

AGENDA

Board of Directors Metro Valley Study Session

February 12, 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

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**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. 12

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 Contract 1- Second Quarter Report

Pg. 18

Receive and file the Fiscal Year 2025/2026 Second Quarter Report for the Interstate 10 Express Lanes Contract 1.

Presenter: Philip Chu

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

DISCUSSION ITEMS

Discussion - Project Delivery

4. Progress Briefing Report through December 2025

Pg. 39

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

Presenter: Kristi Lynn Harris

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

5. Amendment No. 2 to Cooperative Agreement No. 18-1001962 and Construction Contingency Increases for the Interstate 10 Cedar Avenue Interchange Improvement Project

Pg. 41

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. Authorize the Executive Director, or her designee, to negotiate, finalize, and execute Amendment No. 2 to Cooperative Agreement No. 18-1001962 (Agreement) between SBCTA and San Bernardino County (County), subject to approval as to form by General Counsel, for the Right-of-Way (ROW) and Construction phases of the Interstate 10 Cedar Avenue Interchange Improvement Project (Project) to:

i. Extend Agreement termination date by five years to December 31, 2033, to cover the remaining construction activities, plant establishment, extended plant establishment period, and close-out phase;

ii. Update the Project Funding Table in the Agreement, with the revised ROW, Construction, and Project Management costs, for an increase in Project cost by \$20,504,000 resulting in a new total ROW and Construction cost amount of \$123,504,000, and to reflect new funding from the State Section 190 Grade Separations Program in the amount of \$5,000,000 which will buy down the Project cost, resulting in a net increase of \$15,504,000 in total SBCTA Measure I Valley Interchange Program and County funding contribution for this Project;

Agenda Item No. 5 (cont.)

iii. Adjust the Parties' respective funding contributions under this Agreement, to reflect an increase of \$4,721,200 for a new total County contribution amount of \$33,883,000 and an increase of \$10,782,800 for a new total SBCTA contribution amount of \$84,621,000; and

iv. Update the Project milestones in the Agreement based on the current project status and future forecast of the remaining activities.

B. Approve additional contingency in the amount of \$14,060,038.54, to be funded with County and Measure I Valley Interchange Program funds, for a remaining contingency amount of \$19,321,777.35, as of January 26, 2026, for Contract No. 22-1002784 with Security Paving Company, Inc. for construction of the Project, to be released as necessary for the Project, in accordance with SBCTA's Contracting and Procurement Policy No. 11000.

C. Approve additional contingency in the amount of \$1,998,481.18, to be funded with County and Measure I Valley Interchange Program funds, for a remaining contingency amount of \$1,998,481.18, as of January 26, 2026, for Contract No. 20-1002342 with WSP USA, Inc. for construction management services, to be released, as necessary for the Project, in accordance with SBCTA's Contracting and Procurement Policy No. 11000.

Presenter: Khalid Bazmi

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

Discussion - Express Lanes

6. Release Invitation for Bids No. 25-1003328 for Interstate 10 Corridor Freight and Express Lane Project - Contract 2B 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:

Authorize the Executive Director, or her designee, to release Invitation for Bids No. 25-1003328 for the Construction of the Interstate 10 Corridor Freight and Express Lane Project – Contract 2B, subject to final approval of the Plans, Specifications and Estimates package, allocation of funds by the California Transportation Commission, and issuance of the federal authorization to proceed with construction, and subject to approval as to form by SBCTA General Counsel.

Presenter: Heng Chow

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.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Pg. 57

Acronym List

Pg. 59

Mission Statement

Pg.62

The next Metro Valley Study Session meeting is scheduled for March 12, 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: February 12, 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
5	22-1002784	Security Paving Company, Inc., a California Corporation <i>Michael L. Mattivi,</i> <i>President/CEO</i>	Integrity Rebar Placers Cor-Ray Painting Forte Construction, Inc. Reycon Construction, Inc. American Civic Constructors Adams & Smith, Inc. Griffith Company ConFoam Con-Fab California, LLC Global Road Sealing, Inc. Advantage C.P. Construction Company, Inc. Alcorn Fence Co. A.M. Concrete Inc. Condon Johnson & Associates, Inc.
	20-1002342	WSP USA, Inc. <i>Derich Sukow</i>	Railpros, Inc. David Evans and Associates, Inc. Dynamic Engineering Services, Inc. Kleinfelder Construction Services TRC Engineers, Inc. SYRUSA Twining, Inc. ZT Consulting

Financial Impact:

This item has no direct impact on the budget.

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

Board of Directors Metro Valley Study Session Agenda Item

February 12, 2026

Page 2

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

Minute Action

AGENDA ITEM: 2

Date: February 12, 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 15 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 December 11, 2025. 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: There are no newly executed CCOs since last report.

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:

1) CCO 24: Increases to unit prices on Bid items 47, 48, and 115. (\$66,846.35)

2) CCO 25: Pavement smoothness adjustment. (\$7,451.43)

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

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

1) CCO 3.7: Temporary railroad crossing. (\$149,500)

2) CCO 3.8: Temporary railroad crossing. (\$422,756.70)

3) CCO 31.2: Costs associated with the demolition of the carwash bay. (\$75,000)

4) CCO 41: Anti-theft pull box modifications. (\$48,630)

5) CCO 42: Differing site conditions during roadway excavation. (\$191,620.39)

6) CCO 43: Second Street additional sidewalk ramp. (\$18,861.41)

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

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

February 12, 2026

Page 2

I. Contract No. 23-1002919 with Griffith Company, for the Metrolink Active Transportation Program Phase II Project:

- 1) CCO 17 Quantity reconciliation. (-\$624,836.94)

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

- 1) CCO 37.1: Additional funds for drainage system modifications. (\$9,000)
- 2) CCO 74: Crane standby cost. (\$195,000)
- 3) CCO 75: Staging modifications. (\$1,457,933.72)
- 4) CCO 76: Type 7 fence on top of retaining wall. (\$96,000)
- 5) CCO 78: Premium time for block wall construction. (\$4,730)

K. 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.

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

- 1) CCO 15: Drainage system modifications. (\$16,100)

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

- 1) CCO 7: Crude oil price index update. (\$250,000)
- 2) CCO 7.1: Crude oil price index update, final. (\$0)
- 3) CCO 19: Additional tree removals. (\$19,865)
- 4) CCO 20: Rochester overhead cable relocation. (\$378,019.79)
- 5) CCO 21: Potential claim resolution. (\$500,000)

N. Contract No. 24-1003059 with Mariposa Landscapes, Inc., for the I-10 Alabama Street Establish Existing Planting Project: There are no newly executed CCOs since last report.

O. 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 2025/2026, as all CCOs are within previously approved contingency amounts under: Task No. 0830 Interchange Projects and Task No. 0820 Freeway Projects, Sub-Task No. 0854 I-10 Eastbound Truck Climbing Lane, Sub-Task No. 0827 Mount Vernon Viaduct, Sub-Task No. 0897 I-10 Cedar, Sub-Task No. 0831 I-15 Corridor Freight and Express Lane Project, Contract 1, Sub-Task No. 0810 Metro ATP Phase 2, and Sub-Task No. 0853 I-215 University Parkway.

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
February 12, 2026
Page 3

Responsible Staff:

Kristi Lynn Harris, Director of Project Delivery and Express Lanes

San Bernardino County Transportation Authority

Approved
Board of Directors Metro Valley Study Session
Date: February 12, 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	\$155,202.19
	Approved Contingency	\$1,451,300.00
	Remaining Contingency	\$1,296,097.81
I-10 Corridor Contract 1 (17-1001599)		
Number	Description	Amount
	CCO Total	\$17,117,174.20
	Approved Contingency	\$51,369,000.00
	Remaining Contingency	\$34,251,825.80
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
24	Increases to unit prices on Bid items 47, 48, and 115.	\$66,846.35
25	Pavement smoothness adjustment.	\$7,451.43
	CCO Total	\$1,263,019.95
	Approved Contingency	\$3,731,253.00
	Remaining Contingency	\$2,468,233.05
Monte Vista Avenue Grade Separation (16-1001461)		
Number	Description	Amount
	CCO Total	\$869,302.95
	Approved Contingency	\$2,498,958.60
	Remaining Contingency	\$1,629,655.65

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
Mount Vernon Avenue Viaduct (18-1001966)		
Number	Description	Amount
3.7	Temporary railroad crossing.	\$149,500.00
3.8	Temporary railroad crossing.	\$422,756.70
31.2	Costs associated with the demolition of the carwash bay.	\$75,000.00
41	Anti-theft pull box modifications.	\$48,630.00
42	Differing site conditions during roadway excavation.	\$191,620.39
43	Second Street additional sidewalk ramp.	\$18,861.41
CCO Total		\$19,763,910.60
Approved Contingency		\$29,230,000.00
Remaining Contingency		\$9,466,089.40
I-10 University Street Interchange Improvements (20-1002290)		
Number	Description	Amount
CCO Total		\$1,211,725.45
Approved Contingency		\$1,500,590.00
Remaining Contingency		\$288,864.55
Metrolink Active Transportation Program Phase II Project (23-1002919)		
Number	Description	Amount
17	Quality reconciliation.	(\$624,836.94)
CCO Total		(\$242,755.87)
Approved Contingency		\$900,661.70
Remaining Contingency		\$1,143,417.57
I-10 Cedar Avenue Improvement (22-1002784)		
Number	Description	Amount
37.1	Additional funds for drainage system modifications.	\$9,000.00
74	Crane standby cost.	\$195,000.00
75	Staging modifications.	\$1,457,933.72
76	Type 7 fence on top of retaining wall.	\$96,000.00
78	Premium time for block wall construction.	\$4,730.00
CCO Total		\$2,836,661.19
Approved Contingency		\$8,098,400.00
Remaining Contingency		\$5,261,738.81
SR 210 Waterman Interchange Improvement Project (24-1003027)		
Number	Description	Amount
CCO Total		\$232,103.39
Approved Contingency		\$778,576.63
Remaining Contingency		\$546,473.24

Attachment: Executed February Change Orders (12211 : Project Delivery Contract Change Orders to On-Going Contracts)

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
I-215 University Parkway Interchange (23-1002955)		
Number	Description	Amount
15	Drainage system modification.	\$16,100.00
CCO Total		\$235,516.97
Approved Contingency		\$1,129,988.00
Remaining Contingency		\$894,471.03
I-15 Corridor Freight and Express Lanes Project - Contract 1 (23-1003032)		
Number	Description	Amount
7	Crude oil price index update.	\$250,000.00
7.1	Crude oil price index update, final.	\$0.00
19	Additional tree removals.	\$19,865.00
20	Rochester overhead cable relocation.	\$378,019.79
21	Potential claim resolution.	\$500,000.00
CCO Total		\$582,362.19
Approved Contingency		\$42,785,330.00
Remaining Contingency		\$42,202,967.81
I-10 Alabama Street Establish Existing Planting Project (24-1003059)		
Number	Description	Amount
CCO Total		\$20,000.00
Approved Contingency		\$119,797.20
Remaining Contingency		\$99,797.20
North 1st Avenue Bridge Over BNSF (22-1002780)		
Number	Description	Amount
CCO Total		\$1,546,647.90
Approved Contingency		\$3,561,922.00
Remaining Contingency		\$2,015,274.10

Minute Action

AGENDA ITEM: 3

Date: February 12, 2026

Subject:

Interstate 10 Express Lanes Contract 1- Second Quarter Report

Recommendation:

Receive and file the Fiscal Year 2025/2026 Second Quarter Report for the Interstate 10 Express Lanes Contract 1.

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 Second Quarter Report (Q2) summarizes Express Lanes operations for the months of October, November, and December 2025.

Key observations from this quarterly report include the following:

- The I-10 Express Lanes continue to demonstrate steady growth and reliable operations. Total trips reached approximately 14 million over the past year, with Q2 totaling approximately 3.74 million trips, representing a 3.1 percent increase over the prior quarter (Q1).
- Peak-period utilization ranged from 34 percent to 82 percent of capacity, with the highest utilization observed eastbound at Haven Avenue during the afternoon peak and westbound at Mountain Avenue during the morning peak.
- The facility continues to deliver measurable mobility benefits, with approximately 137,691 vehicle-hours of travel time savings during peak periods in Q2, a 7.5 percent increase compared to Q1.
- Non-tolled trips remained steady at 23 percent of total trips, largely attributable to HOV3+ usage. Field surveys indicate a notable level of HOV violations. Staff are advancing an automated occupancy detection technology pilot program and anticipate bringing this item to the Board for consideration in April.

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 2025/2026.

