburse moneys due SBCTA within ninety (90) days of audit finding, or within such other period as may be agreed between both parties hereto, SBCTA reserves the right to withhold future payments due CITY from any source under SBCTA's control.
4. To provide the percentage share of total eligible project expenses as specified in the most current, approved version of the SBCTA Development Mitigation Nexus Study, which represents the development share.
 5. To maintain copies of all consultant/contractor invoices, source documents, books, and records connected with its performance under this Agreement for a minimum of five (5) years from the date of the Final Report of Expenditures submittal to SBCTA or until audit resolution is achieved, whichever is later, and to make all such supporting information available for inspection and audit by representatives of SBCTA. Copies will be made and furnished by CITY upon request.
 6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles to support CITY's request for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of project work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by CITY.
 7. To prepare a Final Report of Expenditures, including a final invoice reporting the actual eligible project costs expended for those activities described in the work activities, and to submit that Final Report and invoice no later than one hundred twenty (120) days following the completion of those expenditures. The Final Report of Expenditures, an original and two copies of which report shall be submitted to SBCTA, must state that these project funds were used in conformance with this Agreement and for those project-specific work activities described.
 8. To allow for the preparation of a project-specific audit by CITY or by SBCTA, at SBCTA's option and expense, and to cooperate in the audit as described in Section I Article 3, upon completion of the project. The audit must find that all funds expended on the project were used in conformance with this Agreement.
 9. To notify SBCTA of Project Development Team (PDT) meetings, if and when such meetings are held, and provide related communications on project progress when requested by SBCTA.

10. As an eligible project expense, to post signs when project construction begins at the boundaries of the project noting that project is funded with Measure I funds. Signs shall bear the logo of San Bernardino Associated Governments.

SECTION III

IT IS MUTUALLY AGREED:

1. To abide by all applicable Federal, State, and local laws and regulations pertaining to projects funded through this Agreement, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the date of SBCTA's adoption of the FUNDING ALLOCATION AND PROJECT LIST for the applicable fiscal year.
2. SBCTA's financial responsibility shall be the percentage of actual cost for eligible project expenditures as specified in the most current, approved version of the SBCTA Development Mitigation Nexus Study, up to the cumulative allocation limit specified in the adopted FUNDING ALLOCATION AND PROJECT LIST.
3. CITY may be reimbursed in a subsequent fiscal year for expenditures in excess of the cumulative allocation limit for the current fiscal year, based on invoices for eligible project expenditures. SBCTA retains the option to reimburse CITY no more than 50% of the public share of excess expenditures for the current fiscal year within the first six (6) months of the subsequent fiscal year, with the remaining 50% to be reimbursed in the second six months of the fiscal year. SBCTA shall inform the jurisdiction within thirty (30) days of receipt of an invoice for the excess expenditures, if it chooses to exercise that option.
4. If CITY does not expend funds up to the cumulative allocation limit as referenced in the adopted FUNDING ALLOCATION AND PROJECT LIST within the current fiscal year, the unused portion may be applied to eligible PROJECT expenditures in the subsequent fiscal year, in addition to the allocation received for the subsequent year. Eligible project reimbursements shall include only those costs incurred by CITY for project-specific work activities that are described in the adopted FUNDING ALLOCATION AND PROJECT LIST.
5. Neither SBCTA nor any officer or employee thereof is responsible for any injury, damage, or liability occurring or arising by reason of anything done or omitted to be done by CITY in connection with any work, authority, or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless SBCTA, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) or damage occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.

CITY’s indemnification obligation applies to SBCTA’s “passive” negligence but does not apply to SBCTA’s “sole negligence” or “willful misconduct” within the meaning of Civil Code Section 2782. CITY is an authorized self-insured public entity for purposes of Professional Liability, General Liability, Automobile Liability, and Workers’ Compensation, and warrants that through its programs of self-insurance, it has adequate coverage or resources to protect against liabilities arising out of the performance of the terms, conditions, or obligations of this Agreement. SBCTA warrants that it maintains insurance for these purposes.

- 6. This Agreement is expressly subordinated to any bonds, notes, certificates, or other evidences of indebtedness involved in bond financings as are now outstanding or as may hereafter be issued by SBCTA.
- 7. The terms of this Agreement represent the consent of the CITY to provide the full development share for the project required by the SBCTA Nexus Study, and that failure to contribute the development share according to the terms of this Agreement does not obligate SBCTA to provide supplemental funds or otherwise remedy that failure. SBCTA may terminate or modify this Agreement if the CITY fails to perform according to the terms of this Agreement and if this failure jeopardizes the delivery of the project according to the terms herein.
- 8. SBCTA shall track the CITY’s equitable share of the Valley Arterial Sub-program, including adjustments for the time-value of money based on the time of allocation of Measure I funds in the SBCTA budget.
- 9. The Recitals stated above are true and correct and are incorporated by this reference into the Agreement.
- 10. The effective date shall be the date upon which SBCTA executes this Agreement.

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

Attachment: 26-1003455 (12445 : Jurisdiction Master Agreement No. 26-1003455 with the City of Chino Hills)

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

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF CHINO HILLS

By: _____
Rick Denison
Board President

By: _____
Brian Johsz
Mayor

Date: _____

Date: _____

APPROVED AS TO FORM

APPROVED AS TO FORM

By: _____
Iain MacMillan
Assistant General Counsel

By: _____
Mark D. Hensley
City Attorney

Date: _____

Date: _____

ATTEST

By: _____
Cheryl Balz
City Clerk

DRAFT

Attachment: 26-1003455 (12445 : Jurisdiction Master Agreement No. 26-1003455 with the City of Chino Hills)

Minute Action

AGENDA ITEM: 11

Date: June 11, 2026

Subject:

Capital Project Needs Analysis Submittals and Funding Allocations for the Measure I Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2026/2027

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:

Approve the Project List for the Measure I Valley Major Street Program/Arterial Sub-program allocations for Fiscal Year 2026/2027.

Background:

In the Measure I 2010-2040 Strategic Plan, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved the creation of the San Bernardino Valley Arterial Sub-program under the Major Street Projects Program. Strategic Plan Policy No. 40006 requires each Valley Subarea jurisdiction to execute a Jurisdiction Master Agreement to be eligible for reimbursement of Measure I San Bernardino Valley Arterial Sub-program funds. The agreement serves as a multi-year contract for the entirety of Measure I 2010-2040.

Additionally, as required by policy, Valley jurisdictions must prepare, adopt, and annually submit their Capital Project Needs Analysis (CPNA) to SBCTA by September 30th. The CPNA is a list of eligible projects for which they plan to request reimbursement of the public share, as defined in the most recently adopted Development Mitigation Nexus Study, in the next five years. The collection of adopted CPNAs for Valley jurisdictions is included in Attachment A. Projects listed in the first two years or projects with unreimbursed expenditures from prior years are eligible for reimbursement in Fiscal Year (FY) 2026/2027. In addition to identifying the need for Measure I funds by project phase, the complete submittal also lists other anticipated funding sources, including the required development mitigation fair share funds.

Reimbursement by SBCTA is subject to each jurisdiction's equitable share and arterial fund allocation limits; therefore, approval of the list does not guarantee the availability of funds for reimbursement. However, there is an allowance for a jurisdiction to advance up to five years of allocations if there is a sufficient fund balance in the cumulative arterial fund and the advance is approved by the Board. To date, advances have been approved for the Cities of Chino, Fontana, Montclair, Ontario, San Bernardino, Upland, and Yucaipa. The arterial project list also contains projects where arterial funds have been pledged as collateral for development share term loans.

The Arterial Sub-program current year funding allocations were approved by the Board on May 6, 2026, as part of the FY 2026/2027 Budget planning process. Attachment B shows the Board-approved total allocations to date, project reimbursements to date, and arterial funds identified as collateral for development share term loans. Since FY 2021/2022, adjustments have been made to each city's share over a 15-year period to achieve fair share equity between actual program revenue and approved allocations among jurisdictions. Also listed as additional information is the total of each agency's five-year CPNA need for funds and whether they have a Board-approved five-year advance. Based on the submittals, additional cities may need five-year advances in order to complete their projects, but these would be presented for consideration by the Board at a future date as requested.

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

June 11, 2026

Page 2

Financial Impact:

The adopted Budget for Fiscal Year 2026/2027 includes sufficient Valley Arterial Sub-Program funds for new and ongoing projects to support this allocation in Program 50, Fund Administration.

Reviewed By:

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

Responsible Staff:

Nohemi Moran, Management Analyst II

Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026
Witnessed By:

CAPITAL PROJECT NEEDS ANALYSIS
VALLEY ARTERIAL SUB-PROGRAM - FY2026/2027 to FY2030/2031

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 26/27	MI FY 27/28	MI FY 28/29	MI FY 29/30	MI FY 30/31	MI Future	MI Total
Chino	Widen Edison Ave from Central Ave to Euclid Ave from 4 to 6 lanes			12,407,000	16,200,000	2,000,000	0	0	0	0	0	0	2,000,000
	Widen Pine Ave from El Prado Rd to SR-71 from 2 to 4 lanes		Yes	39,292,000	74,000,000	1,833,830	1,724,000	10,483,187	8,638,983	2,641,605	0	0	25,321,605
	Widen Pine Avenue from Hellman Avnuue to Euclid Avenue from 2 to 6 lanes			7,355,000	45,300,000	0	0	0	4,432,576	4,432,576	0	0	8,865,152
						3,833,830	1,724,000	10,483,187	13,071,559	7,074,181	0	0	36,186,757
Chino Hills	Widen Pine Ave from SR-71 to Chino Creek (north side only)			4,201,000	4,201,000	0	0	0	2,789,884	0	0	0	2,789,884
	Soquel Canyon Pkwy/Peyton Dr Connection - construct 2 lanes from Soqual Cyn Pkwy to Peyton Dr at Woodview Rd			16,000,000	16,000,000	0	0	0	253,834	0	0	0	253,834
						0	0	0	3,043,718	0	0	0	3,043,718
Colton	Improvement of La Cadena Dr from Rancho Ave to Iowa Split including bridge replacement at Santa Ana River			3,696,215	26,173,958	19,413	616,719	616,719	616,719	0	0	0	1,869,570
	Widen and realign Reche Cynn Rd from Washington St (Hunts Ln) to City Limits from 2 to 4 lanes			6,782,000	5,669,970	65,982	29,328	180,954	180,954	180,954	0	0	638,172
	Widen Mount Vernon Ave Bridge over UPRR			4,800,000	17,662,602	182,550	533,699	533,699	533,699	0	0	0	1,783,647
						267,945	1,179,746	1,331,372	1,331,372	180,954	0	0	4,291,389
Fontana	Widen Foothill Blvd from Hemlock to Almeria from 4 to 6 lanes			16,522,000	4,230,000	2,609,814	0	0	0	0	0	0	2,609,814
	Widen Sierra Ave from Foothill Blvd to Baseline Ave from 4 to 6 lanes			14,377,000	21,343,063	506,137	0	0	0	0	0	0	506,137
	Widen Slover Ave from Etiwanda Ave to 800' e/o Etiwanda from 2 to 4 lanes			9,643,000	13,147,629	5,563,638	0	0	0	0	0	0	5,563,638
	Citrus Avenue Widening at SR-210			1,195,000	620,000	420,980	0	0	0	0	0	0	420,980
	Widen Cherry Ave from Baseline Ave. to Highland Ave. from 4 to 6 lanes			5,625,000	3,900,000	1,302,865	0	0	0	0	0	0	1,302,865
	Widen Walnut Ave from I-15 to San Servaine from 2 to 4 lanes			5,806,000	3,900,000	1,345,235	0	0	0	0	0	0	1,345,235
	Intersection widening and traffic signal installation at Santa Ana Ave and Juniper Ave			12,857,000	870,000	590,730	0	0	0	0	0	0	590,730
	Widen Foothill Blvd from Citrus Ave to Maple Ave from 4 to 6 lanes.			11,601,000	21,608,343	230,860	0	0	0	0	0	0	230,860
						12,570,259	0	0	0	0	0	0	0
Fontana Sphere	Widen Cherry Ave Bridge from Merrill Ave to Whittram from 4 to 6 lanes			10,200,000	10,957,067	584,205	0	0	0	0	0	5,803,765	6,387,970
	Widen San Bernardino Ave from Cherry Ave to Fontana City Limits from 2 to 4 lanes			16,000,000	15,599,600	87,775	1,728,537	1,151,746	5,797,439	0	0	0	8,765,497
						671,980	1,728,537	1,151,746	5,797,439	0	0	5,803,765	15,153,467
Grand Terrace	Extend Commerce Way from 900' n/o DeBerry Rd to Main St from 0 to 4 lanes			6,185,000	3,432,467	2,062,930	441,527	0	0	0	0	0	2,504,457
						2,062,930	441,527	0	0	0	0	0	2,504,457
Highland	SR-210/ 5th Street Interchange				23,225,000	0	402,450	802,724	4,384,826	0	0	0	5,590,000
	Highland/Redlands Regional Connector Gap Project				7,424,064		1,927,490						1,927,490
	Victoria Avenue Improvements Project			6,549,000	10,663,000	0	268,000	268,000	0	0	0	0	536,000
						0	2,597,940	1,070,724	4,384,826	0	0	0	8,053,490