Reviewed By:

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

Responsible Staff:

Philip Chu, Deputy Director of Express Lanes

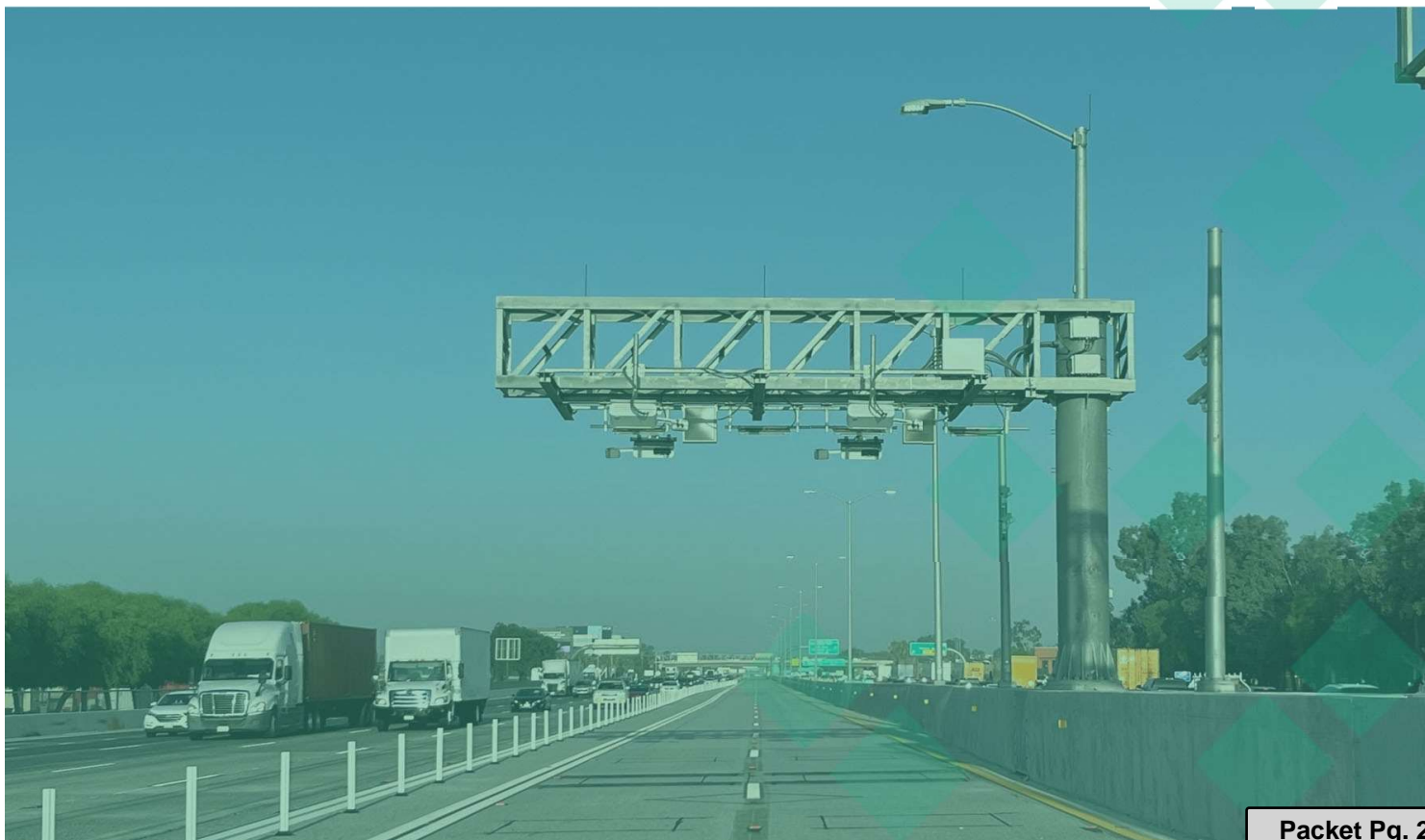
Entity: San Bernardino County Transportation Authority

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I-10 EXPRESS LANES QUARTERLY OPERATIONS REPORT

DECEMBER 2025





ACRONYM	DEFINITION
CAV	Clean Air Vehicle
CCTV	Closed Circuit Television
CSC	Customer Service Center
CSR	Customer Service Representative
DMV	Department of Motor Vehicle
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.....	5
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 WALK-IN VISITS.....	13
4.3	VIOLATION NOTICES & CA DMV HOLDS...	14
4.4	NON_FASTRAK PAYMENTS BY CHANNEL...	15
4.5	DISCOUNT PROGRAMS.....	16
5	FINANCIAL PERFORMANCE.....	17
5.1	REVENUE.....	17
5.2	ACCOUNTS RECEIVABLE.....	19



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 October through December 2025. The analysis is structured into two quarters: Q1 (July to September) to Q2 (October to December).

Traffic Operations

Over the past year, the EL recorded a total of 14.0 million trips, 23% of which were classified as Non-Tolled, primarily consisting of HOV3+ vehicles. To enhance HOV3+ compliance, SBCTA is implementing a multi-pronged strategy that includes manual vehicle occupancy surveys, expanded CHP enforcement, targeted dynamic messaging for HOV users, and the exploration of automated detection technology slated for deployment in 2026.

The EL continues to provide reliable speed and travel time savings, with an estimated 137,691 vehicle-hours saved during peak periods in Q2 (Oct-Dec). Toll zone utilization ranged from 34% to 82% of capacity during morning and evening peak hours. Utilization remained highest in the Haven East (HVNE) zone during PM peaks and the Mountain West (MTNW) zone during AM peaks.

Toll System Operations

The total trips in Q2 (Oct-Dec) has increased 3.13% from Q1 (Jul-Sep). There is a clear and consistent majority in the mode of trips taken, with FasTrak Trips (91%) dominating over Non-FasTrak Trips (9%) in Q1 (Jul-Sep) and Q2 (Oct-Dec).

In Q2 (Oct-Dec), both the EB and WB corridors reached their respective FasTrak peak toll ceilings \$14.50 eastbound and \$12.00 westbound. These higher toll ceilings were strategically implemented to improve pricing responsiveness and better align toll rates with evolving traffic patterns: the EB ceiling increase took effect on May 30, 2025, and the WB ceiling adjustment was implemented on

October 15, 2025. Q2 (Oct-Dec) also reflects the conclusion of California's CAV program discounted tolls, which ended on September 30, 2025.

Customer Service Operations

Customer calls and walk-in visits declined in Q2 (Oct-Dec), indicating continued maturity of the program and increased customer awareness and knowledge. Shorter call handle times were due to training and staff retention, following previous periods of increased staff turnover.

The Disabled Veterans discount Program usage decreased by 6%. The decline suggests the program is reaching maturity, however additional outreach may encourage additional participation. The Low-Income Program remains underutilized, representing just 0.1% of new accounts in San Bernardino. Evaluation of the Low-Income Program may be necessary to consider enhancing the benefits to encourage participation. 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.

Financial Performance

Over the past quarter, SBCTA's financial operations continue to be stable. A history of revenue collection is being built, showing a steep bell curve with a long shallow tail. 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

In 2025, EL trips totaled 14.0 million, with growth recorded in every quarter. The most recent quarter reached 3.74 million trips, representing a 3% increase compared to the previous Q1 (Jul-Sep).

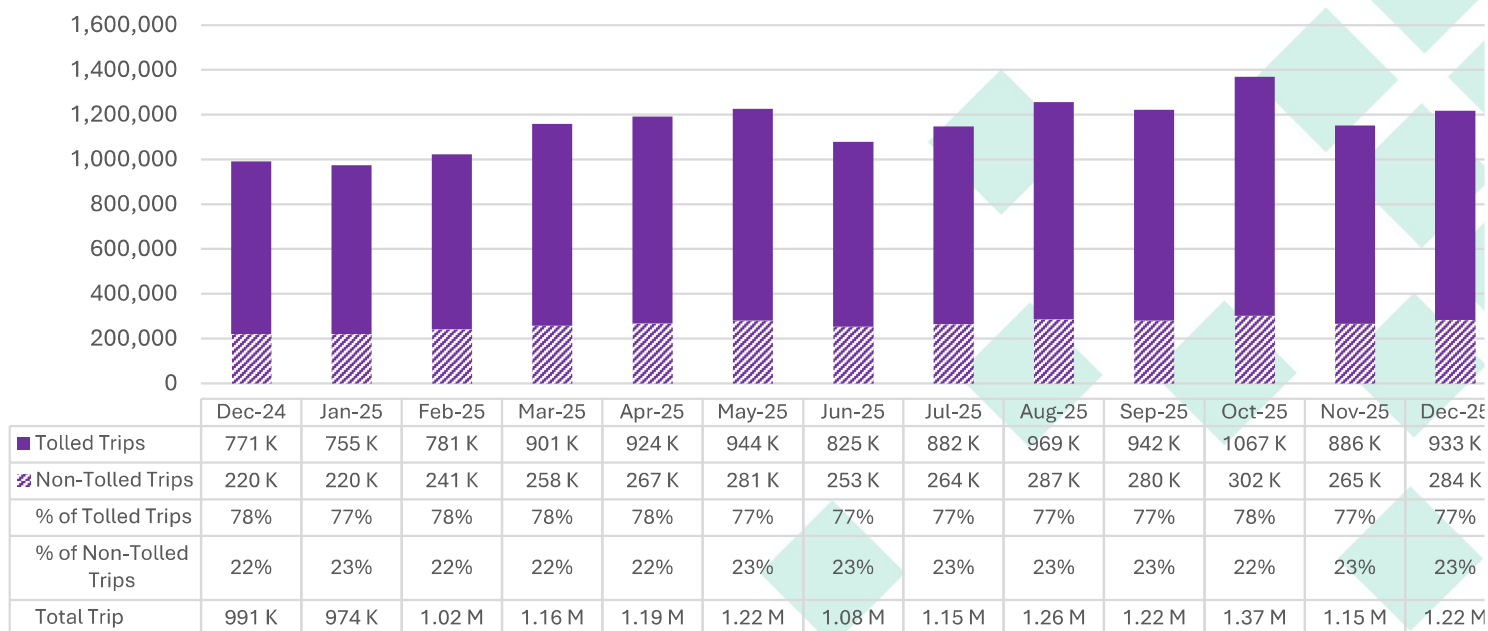
EL traffic can be classified by either Tolloed or Non-Tolloed trips. Tolloed trips consists of trips made by SOV, HOV2 and CAV vehicles. Non-Tolloed trips consist of trips made by HOV3+ and Non-Revenue vehicles. Per the EL Business Rules, eligible HOV3+ vehicles (i.e. an occupancy of 3 or more with a 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 trip volumes on the EL categorized by greater than zero dollars (Tolloed) and zero-dollar trips (Non-Tolloed). Tolloed trips rose from approximately 2.79 million in Q1 (Jul-Sep) to 2.89 million in Q2 (Oct-Dec) — a 3.6% increase. This upward trend suggests a continued and growing utilization of tolloed services, potentially indicative of improved traffic conditions encouraging usage.

The percentage of Non-Tolloed trips remains steady at 23%. 99% of Non-Tolloed trips are HOV3+ trips and it is common for customers to incorrectly select the HOV3+ setting in their switchable transponder. To assess HOV3+ violators, SBCTA is investigating to what extent customers are incorrectly selecting the HOV3+ setting. SBCTA has conducted manual surveys of EL vehicle occupancy which show a significant percentage of vehicles with the HOV3+ setting are violators. To address this issue, SBCTA has implemented HOV violation-specific messaging on the TRDMS to alert drivers along with increased CHP enforcement from October 2025. The agency is also considering the deployment of an automated vehicle occupancy detection system in 2026.

Current enforcement for occupancy relies on a beacon informing CHP which vehicles are in HOV3+ mode. SBCTA identified enforcement beacon issues during field audits and is working with TransCore to resolve latency concerns, ensuring more reliable enforcement moving forward.

Figure 1 –Monthly Total Express Lane Trips





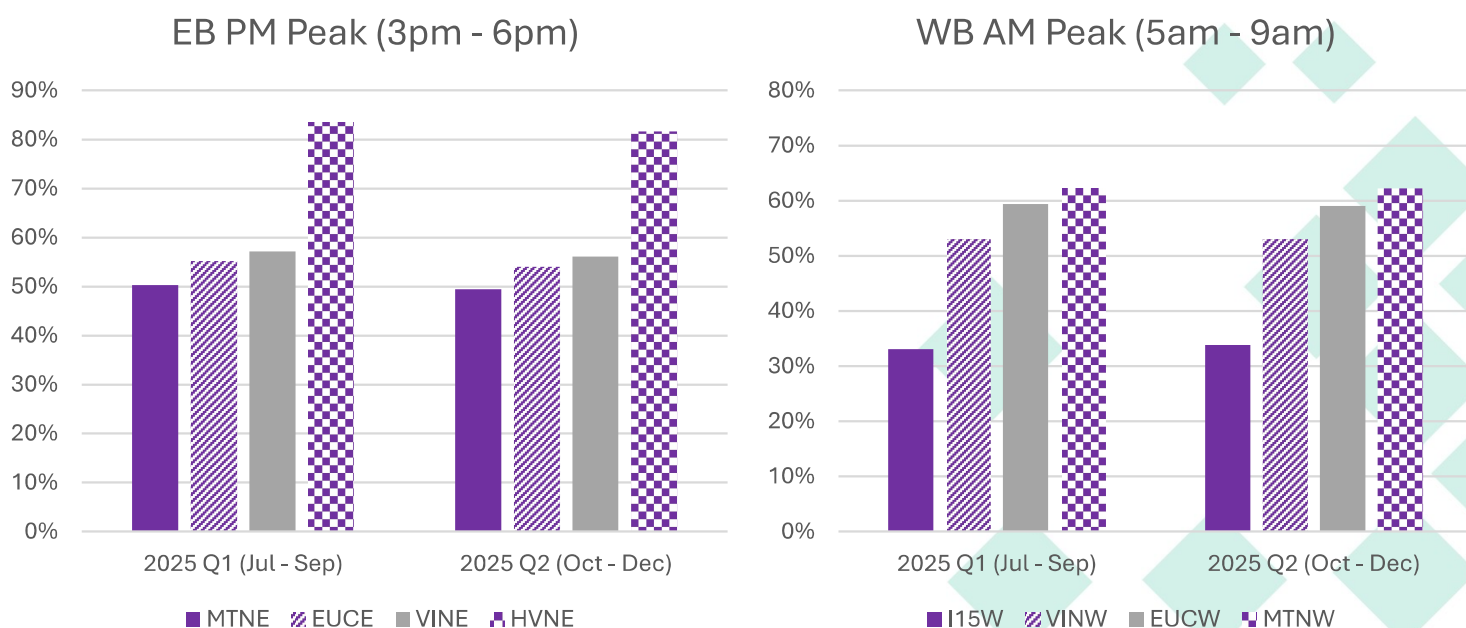
There are four toll plazas/zones in the EB direction located at Mountain Avenue (MTNE), Euclid Avenue (EUCE), Vineyard Avenue (VINE) and Haven Avenue (Haven East) and four toll plazas/zones in the WB direction located at I-15 (I15W), Vineyard Avenue (VINW), Euclid Avenue (EUCW) and Mountain Avenue (MTNW).