Attachment: Attachment A - CPNA FY27-31 (12423 : CPNA Project List and Funding Allocation for Valley

CAPITAL PROJECT NEEDS ANALYSIS
VALLEY ARTERIAL SUB-PROGRAM - FY2026/2027 to FY2030/2031

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 26/27	MI FY 27/28	MI FY 28/29	MI FY 29/30	MI FY 30/31	MI Future	MI Total
Loma Linda	Intersection Improvements at Mound St and Anderson St			1,000,000	1,568,300	0	330,970	628,830	0	0	0	0	959,800
	Widen California St from Barton Rd to Redlands Blvd from 2 to 6 lanes			4,100,000	12,686,679	0	956,995	0	1,563,935	0	0	0	2,520,931
	Install traffic signal at Barton Rd & Benton St			235,632	242,112	0	0	148,172	0	0	0	0	148,172
						0	1,287,965	777,002	1,563,935	0	0	0	3,628,903
Montclair	I-10 / Monte Vista Ave interchange - term loan; cash flow estimated by SBCTA	Yes	Yes	32,219,539		0	1,990,241	0	0	0	0	0	1,990,241
						0	1,990,241	0	0	0	0	0	1,990,241
Ontario	Spot Widen Airport Dr from Kettering to Etiwanda Ave from 2 to 4 lanes, including intersection at Etiwanda/Slover			5,270,000		1,634,972	225,625	0	0	0	0	0	1,860,596
	Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes (Holt/Grove Intx)			50,898,000	9,143,990	4,162,997	634,888	0	0	0	0	0	4,797,886
	Replace 4th St structure between I-10 westbound ramps and I-10 eastbound ramps and widen to 5 lanes - cashflow estimated by SBCTA	Yes	Yes	20,758,000	22,336,447	0	913,167	0	0	0	0	0	913,167
	Widen Grove Ave from I-10 to Holt Blvd from 4 to 6 lanes, Including W. Cuc. Creek Bridge			37,894,000	9,143,990	4,162,997	634,888	0	0	0	0	0	4,797,886
	Vineyard Avenue Widening from Riverside Drive to Chino Avenue				15,782,678	8,336,411	438,758	0	0	0	0	0	8,775,169
						18,297,377	2,847,326	0	0	0	0	0	21,144,704
Rancho Cucamonga	Widen Wilson Ave from East Ave to Wardman Bullock from 0 to 4 lanes			10,567,000	7,434,218	3,199,098	0	0	0	0	0	0	3,199,098
	Construct a Traffic Signal at the Intersection of Milliken and 5th			481,000	738,737	526,720	0	0	0	0	0	0	526,720
	Construct a Traffic Signal at the Intersection of Rochester and Jersey			481,000	738,737	526,720	0	0	0	0	0	0	526,720
	Widen Victoria Ave from EHS to I-15			554,000	412,341	293,999	0	0	0	0	0	0	293,999
	Construct a Traffic Signal at the Intersection of East and Miller			481,000	738,737	526,720	0	0	0	0	0	0	526,720
	Construct a Traffic Signal at the Intersection of 6th and Rochester			481,000	738,737	526,720	0	0	0	0	0	0	526,720
	Construct a Traffic Signal at the Intersection of Carnelian and Banyan			539,000	600,297	428,012	0	0	0	0	0	0	428,012
	Construct a Traffic Signal at the Intersection of 6th and Hellman			617,000	1,081,710	771,973	0	0	0	0	0	0	771,973
	Construct a Traffic Signal at the Intersection of 6th and Utica			539,000	595,946	424,910	0	0	0	0	0	0	424,910
							7,224,872	0	0	0	0	0	0

Attachment: Attachment A - CPNA FY27-31 (12423 : CPNA Project List and Funding Allocation for Valley

CAPITAL PROJECT NEEDS ANALYSIS
VALLEY ARTERIAL SUB-PROGRAM - FY2026/2027 to FY2030/2031

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 26/27	MI FY 27/28	MI FY 28/29	MI FY 29/30	MI FY 30/31	MI Future	MI Total
Redlands	Construct a Traffic Signal at the Intersection of Wabash Ave and Citrus Ave			870,000	956,000	0	0	104,584	630,580	0	0	0	735,164
	Construct a Traffic Signal at the Intersection of Wabash Ave and 5th Ave			885,000	1,002,000	0	0	0	109,198	661,340	0	0	770,538
	Construct a Traffic Signal at the Intersection of Dearborn St and Citrus Ave			800,000	870,000	0	92,280	576,750	0	0	0	0	669,030
	Widen Citrus Ave from Dearborn St to Wabash Ave from 2 to 4 lanes			1,500,000	1,500,000	1,153,500	0	0	0	0	0	0	1,153,500
	California Street Widening from Redlands Blvd. to I-10 (adding right turn lane to southbound)					3,383,600	0	0	0	0	0	0	3,383,600
	Highland/Redlands Regional Connector Gap Project				3,100,000	2,383,900	0	0	0	0	0	0	2,383,900
	Citrus Avenue & Redlands High School Underpass Project				7,000,000		1,153,500	0	4,229,500	0	0	0	5,383,000
	University Street and Colton Avenue Intersection Improvements				870,000	0	92,280	576,750	0	0	0	0	669,030
	University Street Improvements from Park Ave to Brockton Ave				5,200,000	0	0	0	0	922,800	0	3,076,000	3,998,800
	Construct a Traffic Signal at the Intersection of Ford Street and I-10				1,110,000	0	0	0	0	0	123,040	730,550	853,590
	Construct a Traffic Signal at the Intersection of Ford Street and I-10 WB				1,110,000	0	0	0	0	0	123,040	730,550	853,590
						1,153,500	92,280	681,334	739,778	661,340	0	0	3,328,232
Rialto	Construct Pepper Ave from N. Terminus to Highland Ave to 4 lanes			25,098,000	15,022,010	8,878,008	0	0	0	0	0	0	8,878,008
	Widen Riverside Ave from Gateway Plaza to San Bernardino Ave from 4 to 6 lanes			1,505,000	4,780,875	2,825,497	0	0	0	0	0	0	2,825,497
	Construct a Traffic Signal at the Intersection of Riverside and Linden with intersection improvements			792,000	888,254	524,958	0	0	0	0	0	0	524,958
	Widen Alder Ave from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes			9,022,000	8,272,659	4,889,141	0	0	0	0	0	0	4,889,141
	Widen Ayala Dr from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes			7,554,000	6,298,766	4,094,901	0	0	0	0	0	0	4,094,901
	Widen Cactus Ave from Valley Blvd to Foothill Blvd from 3 to 4 lanes			774,000	481,229	284,406	0	0	0	0	0	0	284,406
	Widen Randall Ave from Cactus Ave to Riverside Ave from 2 to 4 lanes			745,000	4,284,491	2,532,134	0	0	0	0	0	0	2,532,134
						24,029,045	0	0	0	0	0	0	0
San Bernardino, City of	Reconstruct Mt Vernon Bridge to 4 lanes (local match)		Yes	19,525,000	242,417,534	7,132,830	5,730,806	504,098	0	0	0	0	13,367,734
	Widen "H" St from Kendall Dr to 40th St from 2 to 4 lanes		Yes	7,500,000	7,500,000	77,188	0	0	0	0	0	0	77,188
	Widen State Street from 16th St to Baseline St from 0 to 4 lanes		Yes	8,479,000	9,000,000	4,541,832	0	0	0	0	0	0	4,541,832
	Widen 40th St from Acre Ln to Electric Ave from 2 to 4 lanes		Yes	8,500,000	8,500,000	35,009	0	0	866,560	3,380,000	0	0	4,281,569
						11,786,859	5,730,806	504,098	866,560	3,380,000	0	0	22,268,323
San Bernardino Sphere	Widen State Street from Adams St to Nolan St from 2 to 4 lanes			6,750,000	4,121,000	501,787	524,629	166,500	350,280	1,512,238	0	0	3,055,434
						501,787	524,629	166,500	350,280	1,512,238	0	0	3,055,434
Upland	Widen Arrow Hwy from County Line to Central Ave from 2 to 4 lanes			2,874,000	4,000,000	0	0	0	2,290,680	0	0	0	2,290,680
	Widen Foothill Blvd from County Line to Central Ave from 2 to 6 lanes			5,900,000	5,900,000	432,543	0	0	0	0	0	0	432,543
						432,543	0	0	2,290,680	0	0	0	2,723,223

Attachment: Attachment A - CPNA FY27-31 (12423 : CPNA Project List and Funding Allocation for Valley

CAPITAL PROJECT NEEDS ANALYSIS
VALLEY ARTERIAL SUB-PROGRAM - FY2026/2027 to FY2030/2031

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 26/27	MI FY 27/28	MI FY 28/29	MI FY 29/30	MI FY 30/31	MI Future	MI Total
Yucaipa	Widen 5th St from Yucaipa Bl to County Line Rd from 2 to 4 lanes		Yes	8,059,000	2,030,000	1,402,000	0	0	0	0	0	0	1,402,000
	Widen Ave E from 14th St to Bryant St from 2 lanes to 4 lanes		Yes	26,968,000	9,053,000	6,208,000	0	0	0	0	0	0	6,208,000
	Widen Calimesa Bl from Oak Glen Rd to County Line Rd from 2 to 4 lanes.		Yes	4,804,000	7,427,000	1,740,000	900,000	900,000	900,000	0	0	0	4,440,000
	Widen County Line Rd from I-10 to Calimesa Blvd from 2 to 4 lanes		Yes	699,000	10,002,000	6,869,000	0	0	0	0	0	0	6,869,000
	Widen Yucaipa Bl from I-10 to Bryant Street		Yes	20,248,000	20,545,000	11,651,000	900,000	900,000	900,000	0	0	0	14,351,000
						27,870,000	1,800,000	1,800,000	1,800,000	0	0	0	33,270,000
Total						\$ 110,702,927	\$ 21,944,997	\$ 17,965,963	\$ 35,240,147	\$ 12,808,713	\$ -	\$ 5,803,765	\$ 204,466,513