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. In Q2 (Oct-Nov), Haven East's PM peak utilization was 82%, marking a 2% decrease from Q1(Jul-Sep). The capacity of this toll zone is calculated for one lane since it merges from two lanes to one lane at the end of the EB EL. In Q2 (Oct-Dec), the utilization across WB zones remained

essentially stable with changes ranging from -1% and +1% over Q1 (Jul-Sep). This decrease in EB utilization during peak periods indicates that the quarter-over-quarter traffic increases largely occurred during off-peak times, much of which may be attributed to holiday travel in Q2.

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.

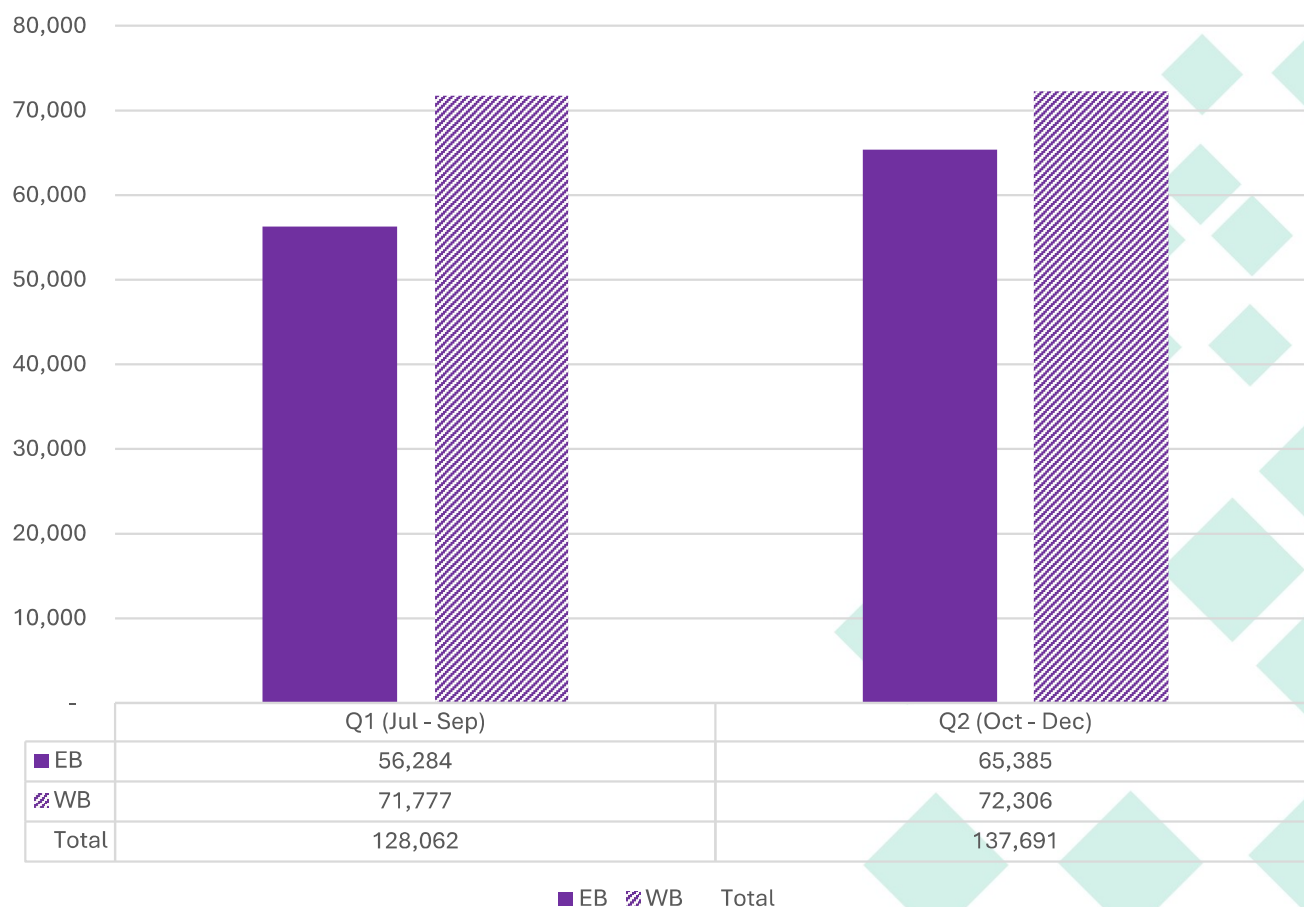
2.2 TRAVEL TIME

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.

Figure 3 compares travel time savings for EB and WB directions across two fiscal quarters—Q1 (Jul-Sep) and Q2 (Oct-Dec). The total travel time savings increased by 7.5% from Q1 to Q2 during peak periods.

Travel time savings vary by time of day, with the greatest benefits observed during peak periods. The increased travel time savings in Q2 (Oct-Dec) indicates improved traffic flow in EL compared to GP lanes during peak periods.

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

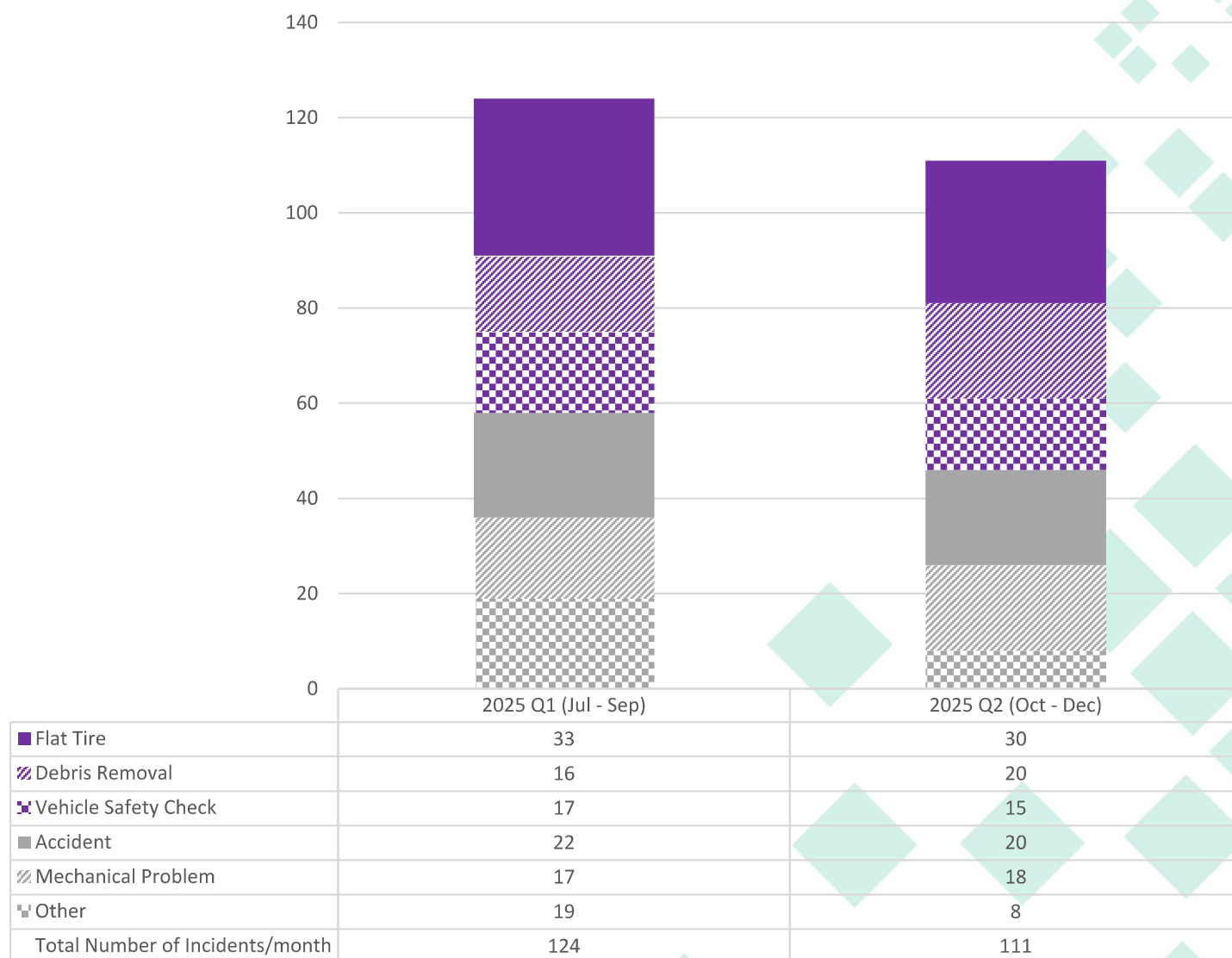


2.3 FSP ASSISTANCE

Figure 4 presents a breakdown of FSP assists incidents on EL across Q1 (Jul-Sep) and Q2(Oct-Dec). The data highlights trends in various incident categories, offering insights into operational challenges and areas for potential improvement.

In Q2 (Oct-Dec) there was a decline in incidents by 10% from 124 to 111 with flat tire and accidents as prevalent FSP assist reasons.

Figure 4 - Quarterly FSP Assist Data

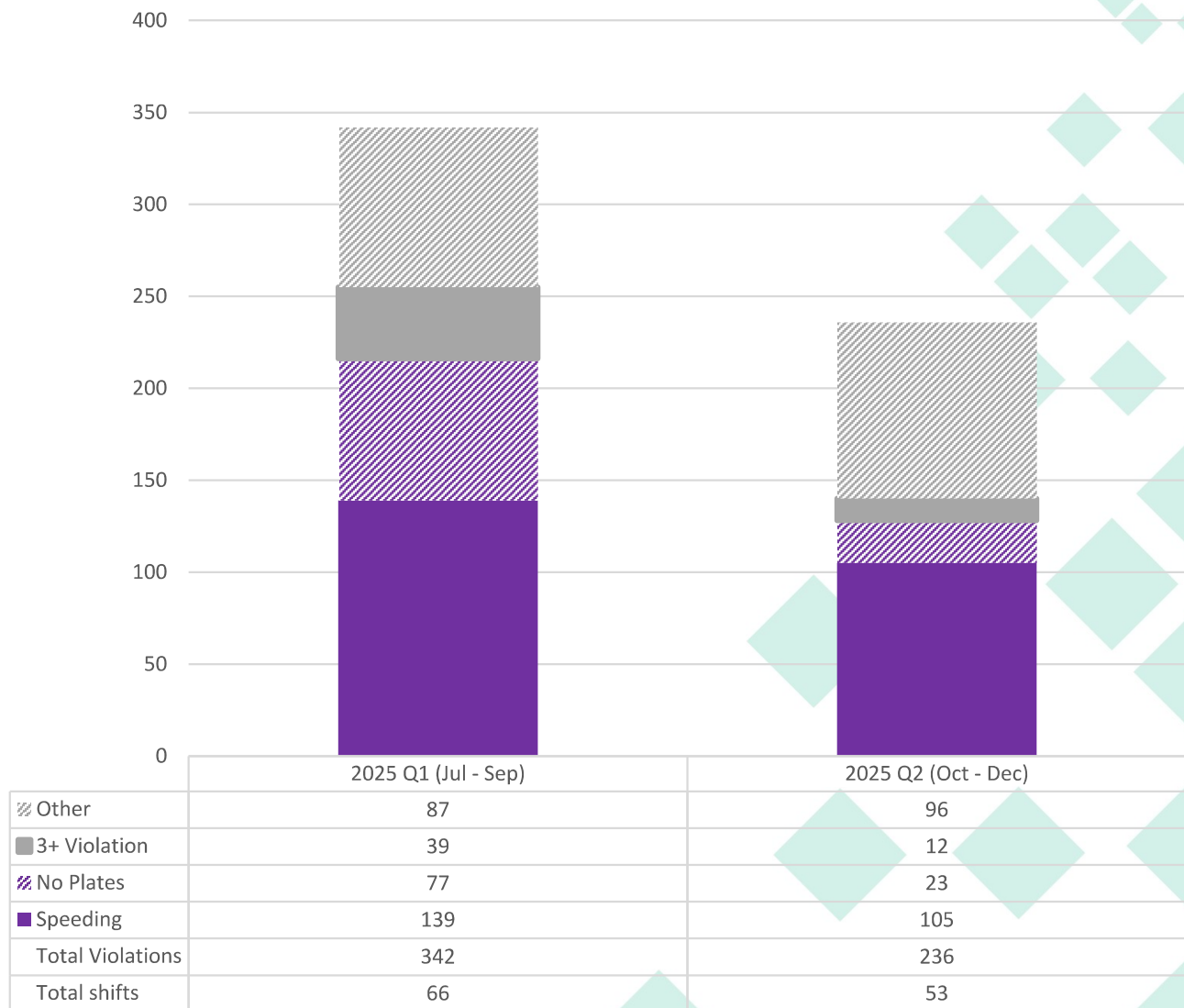


2.4 CHP Enforcement

Figure 5 presents a breakdown of CHP enforcement categories on EL for Q1 (Jul-Sep) and Q2 (Oct-Dec). In Q1 (Jul-Sep) a total of 66 shifts were recorded, while Q2 (Oct-Dec) saw a decrease to 53 shifts, indicating a reduction in CHP fleet vehicles available to patrol the EL during Q2.

Overall, speeding remains the most prevalent violation, followed by Other and no plates violation as noted in both quarters.

Figure 5 - Quarterly CHP Data





3. TOLL SYSTEM OPERATIONS

3.1 TRIPS AND TOLL RATES

Figure 6 compares quarterly EL trips between Q2 (Oct-Dec) and Q1 (Jul-Sep). The trips are broken out by FasTrak and Non-FasTrak trips. Between Q2 (Oct-Dec) and Q1 (Jul-Sep), total corridor trips increased from approximately 3.62 million to 3.74 million, reflecting a steady rise in usage by 3.13%. Despite this growth, the proportion of FasTrak and Non-FasTrak trips remained consistent, with FasTrak

trips accounting for 91% and Non-FasTrak trips 9% in both quarters indicating that most new users continue to rely on FasTrak for toll payments. Ongoing SBCTA marketing efforts and targeted TRDMS messaging throughout FY 2024–25 have contributed to the strong adoption and sustained preference for FasTrak among corridor travelers.

**FasTrak trips around
3.4 million for Q2!**

Figure 6 – Quarter Total Express Lanes Trips



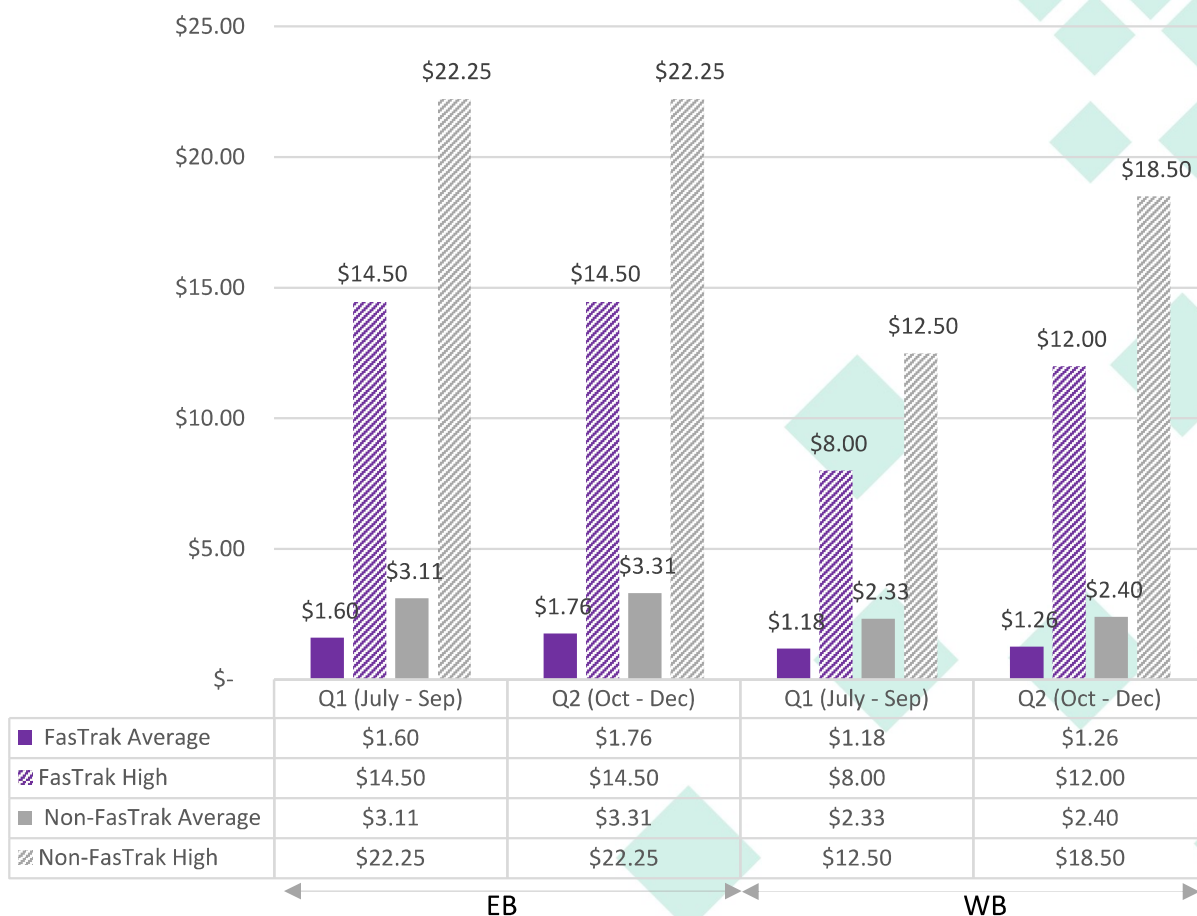
Figure 7 shows a bar chart comparing average and maximum toll prices for FasTrak and Non-FasTrak users in Q2 (Oct-Dec) and Q1 (Jul-Sep), EB and WB, as displayed on Toll Rate Dynamic Message Signs (TRDMS).

It is observed that in Q2 (Oct-Dec) weekday FasTrak peak toll reached its ceiling of \$14.5, matching the Q1 (July-Sep) peak toll for the EB direction. The EB full-length maximum toll change to \$14.50 was implemented on May 30, 2025. This change enabled the Haven East toll zone to reach higher toll levels during periods of elevated congestion. The increased ceiling allowed the Dynamic Pricing Algorithm (DPA) to respond more aggressively to demand, resulting in higher observed tolls during peak travel times. This adjustment reflects a strategic effort by SBCTA to

manage congestion and maintain travel time reliability by leveraging the full pricing flexibility of the EL system.

In Q2 (Oct-Dec), the weekday WB FasTrak maximum peak toll reached its ceiling of \$12.00, an increase from the Q1 (Jul-Sep) peak toll of \$8.00. The WB full-length maximum toll adjustment to \$12.00 took effect on October 15, 2025. This change allowed the MTNW toll zone to reach higher toll levels during periods of elevated congestion. In summary, the increased toll ceilings in both the EB and WB directions contributed to an 11% rise in expected revenue in Q2 (4.82M) compared to Q1 (4.33M), as calculated from Figure 14 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.

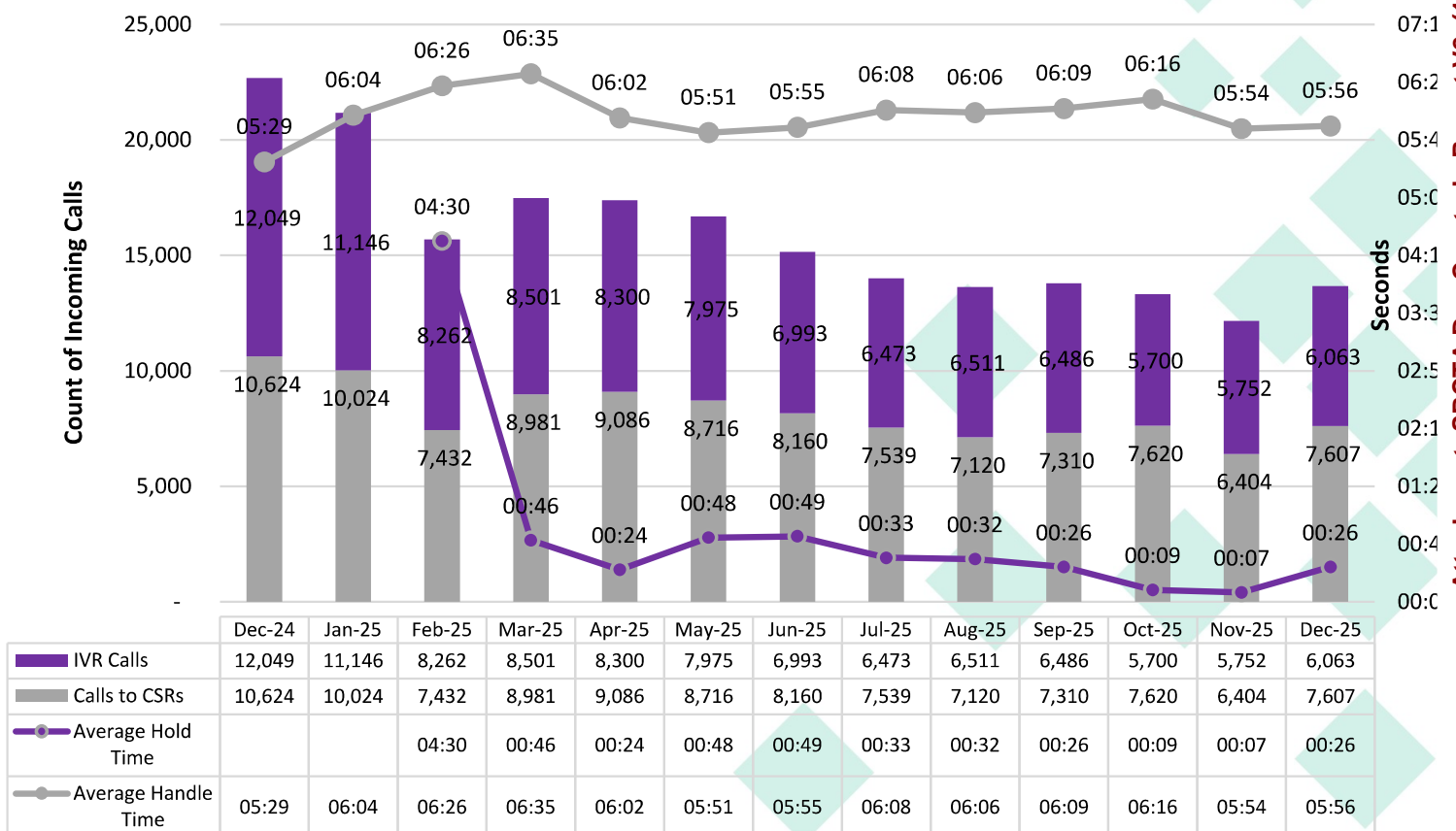
The total number of incoming calls has continued to decline from the peak in December 2024, declining 6% in Q2 (Oct-Dec), compared to the previous quarter Q1 (Jul-Sep).

In Q2 (Oct-Dec), 55% 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 handle time for calls improved in this quarter, with the average handle time decreased by 6 seconds. The average hold time improved by an average of 16 seconds.

It should be noted that while the call center is available to customers 24 hours a day and 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.

On November 3, 2025, SBCTA launched a phone survey to gather customer satisfaction data. The results will help evaluate CSC performance from the end-user perspective and guide strategies to improve customer satisfaction. Preliminary data has been collected, and further analysis is underway for reporting purposes. The survey findings will be included in a future Operations Report.