Attachment: Attachment A - CPNA FY27-31 (12423 : CPNA Project List and Funding Allocation for Valley

**Measure I Valley Major Street/Arterial Sub-Program
Summary of Allocations, Balances & Future Need**

Jurisdiction	SHARES Current Equitable Share*	ALLOCATIONS FY10/11 thru FY26/27	BALANCES		SPECIAL ARRANGEMENTS		CPNA			
			Reimbursements FY10/11 thru 5/20/26	Allocation Balance	Approved Advances @ 5/20/26	Term Loan Collateral @ 5/20/26	Balance PLUS Anticipated Revenue FY27/28 thru FY30/31	Balance of Equitable Share Due in FY30/31	Total "Needs" from CPNA FY26/27 thru FY30/31 (incl loan collateral)	Total "Needs" thru FY30/31 when limited by 5-yr rule thru FY35/36
Chino	7.591%	\$27,174,099	\$4,098,787	\$23,075,312	\$12,966,199		\$33,026,818	\$534,562	\$36,186,757	\$36,186,757
Chino Hills	2.194%	\$3,185,579	\$0	\$3,185,579			\$3,185,579	-\$147,045	\$3,043,718	\$3,043,718
Colton	2.534%	\$9,591,258	\$419,427	\$9,171,831			\$12,642,980	\$311,240	\$4,291,389	\$4,291,389
Fontana	19.400%	\$55,899,382	\$20,768,937	\$35,130,444			\$53,563,312	-\$6,831,384	\$12,570,259	\$12,570,259
Grand Terrace	1.389%	\$5,257,402	\$151,462	\$5,105,940			\$7,008,635	\$170,605	\$2,504,457	\$2,504,457
Highland	6.777%	\$25,573,081	\$6,316,933	\$19,256,149		\$2,365,431	\$28,517,104	\$812,462	\$8,053,490	\$8,053,490
Loma Linda	4.074%	\$15,420,199	\$5,953,848	\$9,466,351			\$15,047,040	\$500,391	\$3,628,903	\$3,628,903
Montclair	0.597%	\$2,259,661	\$1,913,734	\$345,927	\$1,086,167	\$1,990,241	\$1,163,715	\$73,327	\$1,990,241	\$1,237,042
Ontario	12.272%	\$46,449,848	\$20,483,301	\$25,966,547	\$6,383,764		\$42,777,103	\$1,507,316	\$21,144,704	\$21,144,704
Rancho Cucamonga	5.044%	\$15,475,766	\$5,429,607	\$10,046,160			\$15,446,657	-\$1,016,221	\$7,224,872	\$7,224,872
Redlands	4.854%	\$18,372,520	\$2,112,512	\$16,260,008			\$22,909,164	\$596,195	\$3,328,232	\$3,328,232
Rialto	3.831%	\$13,918,717	\$11,055,088	\$2,863,629			\$7,944,600	\$322,017	\$24,029,045	\$16,270,418
San Bernardino	7.857%	\$29,738,955	\$13,283,274	\$16,455,681	\$14,294,835		\$27,218,437	\$965,041	\$22,268,323	\$22,268,323
Upland	2.743%	\$10,382,328	\$3,158,457	\$7,223,871	\$2,029,872		\$10,981,316	\$336,911	\$2,723,223	\$2,723,223
Yucaipa	5.965%	\$20,815,933	\$16,202,261	\$4,613,672	\$9,897,453		\$12,279,406	\$282,835	\$33,270,000	\$22,784,891
County	12.878%	\$48,743,574	\$6,458,573	\$42,285,001			\$59,925,675	\$1,581,748	\$18,208,901	\$18,208,901
Arterial Allocation	100.000%	\$348,258,301	\$117,806,200	\$230,452,101	\$46,658,290	\$4,355,672	\$353,637,539	\$0	\$204,466,513	\$185,469,578

Attachment: Attachment B - Arterial Program Summary (12423 : CPNA Project List and Funding

Minute Action

AGENDA ITEM: 12

Date: June 11, 2026

Subject:

2026 Update to the 10-Year Delivery Plan - Valley Highway Programs

Recommendation:

Receive report and provide comments on the planned update to the 10-Year Delivery Plan for the Cajon Pass Program, Valley Freeway Projects Program, Valley Freeway Interchange Projects Program, and Valley Major Streets Program.

Background:

The Strategic Plan serves as the policy manual for the delivery of Measure I 2010-2040 Programs by the San Bernardino County Transportation Authority (SBCTA) and its member agencies for the 30-year life of the Measure. The Strategic Plan addresses significant policy, fiscal, and institutional issues associated with the administration and implementation of Measure I, including managing the different goals and priorities among the Valley, Victor Valley, and Rural Mountain/Desert Subareas of San Bernardino County. One of the key requirements of the Strategic Plan was the preparation of a 10-Year Delivery Plan (Delivery Plan) for Measure I Programs.

The SBCTA Board of Directors (Board) adopted the first Measure I 2010-2040 10-Year Delivery Plan in January 2012. The Delivery Plan provides a list of projects to be developed during a 10-year period and identifies project scopes, schedules, and budgets. Additionally, it provides a basis for the development of the annual budget for capital projects. The Delivery Plan is a living document that is updated every two years to capture revisions to the projects and assumptions in the plan, actual Measure I revenue figures, and relevant Board actions. Staff anticipates providing the 2026 Update to the 10-Year Delivery Plan (2026 Update) for approval by the Board in December 2026.