Figure 8 – Monthly Incoming Calls by SBCTA Customers



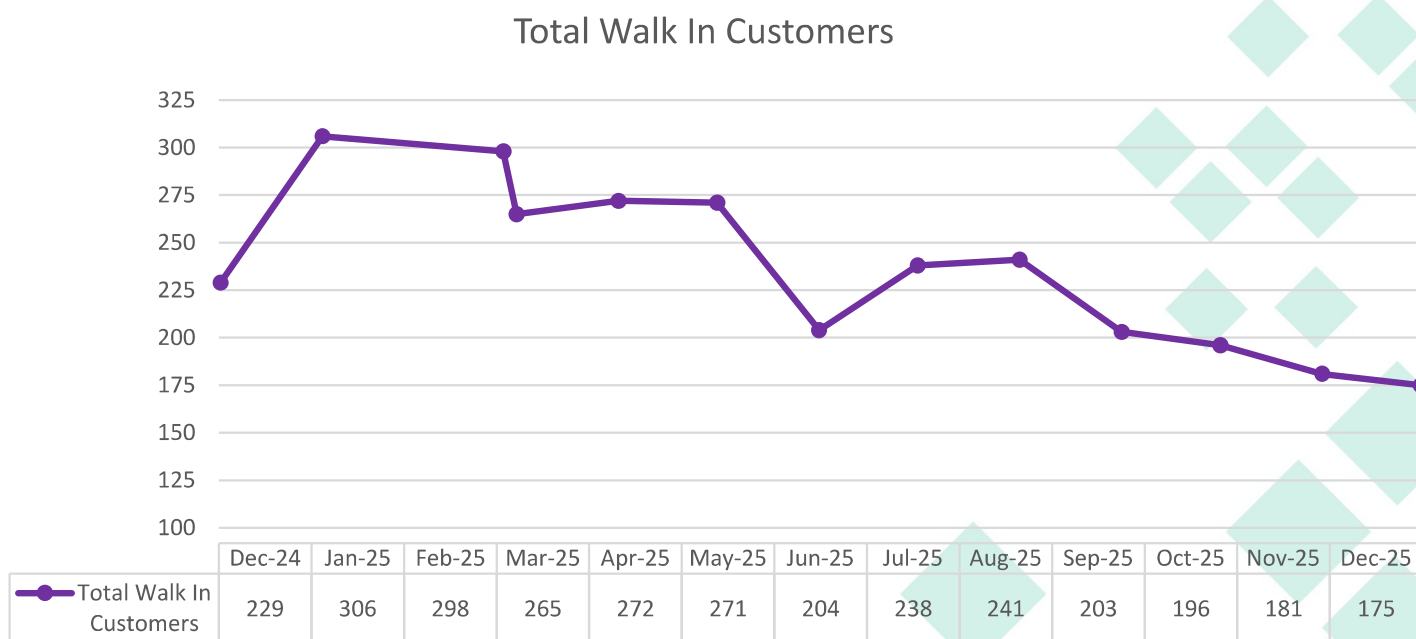


4.2 CUSTOMER WALK-IN VISITS

Figure 9 indicates I-10 EL customers using the dedicated San Bernardino Customer Service Center (CSC) and the Irvine CSC. For Q2 (Oct-Dec), 546 customers (out of 552) used the San Bernardino Walk-In Center (WIC), a 18% decline from 667 customers (out of 682) in the previous quarter. This decline represents an impact of lower traffic during the holidays, as well as an indication of a maturing customer program.

Since inception of the program, customers are almost exclusively using the Walk-In Center located in Rancho Cucamonga City Hall. Over the quarter, only 6 customers used the Irvine Walk-In Center to inquire about the I-10 EL. Only 75 customers have used the Irvine Walk-In Center since inception in July 2024.

Figure 9 – Monthly Walk-In Center Customers



4.3 VIOLATION NOTICES AND CA DMV HOLDS

Figure 10 depicts the total number of violation notices mailed and CA DMV holds placed.

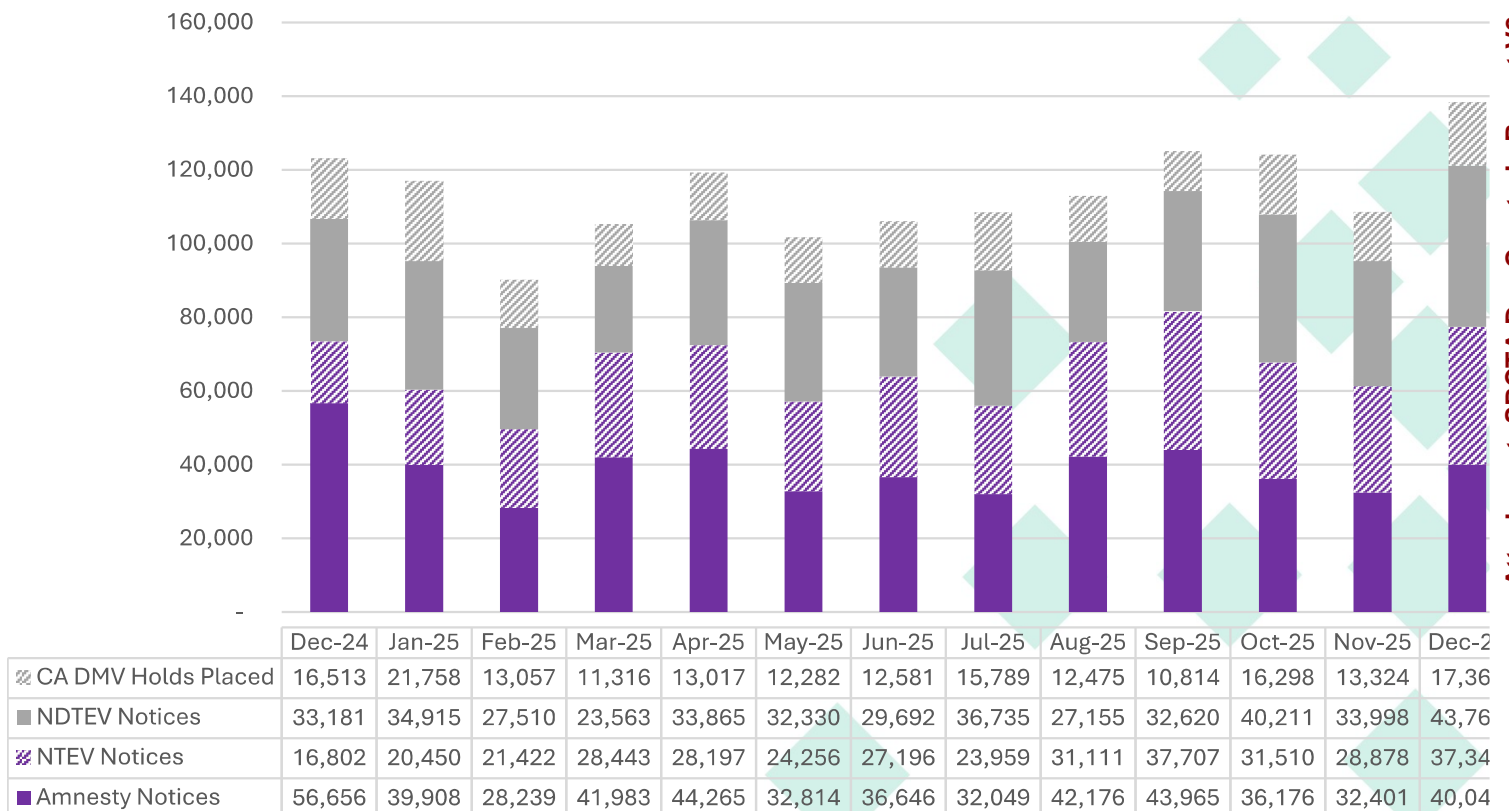
Amnesty Notices are mailed to a customer who has not previously violated on the EL. A Notice of Toll Evasion (NTEV) is mailed to customers with a new violation who have previously had a violation on the EL. A Notice of Delinquent Toll Evasion Violation (NDTEV) is sent to customers who have not paid or 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 number of notices mailed during Q2 (Oct-Dec) increased by 5%, compared to the previous quarter. The largest portion of the increase, a 22% increase in NDTEV notices, is correlated to an increase in Amnesty and NTEV notices issued

during the September – October period, compared to June – August. Amnesty and NTEV notices mailed during the Q2 decreased 2%, compared to the previous quarter. This is slightly higher than a 2% decrease in Image-Based Trips for the quarter. This is an expected variation based on fluctuations in trips per notice.

SBCTA began placing delinquent customers on registration hold with the CA DMV in November 2024. The number of holds declined from the peak in January, with an average of approximately 13,900 holds per month for the last eight months. The number of customers placed on registration hold increased by 20% in Q2, compared to the previous quarter. This is consistent with the increase in NDTEV notices.

Figure 10 – Monthly Total Number of Violation Notices Mailed and CA DMV Holds Placed



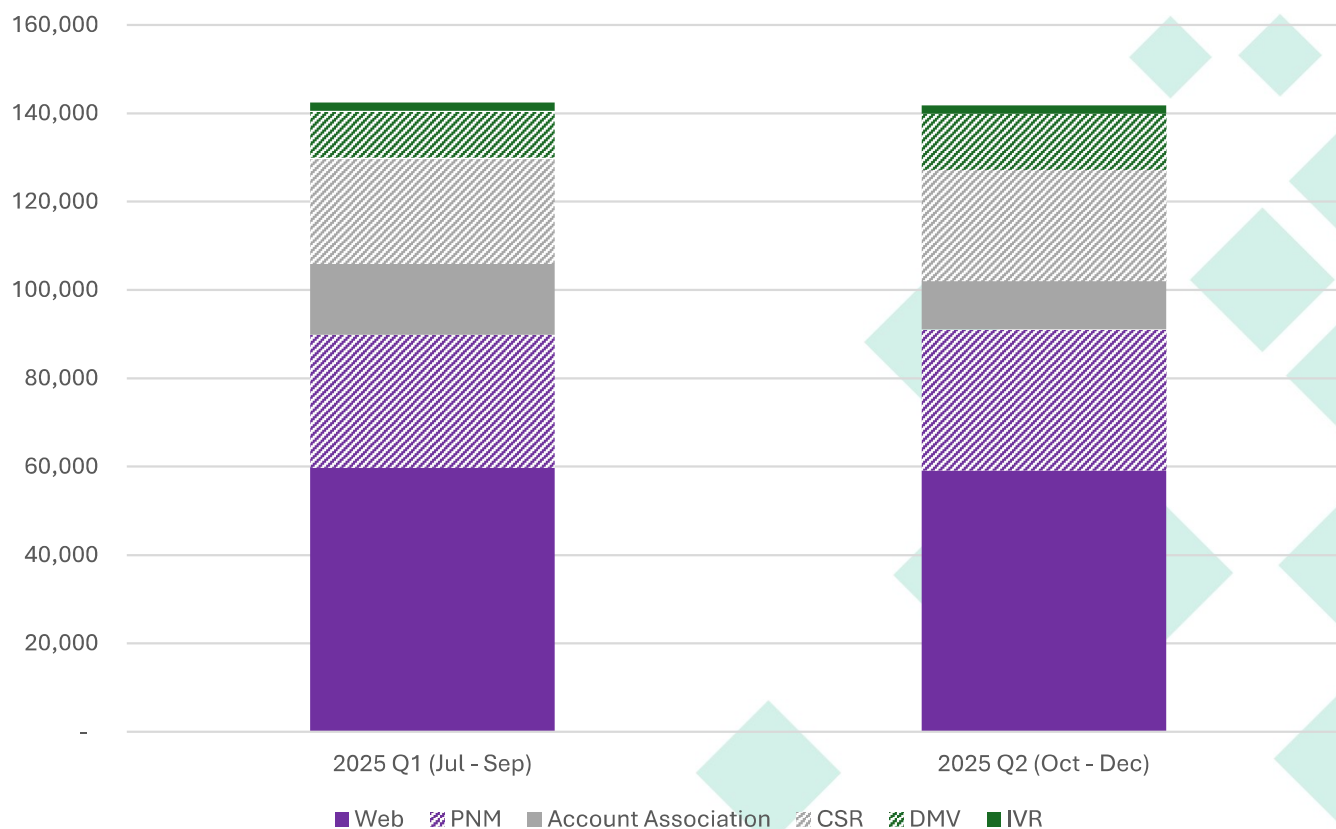
4.4 NON-FASTRAK PAYMENTS BY CHANNEL

SBCTA provides multiple methods for non-FasTrak customers to pay their tolls after their travel. First, customers have the option to pay on **Web** at <https://www.sbexpresslanes.com/pay-online/>. Customers may also pay using 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 11 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 32% reduction in the number of payments received through account association in Q2 (Oct-Dec), 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 11 – Quarterly Non-FasTrak Payments by Channel



4.5 Discount Programs

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

Figure 12 demonstrates the number of customers that received the \$20 low-income benefit since launch of the discount programs. There have been 71 low-income accounts opened since the opening of the EL. In Q2 (Oct-Dec), there were only 4 new customers approved for the program, a decline from 15 in the previous quarter.

Figure 13 depicts the number of toll-free trips taken under the Disabled Veteran Discount Program. Trips declined 6% from Q1 (Jul-Sep), indicating the program has reached maturity.

Figure 12 – Monthly Low Income Promotions

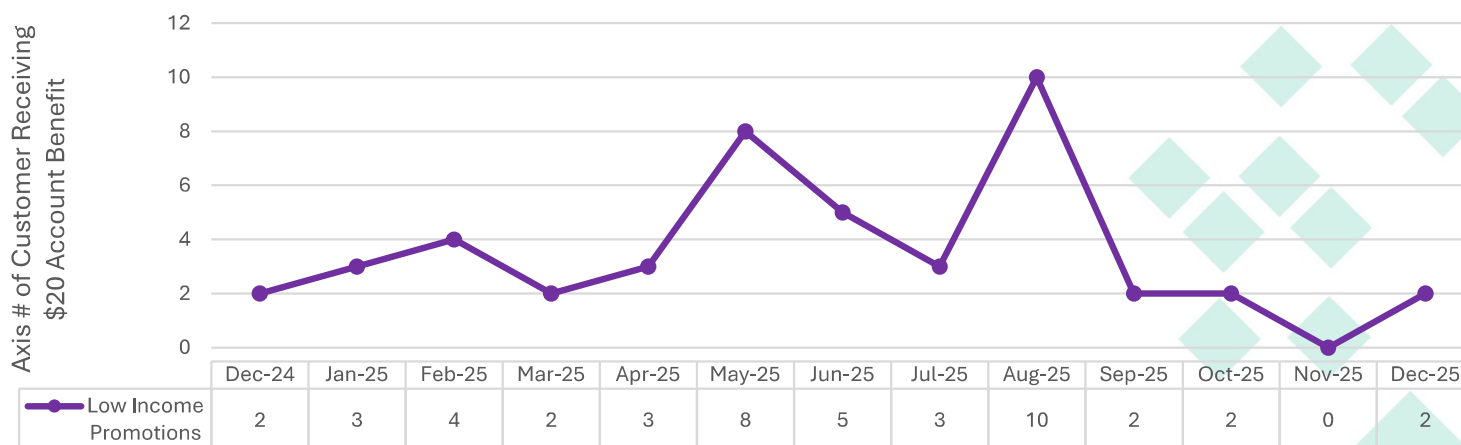
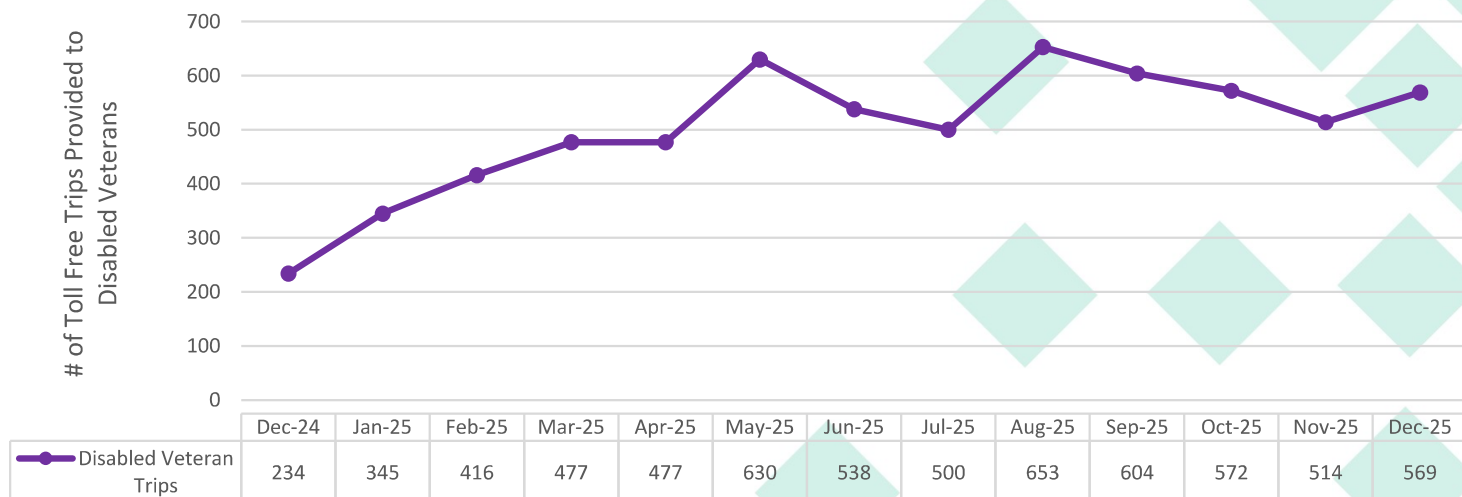


Figure 13 – Monthly Disabled Veteran Trips



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 14 reflects that GPR (total FasTrak and Non-FasTrak) of \$1.50 million (FasTrak: \$1.16M + Non-FasTrak: \$345K) for the month of December 2025 is < 1% (\$10K) greater than December 2024 GPR of \$1.49 million. The total GPR of \$22.7 million include the \$2.07 million of toll accounts receivable shown in Figure 16.

Figure 14 – Monthly Gross Potential Revenue over months by FasTrak and Non-FasTrak (By Trip Date)



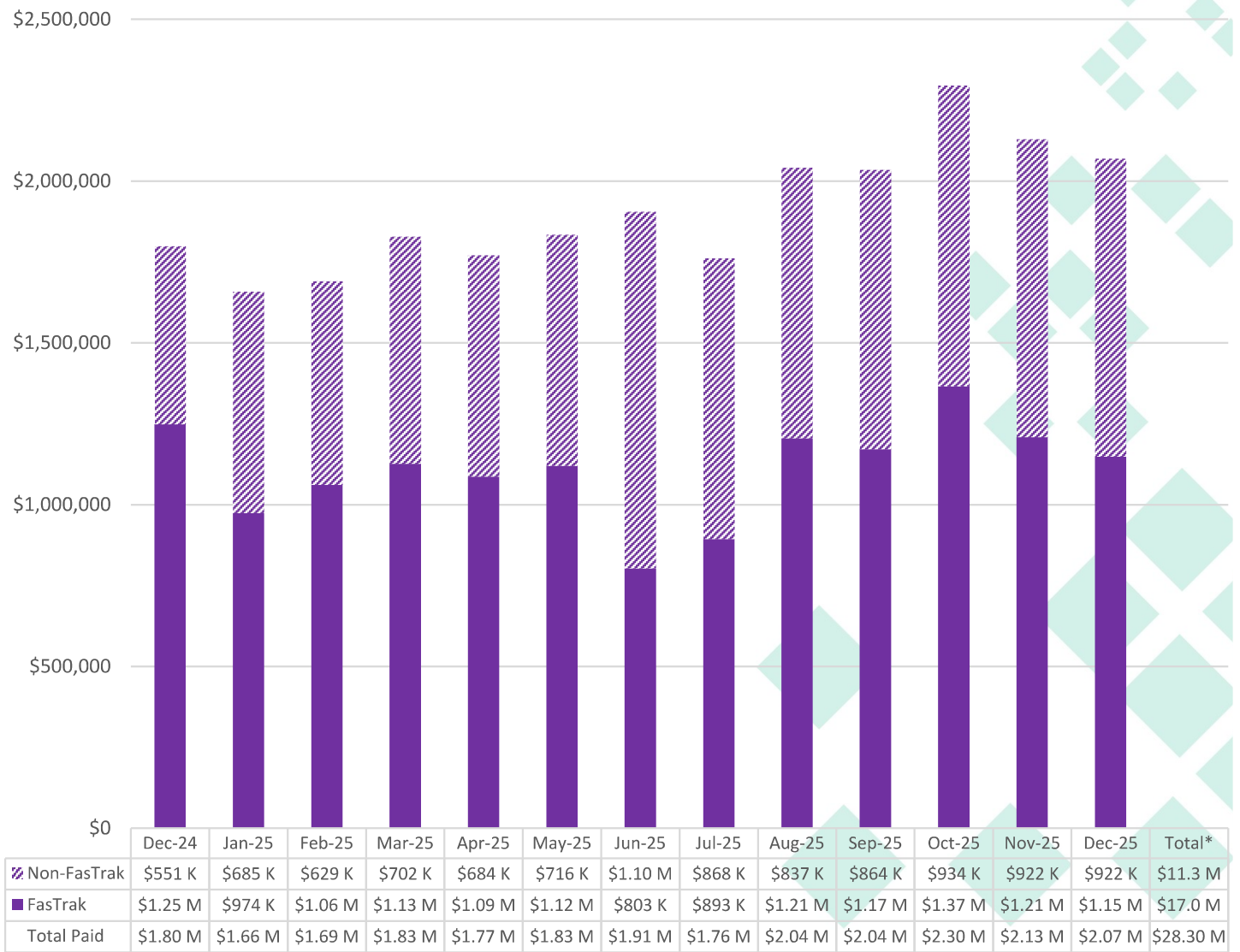
NOTE: Total* is from inception



Figure 15 reflects actual toll, fee and penalty revenue, which is comprised of payments received from customers and posted to accounts. Inception-to-date, Actual Revenue of \$28.3 million exceeds Gross Potential Revenue of \$22.7 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 15 – Monthly Actual (Paid) Revenue over months by FasTrak and Non-FasTrak (By Payment Posted Date)



NOTE: Total* is from inception

5.2 ACCOUNTS RECEIVABLE

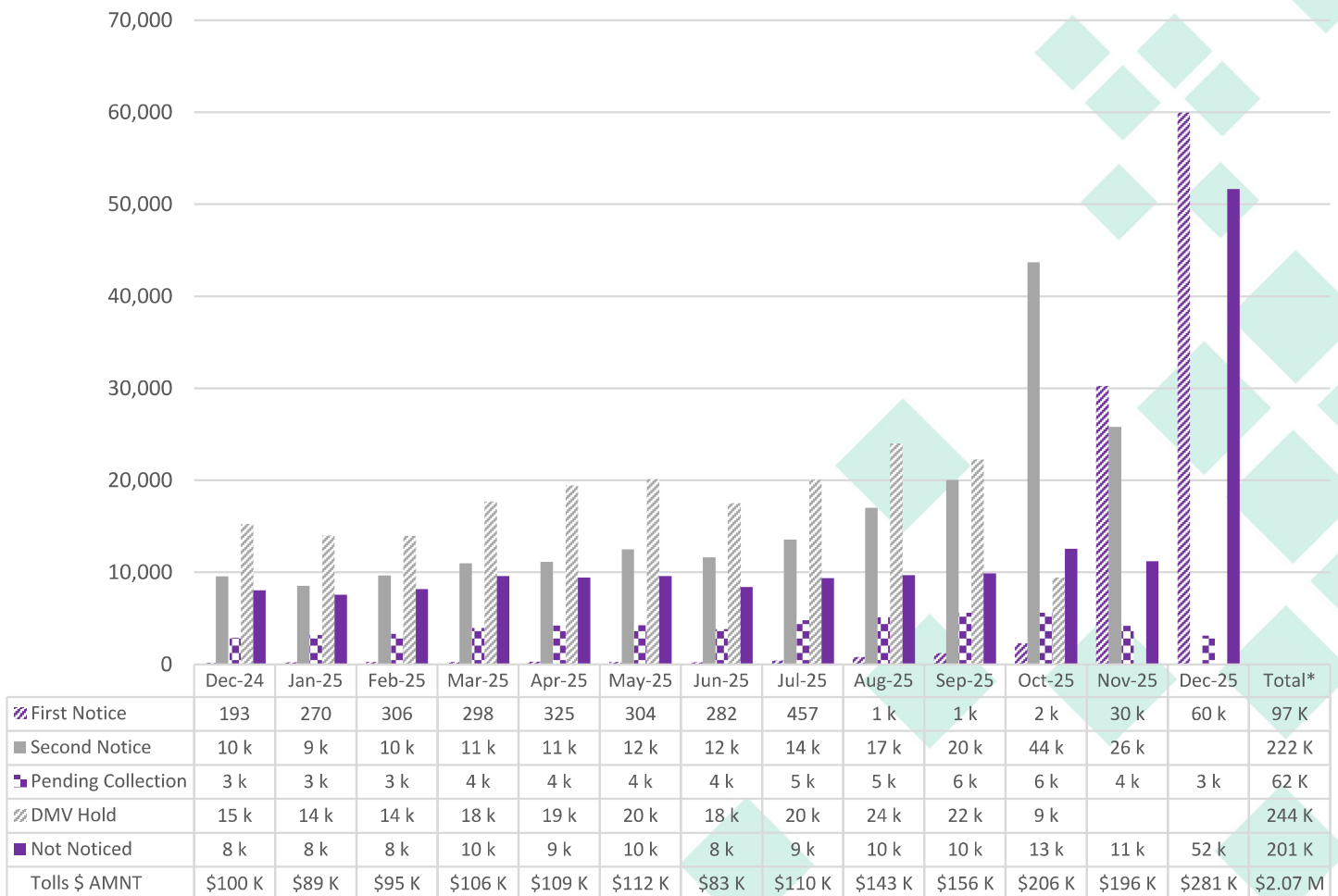
Accounts receivable is comprised of unpaid tolls. **Figure 16** presents the trip counts and amounts receivable from different violation categories. Non-FasTrak trips are generally invoiced within 21 days of the trip date, therefore many trips will appear as “Not Noticed” or “First Notice” for the most recent month. As trips age, they are either paid or move into “Second Notice.” Aging for the quarter ended December 2025 reflects the normal escalation process.

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; there is no penalty associated with trips that have not been noticed. As of the end of December 2025, toll accounts receivable is \$2.07 million which is included in the GPR in Figure 14.

SBCTA has coordinated with TransCore and TCA to implement a process to reverse the trips which have not been invoiced within 120 days. This will result in the “not noticed” trips more than four months old being reversed. This process will be run weekly once implemented.

Figure 16 – Monthly Uncollected Trips



NOTE: Total* is from inception

Minute Action

AGENDA ITEM: 4

Date: February 12, 2026

Subject:

Progress Briefing Report through December 2025

Recommendation:

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

Background:

The Major Projects Status Report for the period through December 2025 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 15 (I-15) Corridor Freight and Express Lanes Project – Contract 1:

The I-15 Corridor Freight and Express Lanes Project - Contract 1 will add one to two express lanes in each direction and add auxiliary lanes to improve freight corridor movement on I-15 from Cantu Galleano Road to north of Foothill Boulevard. The SBCTA Board of Directors awarded a construction contract at the September 2024 Board meeting. Construction began in February 2025 and is targeted to be completed by summer of 2028. Major construction activities occurring within the entire corridor include bridge structures widening at 16 locations, ramp reconstruction; and retaining walls and sound walls north of Foothill Boulevard to south of Baseline Road. Project coordination with the Riverside County Transportation Commission, on the south end of the project, and the Brightline West High Speed Rail Project, on the north end of the project, continues. Currently, the project is ahead of schedule with 23.7% elapsed contract time and 34.8% construction completed. A Public Outreach program is in place and is being maintained during the construction period. This \$539,698,000 project is funded by a combination of Federal, State, and Measure I funds.