Cajon Pass Program

In accordance with the Measure I 2010-2040 Ordinance and Expenditure Plan, 3% of the Measure I revenue collected in the Valley Subarea and Victor Valley Subarea funds the Cajon Pass Program, which for Fiscal Year (FY) 2026/2027 is estimated to be about \$7.3 million with slightly less than half of the revenue dedicated to debt service for the Interstate 15 (I-15)/Interstate 215 (I-215) Devore Interchange that was completed in June 2016. The 2025 Update to the 10-Year Delivery Plan (2025 Update) included initiation of the second project in the Cajon Pass, the I-15 Cajon Pass Northbound Corridor Freight Project, which would construct one northbound truck climbing lane extending from 2.7 miles north of Kenwood Avenue, where an existing truck lane currently terminates, to State Route (SR) 138, a length of approximately 3.5 miles. The project will also reconstruct the northbound ramps at Cleghorn Road and the California Highway Patrol Truck Check Station. This will improve truck operations and safety throughout this segment. I-15 is a federally designated Trade Corridor of National and Regional Significance within California's section of the National Highway Freight Network, as identified in the California Freight Mobility Plan. Therefore, advancing a project in the Cajon Pass area is essential for positioning the 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, SBCTA has initiated the environmental document for this project, which should be completed in early 2027.

Entity: San Bernardino County Transportation Authority

Valley Freeway Projects Program

In accordance with the Measure I 2010-2040 Ordinance and Expenditure Plan, 29% of the Measure I revenue collected in the Valley Subarea funds the Valley Freeway Projects Program, which for FY 2026/2027 is estimated to be about \$60.9 million. The 2025 Update included estimated Valley Freeway Projects Program project costs over the 10-year period of \$2.56 billion, with \$1.07 billion funded with Measure I, \$225 million from toll revenues, and the balance from State, Federal, and local funds. There was an unfunded need of \$30 million identified that has been filled through the award of Federal Surface Transportation Program funds in late 2025.

Since the adoption of the 2025 Update, the Interstate 10 (I-10) Corridor Freight Contract 1 follow-on landscape construction has begun; construction is complete on the I-10 Eastbound Truck Climbing Lane Project in the City of Yucaipa; construction is approximately 40% complete on the I-15 Corridor Freight and Express Lanes Project Contract 1; the I-10 Corridor Freight and Express Lanes Project Contract 2A and I-215 Bi-County/I-215 Segment 5 Landscaping have both commenced with construction; and the I-10 Corridor Freight and Express Lanes Contract 2B is scheduled for award in July.

The 2025 Update planned an aggressive delivery program for the Valley Freeway Projects Program that was influenced by significant project cost escalation. This trend moderated towards the latter part of 2025. SBCTA experienced favorable bids on a number of projects. The I-10 Contract 2A was awarded at \$309 million, representing an approximately 18% decrease over the engineer's estimate, and I-215 Bi-County/Segment 5 Landscaping was awarded at \$8.6 million, also experiencing a favorable 10% decrease relative to the engineer's estimate.

I-15 Contract 1, I-10 Contracts 2A and 2B, and I-215 Landscaping will all be actively in construction by the end of 2026. I-15 Contract 1 is anticipated to be open for beneficial use by August 2028, and the I-10 Contract 2A and 2B projects are projected to be open in December 2028. SBCTA has evaluated options for the next express lanes project to be developed for construction. The strategy is to maintain project conformity with the approved environmental documents for the I-15 and I-10 corridors. This requires that SBCTA take a "major step" for each of the projects within three years of the last major step. As such, I-15 Freight and Express Lanes Project Contract 2 from Baseline Road to Duncan Canyon Road design has been prioritized first and is anticipated to be initiated in Spring 2027. Initiation of design of I-10 Freight and Express Lanes Contract 3A from Pepper Avenue to Ford Street will follow approximately two years later.

SBCTA will rely on contributions of State and Federal funds to address the significant project costs anticipated for delivery of I-15 Contract 2 and I-10 Contract 3A. Depending on the bid results of I-10 Contract 2B, the 2026 Update will determine if additional bonding is appropriate or feasible to continue momentum in delivery of one or both of the express lanes projects beyond the design phases. As has been the case with prior Delivery Plan Updates, SBCTA staff will look for opportunities for short-term borrowing or internal cash flow borrowing to reduce the long-term impact to the Freeway Projects Program.

Table 1 on the following page provides an overview of the projects that have been identified for development in the 2026 Update and the current project status relative to the project scheduling and total project cost forecasts identified in the 2025 Update:

Table 1. Valley Freeway Projects Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
I-215 Bi-County & Segment 5 Landscaping	√	-2M	Landscape
I-10 Corridor Contract 1	√	√	Landscape
I-15 Corridor Contract 1	√	+4M	Construction
I-10 Corridor Contract 2A/2B	√	-152M	Construction
I-10 Truck Climbing Lane	√	-2M	Complete

Valley Freeway Interchange Projects Program

In accordance with the Measure I 2010-2040 Ordinance and Expenditure Plan, 11% of the Measure I revenue collected in the Valley Subarea funds the Valley Freeway Interchange Projects Program, which for FY 2026/2027 is estimated to be about \$23.1 million.

The 2025 Update included estimated Valley Freeway Interchange Projects Program project costs over the 10-year period of \$318.8 million, with \$209.8 million coming from Measure I, \$59.5 million from local funds, and the balance from State and Federal funds. There was an unfunded need of \$29.8 million identified that has since been funded through an award of 2024 Senate Bill 1 TCEP Funds. Approval of the 2025 Update included funding through construction for all of the 10 highest priority interchanges. I-10/Cedar Avenue and I-10/Mount Vernon Avenue freeway interchanges are the final two of the top 10 highest priority interchange projects to be in construction.

In addition to the top 10 interchanges, two Tier 2 interchanges were added to the Delivery Plan in the 2017 Update as a result of the ongoing development of the I-10 Corridor Contract 1 Project. This included improvements to the I-10/Monte Vista Avenue, I-10/Euclid Avenue, and I-10/Vineyard Avenue Interchanges. The I-10 interchanges are now open to traffic and are in the landscaping phase.