2. Interstate 215 (I-215) University Avenue Interchange Improvement Project:

The I-215 University Parkway Interchange Improvement Project will address traffic congestion and improve freeway access for the City of San Bernardino and the region by reconstructing the existing tight diamond interchange into a Diverging Diamond Interchange (DDI) configuration. The DDI is an innovative concept that will improve traffic operations by reducing vehicular conflict points and traffic signal phases by diverting vehicles to the left side of the road between both ramp intersections.

Construction began in November 2024 and is anticipated to be completed by April 2026. A Public Outreach program is in place and is being maintained throughout the construction phase. This \$25,820,000 project is funded by a combination of Federal, City Developer Impact Fees (DIF), and Measure I funds.

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

The I-10 Mount Vernon Avenue Interchange Improvement Project, in the County of San Bernardino, is ranked No. 19 on the priority list under the Measure I 2010-2040 Freeway Interchange Program. Mount Vernon Avenue is a north – south arterial in the City of Colton

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

February 12, 2026

Page 2

and connects to I-10 via a split tight diamond configuration in the westbound direction and hook ramps in the eastbound direction. The Project will replace the Mount Vernon Avenue overcrossing over I-10, which will also accommodate the future I-10 corridor widening. The SBCTA Board awarded a construction contract at the January 2026 Board meeting. Construction is anticipated to begin in March 2026 and is anticipated to take approximately two and one-half years to complete. A Public Outreach program is in place and will be maintained during the construction phases. This \$97,487,000 project is funded by a combination of City DIF and Measure I funds.

Financial Impact:

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

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: February 12, 2026

Witnessed By:

Minute Action

AGENDA ITEM: 5

Date: February 12, 2026

Subject:

Amendment No. 2 to Cooperative Agreement No. 18-1001962 and Construction Contingency Increases for the Interstate 10 Cedar Avenue Interchange Improvement 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:

A. Authorize the Executive Director, or her designee, to negotiate, finalize, and execute Amendment No. 2 to Cooperative Agreement No. 18-1001962 (Agreement) between SBCTA and San Bernardino County (County), subject to approval as to form by General Counsel, for the Right-of-Way (ROW) and Construction phases of the Interstate 10 Cedar Avenue Interchange Improvement Project (Project) to:

- i. Extend Agreement termination date by five years to December 31, 2033, to cover the remaining construction activities, plant establishment, extended plant establishment period, and close-out phase;
- ii. Update the Project Funding Table in the Agreement, with the revised ROW, Construction, and Project Management costs, for an increase in Project cost by \$20,504,000 resulting in a new total ROW and Construction cost amount of \$123,504,000, and to reflect new funding from the State Section 190 Grade Separations Program in the amount of \$5,000,000 which will buy down the Project cost, resulting in a net increase of \$15,504,000 in total SBCTA Measure I Valley Interchange Program and County funding contribution for this Project;
- iii. Adjust the Parties' respective funding contributions under this Agreement, to reflect an increase of \$4,721,200 for a new total County contribution amount of \$33,883,000 and an increase of \$10,782,800 for a new total SBCTA contribution amount of \$84,621,000; and
- iv. Update the Project milestones in the Agreement based on the current project status and future forecast of the remaining activities.

B. Approve additional contingency in the amount of \$14,060,038.54, to be funded with County and Measure I Valley Interchange Program funds, for a remaining contingency amount of \$19,321,777.35, as of January 26, 2026, for Contract No. 22-1002784 with Security Paving Company, Inc. for construction of the Project, to be released as necessary for the Project, in accordance with SBCTA's Contracting and Procurement Policy No. 11000.

C. Approve additional contingency in the amount of \$1,998,481.18, to be funded with County and Measure I Valley Interchange Program funds, for a remaining contingency amount of \$1,998,481.18, as of January 26, 2026, for Contract No. 20-1002342 with WSP USA, Inc. for construction management services, to be released, as necessary for the Project, in accordance with SBCTA's Contracting and Procurement Policy No. 11000.

Entity: San Bernardino County Transportation Authority

Background:

On October 5, 2022, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) awarded Construction Contract No. 22-1002784 for the Interstate 10 (I-10) Cedar Avenue Interchange Improvement Project (Project) to Security Paving Company, Inc. (the “Contractor”). The Project includes improvements to the I-10 Cedar Avenue interchange, widening of the Cedar Avenue Overcrossing Bridge, and replacement of the Cedar Avenue Overhead Bridge (Railroad Bridge).

Construction began on January 30, 2023, with an original scheduled completion date of April 17, 2025. As of November 20, 2025, the Project is approximately 60 percent complete, and due to schedule impacts, the Project is currently anticipated to be completed by August 2030.

The schedule is largely impacted by limited availability of work windows being provided by Union Pacific Railroad (UPRR) to demolish and construct the Railroad Bridge. UPRR requires the Contractor to obtain work windows when work is performed within 25 feet of any track centerline. When operations take place over the tracks, absolute work windows, during which train traffic is suspended and construction activities take precedence over railroad operations, are required. However, the volume of traffic to and from the Inland Empire Intermodal Terminal has caused UPRR to grant a very limited number of absolute work windows to date. The Project has experienced additional time impacts associated with the submittal process, in which UPRR is required to approve work plans prior to the commencement of individual construction activities.

For example, UPRR granted four absolute work windows for the demolition of the east side of the Railroad Bridge deck, consistent with its operational requirements. This demolition occurred intermittently from February 18, 2025, to November 16, 2025, while the Contractor’s schedule stated that the Contractor anticipated to perform this work in approximately 18 working days, assuming availability of work windows as identified at the time of schedule approval.

The limited frequency and duration of both absolute and conditional work windows have extended the completion date of the Project, with Stage 1 anticipated to be completed by March 2027. At this time, the overall Project is anticipated to be completed in 2030. Staff is working with UPRR to optimize work windows, streamline the submittal process, and mitigate schedule impacts. Staff will return to the Board with a future funding request for Stage 2 construction, which is related to the west side of the Railroad Bridge, based on the results of this coordination.

Recommendation A:

In December 2018, the Board approved Cooperative Agreement No. 18-1001962 (Agreement) with San Bernardino County (County), for the Right-of-Way (ROW) and Construction phases for the Project for a total cost of \$102,926,000.

On July 6, 2023, Amendment No. 1 to the Agreement was executed to extend the Agreement termination date to December 31, 2028, and increase the Project Management cost by \$100,000, resulting in a net increase of \$74,000 to the total ROW, Construction, and their associated Project Management costs for the Project.

Due to the extended duration of the Project, a second amendment to the Agreement is required to extend the Agreement termination date and update the Project costs, as well as the Parties' funding responsibilities in the Agreement based on the estimated increases in ROW, Construction, and Project Management costs. Amendment No. 2 to the Agreement will:

- i. Extend Agreement termination date by five years to December 31, 2033, to cover the remaining construction activities, plant establishment, extended plant establishment period, and close-out phase;
- ii. Update the Project Funding Table in the Agreement, with the revised ROW, Construction, and Project Management costs, for an increase in Project cost by \$20,504,000 resulting in a new total ROW and Construction cost amount of \$123,504,000, and to reflect new funding from the State Section 190 Grade Separations Program in the amount of \$5,000,000 which will buy down the Project cost, resulting in a net increase of \$15,504,000 in total SBCTA Measure I Valley Interchange Program and County funding contribution for this Project;
- iii. Adjust the Parties' respective funding contributions under this Agreement, to reflect an increase of \$4,721,200 for a new total County contribution amount of \$33,883,000 and an increase of \$10,782,800 for a new total SBCTA contribution amount of \$84,621,000; and
- iv. Update the Project milestones in the Agreement based on the current project status and future forecast of the remaining activities.

Negotiation with County on the final form of the amendment is on-going, and staff is recommending that the Board authorize the Executive Director, or her designee, to negotiate, finalize, and execute Amendment No. 2 to the Agreement, subject to SBCTA General Counsel approval as to form.

Recommendation B:

On October 5, 2022, the Board approved the award of Construction Contract No. 22-1002784 to the Contractor for an amount not-to-exceed \$74,146,595. The Board also approved an Allowance/Contingency amount of \$8,098,400, comprised of a contingency amount of \$7,414,660 and supplemental work costs of \$683,740.

Due to the extended duration of construction activities, staff is recommending that the Board approve the additional contingency in the amount of \$14,060,038.54 to address potential cost exposures associated with the Railroad Bridge construction and demolition, overall project sequencing, and unforeseen issues that might arise during construction through the anticipated completion of Stage 1 in March 2027.

Recommendation C:

On October 7, 2020, the Board approved the award of Contract No. 20-1002342 for an amount not-to-exceed \$10,341,100 with WSP USA, Inc. for construction management services on the Project. The Board also approved contingency in the amount of \$1,034,100 and authorized the Executive Director, or his designee, to release contingency as necessary for the project.

Due to the extended duration of construction completion of the Project, staff is recommending that the Board approve the additional contingency in the amount of \$1,998,481.18, to be released as necessary for the Project, in accordance with SBCTA's Contracting and Procurement Policy No. 11000. This additional contingency amount would provide for continued inspection services associated with bridge construction sequencing, ongoing traffic control and roadway

Board of Directors Metro Valley Study Session Agenda Item

February 12, 2026

Page 4

maintenance, and construction administration required throughout the anticipated completion of Stage 1 in March 2027.

Financial Impact:

This Project is included in the adopted Budget for Fiscal Year 2025/2026 and funded with Measure I Valley Interchange funds, local funds, and Section 190 Grade Separation funds, Program 40, Project Delivery under Task No.0830 Interchange Projects, Sub-Task 0897 I-10 Cedar Avenue Project.

Reviewed By:

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

Responsible Staff:

Khalid Bazmi, Construction Manager

Approved
Board of Directors Metro Valley Study Session
Date: February 12, 2026

Witnessed By:

San Bernardino County Transportation Authority

Contract No:	<u>18-1001962</u>	Amendment No.:	<u>2</u>
Contract Class:	<u>Payable</u>	Department:	<u>Project Delivery</u>
Vendor No.:	<u>01929</u>	Vendor Name:	<u>San Bernardino County</u>
Description:	<u>I-10 Cedar Avenue Interchange ROW and Construction Agreement - ROW Support Services</u>		

Dollar Amount							
Original Contract		\$	400,000.00	Original Contingency		\$	-
Prior Amendments		\$	350,000.00	Prior Amendments		\$	-
Prior Contingency Released		\$	-	Prior Contingency Released (-)		\$	-
Current Amendment				Current Amendment		\$	-
Total/Revised Contract Value		\$	750,000.00	Total Contingency Value		\$	-
	Total Dollar Authority (Contract Value and Contingency)					\$	750,000.00

Board of Directors Date: 3/4/2026 Committee Item # _____

Other Contracts	Sole Source?	Yes	No Budget Adjustment
Local	Right of Way Services		N/A

[illegible]

Kristi Harris

Task Manager (Print Name)

Additional Notes:

General Contract Information

Contract No: z19-1002176 Amendment No.: 2

Contract Class: Receivable Department: Project Delivery

Customer ID: SB CO Customer Name: San Bernardino County

Description: I-10 Cedar Avenue Interchange ROW and Construction Agreement

List Any Accounts Payable Related Contract Nos.: 18-1001962

Dollar Amount							
Original Contract		\$	28,494,000.00	Original Contingency		\$	-
Prior Amendments		\$	467,800.00	Prior Amendments		\$	-
Prior Contingency Released		\$	-	Prior Contingency Released (-)		\$	-
Current Amendment		\$	4,721,200.00	Current Amendment		\$	-
Total/Revised Contract Value		\$	33,683,000.00	Total Contingency Value		\$	-
	Total Dollar Authority (Contract Value and Contingency)					\$	33,683,000.00

Contract Authorization

Board of Directors Date: 3/4/2026 Committee Item #

Contract Management (Internal Purposes Only)

Local Funding Agreement N/A

Accounts Receivable

Total Contract Funding:	\$	33,683,000.00	Funding Agreement No:	18-1001962	
Beginning POP Date:	12/5/2018	Ending POP Date:	12/31/2033	Final Billing Date:	12/31/2033
Expiration Date:	12/31/2033	Fund Admin:	Yes		
Parent Contract	18-1001962	PM Description	I-10 Cedar ROW/CON Coop		
Z-Related Contracts	19-1002176				

Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL: 6010	40	0830	0897	42340014	33,683,000.00
GL:					-
GL:					-
GL:					-
GL:					-
GL:					-
GL:					-
GL:					-
GL:					-
GL:					-

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

Heng Chow

Project Manager (Print Name)

Kristi Harris

Task Manager (Print Name)

This amendment changes contract expiration date to 12/31/2033 and increases the agreement by \$4,721,200. County is responsible for \$200,000 in the ROW phase that does not flow through SBCTA, resulting in a total ROW and Construction contribution of \$33,883,000.

AMENDMENT NO. 2

TO COOPERATIVE AGREEMENT NO. 18-1001962

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

SAN BERNARDINO COUNTY

FOR

RIGHT-OF-WAY AND CONSTRUCTION PHASES FOR THE INTERCHANGE AT

CEDAR AVENUE AND INTERSTATE 10 (I-10)

IN THE UNINCORPORATED COMMUNITY OF BLOOMINGTON

THIS AMENDMENT No. 2 is made and entered into by and between SAN BERNARDINO COUNTY, formerly known as County of San Bernardino, (“COUNTY”) and the SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (“SBCTA”). SBCTA and COUNTY may be referred to herein as a “PARTY” and collectively “PARTIES”.