A \$40 million reserve was established for the Interchange Phasing Program. Since the establishment of the Interchange Phasing Program, the cities of Yucaipa, San Bernardino, and Ontario have entered the program for interchanges at I-10/Wildwood Canyon Road, SR 210/Waterman Avenue, SR 210/Del Rosa Avenue, I-215/Palm Avenue, and SR 60/Euclid Avenue. Additionally, interest has been expressed by the City of Highland to enter into the Interchange Phasing Program for its eligible interchange at SR 210/5th Street, but a funding agreement has not been executed at this time. No other changes are proposed to the project list for the 2026 Update.

As projects are developed, SBCTA encounters typical delays, and the funding picture has changed since the 2025 Update. Once projected to anticipate significant estimated cost increases, the I-10/Mount Vernon Avenue Interchange construction cost was \$14 million less than the engineer's estimate. The analysis for the 2026 Update will determine if additional bonding is required prior to 2028. SBCTA staff will be looking for opportunities for short-term borrowing or internal cash flow borrowing to reduce the long-term impact to the interchange program.

Table 2 on the following page provides an overview of the current project status relative to the project scheduling and total project cost forecasts identified in the 2025 Update:

Table 2. Valley Freeway Interchange Projects Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
I-10/Cedar Avenue IC	+5 yr	+21M	Construction
I-215/University Parkway IC	+1 yr	+1M	Complete
I-10/Mount Vernon Avenue IC	√	-7M	Construction
I-10/Riverside Avenue IC Phase 2 ¹	+1 yr	+0.4M	Pre-Construction
I-10/Euclid Avenue IC ²	√	√	Landscape
I-10/Monte Vista Avenue IC ²	√	√	Landscape
I-10/Vineyard Avenue IC ²	√	√	Landscape
SR 210/Waterman Avenue IC ³	√	+0.4M	Complete
I-10/Wildwood Canyon Road IC (Phasing Program) ^{1,3}	+3 yr	√	Environmental
SR 60/Euclid Avenue IC (Phasing Program) ^{1,3}	√	√	Environmental
SR 210/Del Rosa Avenue IC ³	N/A	N/A	Environmental
I-215/Palm Avenue IC ³	N/A	N/A	Environmental

¹ City is project lead agency

² Project costs are included in the Freeway Program - I-10 Corridor Contract 1 project.

³ Project is part of the Interchange Phasing Program.

Valley Major Street Projects Program

In accordance with the Measure I 2010-2040 Ordinance and Expenditure Plan, 17% of the Measure I revenue collected in the Valley Subarea funds the Valley Major Street Projects Program, of which the grade separation sub-program receives 20% and the arterial sub-program receives 80%. For FY 2026/2027, the total Valley Major Street Projects Program revenue is estimated to be about \$35.7 million. The 2025 Update included estimated Valley Major Street Projects Program project costs over the 10-year period of \$244.8 million with \$24.4 million coming from Measure I, \$43.7 million from local funds, and the balance from State and Federal funds. The near-term revenue for the grade separation sub-program is almost entirely dedicated to debt service. Since the 2025 Update, the Mount Vernon Avenue Viaduct Project that reconstructs the Mount Vernon Avenue bridge over the BNSF Railway intermodal yard in the City of San Bernardino has completed construction. The 4th Street bridge at I-10 in the City of Ontario that is being reconstructed as part of the I-10 Corridor Contract 1 Project is open to traffic and is in the landscaping phase.

SBCTA only constructs projects in the arterial sub-program at the request of local jurisdictions. As such, only one new project is included in the Valley Major Street Projects Program for the 2026 Update: the Highland/Redlands Regional Gap Connector Project. The Gap Connector project is currently estimated at a total cost of \$9 million and will construct new active transportation improvements including bicycle and pedestrian paths connecting the City of Highland to the City of Redlands. The Project is scheduled for an Invitation for Bids later in 2026 and is projected to be open for beneficial use in early 2028.

Table 3 on the following page provides an overview of the current status relative to the project scheduling and total project cost forecasts identified in the 2025 Update:

Table 3. Valley Major Street Projects Program Delivery Plan Project Status

Project	Schedule	Cost	Phase
Mount Vernon Avenue Viaduct	√	-16M	Complete
I-10 at 4 th Street Bridge	√	√	Landscape
Highland/Redlands Regional Gap Connector	N/A	N/A	Pre-Construction

Revenue Forecast

The 2025 Update assumed that revenue would be increasing between 0.04% and 3.43%, with an overall average of 3.08% through 2040 based on a combination of revenue estimates provided by HdL Companies and Beacon Economics. This update combines the five-year forecast provided by HdL Companies in May 2026 with the Beacon Economics forecast through 2040 that was used to inform the 2026 bond sale. Beacon Economics is currently in the process of updating its revenue projections for Measure I through 2040, and once available, will be used in the final 2026 Update.

While it appears revenue is beginning to normalize, this normalization is occurring later than anticipated. The current revenue forecast provides a base value estimated at \$254 million, which is lower than the \$264 million projected in the 2025 Update. Preliminary revenue forecasts (which are based on actuals to date, HdL Companies five-year forecasts, and then Beacon Economics forecast going forward) also indicate decreased cumulative collections, reducing the \$7.6 billion total revenue in the 2025 Update to \$7.3 billion projected in the 2026 Update. A comparison of the forecasts in the 2025 Update to preliminary forecasts in the 2026 Update is presented in Tables 4, 5, 6, and 7 (below and on the following page).

**Table 4. Cajon Pass Program Revenue Comparison
2025 Update vs 2026 Update (1,000s)**

Period	2025 Update	2026 Update	Change
FY 2010/2011 – 2025/2026	\$85,337	\$85,187	-\$150
FY 2026/2027 – 2035/2036	\$87,562	\$81,981	-\$5,581
FY 2036/2037 – 2039/2040	\$44,169	\$39,323	-\$4,846
TOTAL	\$217,068	\$206,491	-\$10,577
Uncommitted Balance through 2040	\$68,202	TBD	TBD

**Table 5. Valley Freeway Projects Program Revenue Comparison
2025 Update vs 2026 Update (1,000s)**

Period	2025 Update	2026 Update	Change
FY 2010/2011 – 2025/2026	\$709,826	\$709,159	-\$667
FY 2026/2027 – 2035/2036	\$730,585	\$686,609	-\$43,976
FY 2036/2037 – 2039/2040	\$365,610	\$326,803	-\$38,807
TOTAL	\$1,806,021	\$1,722,571	-\$83,450
Uncommitted Balance through 2040	\$104,716	TBD	TBD

**Table 6. Valley Freeway Interchange Projects Program Revenue Comparison
2025 Update vs 2026 Update (1,000s)**

Period	2025 Update	2026 Update	Change
FY 2010/2011 – 2025/2026	\$269,244	\$268,991	-\$253
FY 2026/2027 – 2035/2036	\$277,118	\$260,438	-\$16,681
FY 2036/2037 – 2039/2040	\$138,680	\$123,960	-\$14,720
TOTAL	\$685,043	\$653,389	-\$31,654
Uncommitted Balance through 2040	\$219,961	TBD	TBD

**Table 7. Valley Major Streets Program Revenue Comparison
2025 Update vs 2026 Update (1,000s)**

Period	2025 Update	2026 Update	Change
FY 2010/2011 – 2025/2026	\$452,961	\$452,570	-\$391
FY 2026/2027 – 2035/2036	\$428,274	\$402,495	-\$25,779
FY 2036/2037 – 2039/2040	\$214,323	\$191,574	-\$22,749
TOTAL	\$1,095,558	\$1,046,639	-\$48,919
Uncommitted Balance through 2040*	\$75,806	TBD	TBD

* Grade Separation Sub-program uncommitted balance

Bonding Analysis

The bond strategy for the 2026 Update will mirror the strategy used for the 2025 Update with the following criteria:

- Minimum agency-wide debt coverage ratio: 2.0
- Individual programs must have a positive cash flow over the term of the bond
- Bond interest rate: 5%
- Latest bond issuance: TBD

The 2025 Update anticipated issuing \$468 million in bonds in 2026 to fund anticipated expenditures in the Valley Freeway Project and Valley Interchange Projects programs. However, the decision was made to split this into two rounds of bond sales – a 2026 round and a 2028 round. In January 2026, SBCTA issued \$127.6 million in par value bonds with a 5% coupon, generating \$22.9 million in bond sale premiums for a total of \$150.5 million of proceeds. The bond funds were issued to augment the Valley Freeway Projects and Valley Interchange Projects programs. Timing for the second round of bond financing continues to be anticipated for 2028; however, the magnitude and timing of the bond sale will be analyzed during this current delivery planning process. As in previous Delivery Plan Updates, there will be an assessment of whether or not there is sufficient capacity for short-term financing or cash flow borrowing between Measure I Programs until debt financing becomes necessary.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2026/2027.

Reviewed By:

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

Responsible Staff:

Ryan Graham, Director of Fund Administration
San Bernardino County Transportation Authority

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Approved
Board of Directors Metro Valley Study Session
Date: June 11, 2026
Witnessed By:

Additional Information

**BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE – 2026
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								
Frank Navarro City of Colton		X	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			X									
John Dutrey City of Montclair		X										
Alan Wapner City of Ontario		X	X	X								
L. Dennis Michael City of Rancho Cucamonga		X										
Mario Saucedo City of Redlands		X		X								
Joe Baca City of Rialto		X	X	X								
Helen Tran City of San Bernardino			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 – 2026

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	X								
Jesse Armendarez Board of Supervisors			X									
Joe Baca, Jr. Board of Supervisors		X	X									

MOUNTAIN/DESERT BOARD MEMBER ATTENDANCE

Daniel Ramos City of Adelanto		X		X								
Art Bishop Town of Apple Valley		X	X	X								
Timothy Silva City of Barstow		*	X	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												
Bob Harriman City of Victorville		X	X									
Rick Denison Town of Yucca Valley		X	X									
Paul Cook Board of Supervisors												

X = member attended meeting. * = alternate member attended meeting. Empty box = Did not attend meeting. Crossed out box = not a Board Member at the time.

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
ACFR	Annual Comprehensive Financial Report
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATC	San Bernardino County Auditor-Controller/Treasurer/Tax Collector
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
CAMP	California Asset Management Program
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 or County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
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
ERP	Enterprise Resource Planning
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GAAP	Generally Accepted Accounting Principals
GA Dues	General Assessment Dues
GASB	Governmental Accounting Standards Board
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICAP	Indirect Cost Allocation Plan
IEEP	Inland Empire Economic Partnership
IREN	Inland Regional Energy Network
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency

Acronym List

LACMTA	Los Angeles County Metropolitan Transportation Authority
LAIF	Local Agency Investment Fund
LAPM	Local Assistance Procedures Manual - Caltrans
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
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
ONT	Ontario International Airport
PACE	Property Assessed Clean Energy
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
PS&E	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
SBCERA	San Bernardino County Employees' Retirement Association
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCP	Solutions for Congested Corridors Program
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SRTP	Short Range Transit Plan
SGR	State of Good Repair Funds
STA	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Block Grant Program
TAC	Technical Advisory Committee
TCEP	Trade Corridor Enhancement Program
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIRCP	Transit and Intercity Rail Capital Program
TMC	Transportation Management Center

Acronym List

TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
UAAL	Unfunded Actuarial Accrued Liability
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
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