RECITALS

- A. SBCTA and COUNTY entered into Cooperative Agreement 18-1001962 (AGREEMENT) on January 9, 2019, to delineate roles, responsibilities, and funding commitments relative to the Right-of-Way (ROW) and Construction phases for the Interstate 10 Cedar Avenue Interchange in the unincorporated community of Bloomington (“PROJECT”); and
- B. SBCTA and COUNTY entered into Amendment No. 1 on July 6, 2023, to extend the AGREEMENT termination date by 5 years to December 31, 2028; to adjust the PARTIES’ respective funding responsibilities based on the revised PROJECT costs; to update the PROJECT milestone schedule; and to update the PARTIES’ points of contact; and
- C. Due to the limited construction windows granted by the railroad company for the demolition and construction of the Cedar Avenue Railroad Overhead bridge, the PROJECT is expected to be delayed beyond the December 31, 2028 termination date, with the expected completion of Stage 1 of the PROJECT by March 2027 and overall completion by August 2030; and

- D. Based on the ROW expenses and construction costs to date, and the estimate to complete Stage 1 of the PROJECT, the estimated ROW cost has increased by \$1,120,000 from \$7,000,000 to \$8,120,000, and the estimated Construction cost has increased by \$19,284,000 from \$95,700,000 to \$114,984,000. As a result of additional time and effort in managing the additional ROW tasks and construction activities, the estimated Project Management cost has increased by \$100,000 from \$300,000 to \$400,000. This has resulted in a net increase of \$20,504,000 to the total ROW, Construction and their associated Project Management costs for the PROJECT; and
- E. On April 24, 2025, the State of California and SBCTA executed a Program Supplement Agreement for a \$5,000,000 Section 190 Grade Separations Program fund allocated for the PROJECT which will buy down the PROJECT cost; and
- F. PARTIES now desire to amend the AGREEMENT for the following reasons:
- a) To extend the AGREEMENT termination date by 5 years to December 31, 2033, to cover the construction phase, plant establishment, extended plants establishment period and close out phase; and
 - b) To adjust the PARTIES' respective funding responsibilities based on the revised PROJECT costs; and
 - c) To update the PROJECT milestones based on the current status of the PROJECT and future forecast of the remaining activities.

IT IS THEREFORE MUTUALLY AGREED TO AMEND THE AGREEMENT AS FOLLOWS:

1. Section I, Paragraph B, is replaced in its entirety with the following:

“B. Unless this AGREEMENT is terminated early as provided in Section V, Paragraph F, this AGREEMENT shall terminate upon completion of the PARTIES' obligations associated with the Right of Way (ROW) and Construction phases, or December 31, 2033, whichever is earlier in time, except that the indemnification provisions shall remain in effect until terminated or modified, in writing by mutual agreement. Should any claims arising out of this AGREEMENT be asserted against one of the PARTIES, the AGREEMENT shall be extended until such time as the claims are settled, dismissed or paid.”
2. Attachment A-1 to the AGREEMENT is replaced in its entirety with Attachment A-2, attached hereto to this AMENDMENT No. 2 and incorporated herein by reference. All references in the AGREEMENT to either “Attachment A” or “Attachment A-1” shall be replaced with “Attachment A-2”.
3. The Recitals set forth above are incorporated herein by this reference.

4. Except as amended by this AMENDMENT No. 2, all other provisions of the AGREEMENT, including all previous amendments, shall remain in full force and effect.
5. This AMENDMENT No. 2 is effective upon execution by both Parties.

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

DRAFT

**SIGNATURE PAGE TO
AMENDMENT NO. 2 TO COOPERATIVE AGREEMENT NO. 18-1001962
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND SAN BERNARDINO COUNTY**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____

Carolyn Schindler
Executive Director

Date: _____

APPROVED AS TO FORM:

By: _____

Iain MacMillan
Assistant General Counsel

SAN BERNARDINO COUNTY

By: _____

Dawn M. Rowe
Chair, Board of Supervisors

Date: _____

APPROVED AS TO FORM:

By: _____

Aaron Gest
Deputy County Counsel

Attachment A-2

PROJECT DESCRIPTION

The PARTIES propose the project to improve the I-10/Cedar Avenue interchange located in the unincorporated community of Bloomington. The project will improve Cedar Avenue from Bloomington Avenue to Slover Avenue, widen Cedar Avenue between Bloomington Avenue and Orange Street and add turn lanes; widen the Interstate Overcrossing and replace the UPRR/Cedar Avenue Overhead; and modify existing ramps.

PROJECT FUNDING TABLE

Phase	Total Cost	Cost Incurred after 4/5/2006 ¹	Section 190 Grade Separations Grant obligated on 4/24/2025	Local Share ²	SBCTA Share ³	Local Agency Contribution ^{4,5}	SBCTA Contribution ⁵
Agreement 17-1001710 (Per Amendment No. 2 executed November 12, 2020)							
PA/ED	\$1,366,000	\$559,000		\$167,700	\$391,300	\$559,000	\$0
PS&E ⁶	\$8,727,000	\$8,727,000		\$2,618,100	\$6,108,900	\$4,175,000	\$4,552,000
Project Management	\$300,000	\$300,000		\$300,000		\$300,000	
Total	\$10,393,000	\$9,586,000		\$3,085,800	\$6,500,200	\$5,034,000	\$4,552,000
Agreement 18-1001962 (Amendment 2)							
Right of Way ⁷	\$8,120,000	\$8,120,000		\$2,436,000	\$5,684,000	\$200,000	\$7,920,000
Construction	\$114,984,000	\$114,984,000	\$5,000,000	\$32,995,200	\$76,988,800	\$33,283,000	\$76,701,000
Project Management	\$400,000	\$400,000		\$400,000		\$400,000	
Total	\$123,504,000	\$123,504,000	\$5,000,000	\$35,831,200	\$82,672,800	\$33,883,000	\$84,621,000
Grand Total	\$133,897,000	\$133,090,000	\$5,000,000	\$38,917,000	\$89,173,000	\$38,917,000	\$89,173,000

1. Only costs incurred after 4/5/2006 are eligible for reimbursement.

2. Local Share is 30% of Costs Incurred after 4/5/2006; Local Share is distributed as follows: County 20.58%, Rialto 5.85% and Fontana 3.57%. By separate agreement, the County is responsible for the collection of the Cities of Fontana and Rialto share of project costs.

3. SBCTA Share is 70% of Costs Incurred after 4/5/2006 and can be from sources under control of SBCTA including but not limited to Valley Measure I Interchange funds, State Transportation Improvement Program (STIP), or Surface Transportation Program (STP) without necessitating an amendment of this agreement.

4. County is receiving a credit in the Right of Way and Construction phase for the public share of eligible PA/ED and PS&E costs.

5. County has \$4.2 million of federal STP funds that were previously allocated to them for use at their discretion to be regarded as an internal loan of development share funds for the Project as approved by the SBCTA Board on 1/9/2013 (in PS&E and ROW Engineering). SBCTA Contribution of \$4.552 million in PS&E phase will be \$3.552 million from federal funds (for PS&E Design) and \$1.0 million from Valley Measure I Interchange funds (for Potholing and Utility Coordination).

6. Includes \$125,000 Railroad Agreement, \$50,000 Environmental Permits and \$1,000,000 Potholing & Utility Coordination.

7. County Contribution of \$200,000 is for ROW Engineering; SBCTA Contribution of \$7.92 million includes \$750,000 for County assistance on ROW services, \$2.7 million for ROW acquisitions, \$1.2 million for ROW Legal services, and \$3.27 million for Utility relocation/construction coordination.

PROJECT MILESTONES

Milestone	Actual/(Forecast)
Start of Project	November 2001
Environmental Approval	July 2013
Plans, Specifications and Estimate Approval	October 2021
Right of Way Certification	June 2022
Begin Construction	January 2023
Complete Stage 1 of Construction	(March 2027)
End Construction	(August 2030)
Plant Establishment	(August 2031)
Extended Plant Maintenance	(August 2033)
Project Closeout	(December 2033)

Contract Summary Sheet

5.d

General Contract Information

Contract No: 22-1002784 Amendment No.: 0A
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 02955 Vendor Name: Security Paving Company, Inc.
 Description: Construction of I-10 Cedar Avenue Interchange Improvement Project
 List Any Related Contract Nos.: 18-1001962 (Funding Agreement)

Dollar Amount

Original Contract	\$	74,146,595.00	Original Contingency	\$	8,098,400.00
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	2,836,661.19	Prior Contingency Released (-)	\$	(2,836,661.19)
Current Amendment	\$	-	Current Amendment	\$	14,060,038.50
Total/Revised Contract Value	\$	76,983,256.19	Total Contingency Value	\$	19,321,777.35
Total Dollar Authority (Contract Value and Contingency)				\$	96,305,033.54

Contract Authorization

Board of Directors Date: 3/4/2026 Committee Item # _____

Contract Management (Internal Purposes Only)

Capital Project Contracts

Sole Source? No

No Budget Adjustment

Local

Construction

N/A

Accounts Payable

Estimated Start Date: 10/5/2022 Expiration Date: 12/31/2039 Revised Expiration Date: _____

NHS: Yes

QMP/QAP: Yes

Prevailing Wage: Yes

Total Contract Funding:

Total Contingency:

Sub-									\$	76,983,256.19	\$	19,321,777.35
Fund	Prog	Task	Task	Object	Revenue	PA Level	Revenue Code	Name				
GL:	4120	40	0830	0897	53701	41100000	650	MSI IC		51,333,421.51		13,475,007.52
GL:	6010	40	0830	0897	53701	42340014	650	COUNTY		22,273,434.68		5,846,769.83
GL:	2630	40	0830	0897	53701	42215007	650	CPUC		3,376,400.00		-
GL:										-		-
GL:										-		-
GL:										-		-
GL:										-		-
GL:										-		-
GL:										-		-
GL:										-		-

Khalid Bazmi

Construction Manager

Kristi Harris

Task Manager (Print Name)

Additional Notes: The original \$8,098,400 Allowances/Contingency consist of \$7,414,660 Contingency and \$683,740 Supplemental Work. Current Amendment is for the Contingency increase. Billed at 30.26%/69.74% based on the revised contribution amounts under 18-1001962-02

Attachment: CSS - 22-1002784-0A (12135 : I-10 Cedar - County Coop Amendment and Construction Contingency Increases)

General Contract Information

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

List Any Related Contract Nos.: _____

Dollar Amount							
Original Contract		\$	10,341,100.00	Original Contingency		\$	1,034,100.00
Prior Amendments		\$	-	Prior Amendments		\$	-
Prior Contingency Released		\$	1,034,100.00	Prior Contingency Released (-)		\$	(1,034,100.00)
Current Amendment		\$	-	Current Amendment		\$	1,998,481.18
Total/Revised Contract Value		\$	11,375,200.00	Total Contingency Value		\$	1,998,481.18
		Total Dollar Authority (Contract Value and Contingency)				\$	13,373,681.18

Contract Authorization

Board of Directors _____ Date: 3/4/2026 _____ Committee _____ Item # _____

Contract Management (Internal Purposes Only)

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

Accounts Payable

Estimated Start Date: 10/7/2020 Expiration Date: 9/30/2025 Revised Expiration Date: 9/30/2028NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Sub-								Total Contract Funding:		Total Contingency:	
Fund	Prog	Task	Task	Object	Revenue	PA Level	Revenue Code Name	\$	11,375,200.00	\$	1,998,481.18
GL: 6010	40	0830	0897	52005	42340014	650	San Bernardino County		3,442,135.52		604,740.40
GL: 4120	40	0830	0897	52005	41100000	650	MSI IC		7,933,064.48		1,393,740.78
GL:									-		-
GL:									-		-
GL:									-		-
GL:									-		-
GL:									-		-
GL:									-		-
GL:									-		-
GL:									-		-
GL:									-		-
GL:									-		-

Khalid Bazmi

Kristi Harris

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes: Billed at 30.26%/69.74% based on the revised contribution amounts under 18-1001962-02.

Attachment: CCS - 20-1002342-1B (12135 : I-10 Cedar - County Coop Amendment and Construction Contingency Increases)

Minute Action

AGENDA ITEM: 6

Date: February 12, 2026

Subject:

Release Invitation for Bids No. 25-1003328 for Interstate 10 Corridor Freight and Express Lane Project - Contract 2B

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:

Authorize the Executive Director, or her designee, to release Invitation for Bids No. 25-1003328 for the Construction of the Interstate 10 Corridor Freight and Express Lane Project – Contract 2B, subject to final approval of the Plans, Specifications and Estimates package, allocation of funds by the California Transportation Commission, and issuance of the federal authorization to proceed with construction, and subject to approval as to form by SBCTA General Counsel.

Background:

The Interstate 10 (I-10) Corridor Freight and Express Lane Project – Contract 2 (Project) is the second phase of the San Bernardino County Transportation Authority (SBCTA) I-10 Corridor Express Lanes Program. The Project will include a single express lane in each direction from Interstate 15 (I-15) in the City of Ontario to Pepper Avenue in the City of Colton. To expedite project delivery, the Project will be divided into two construction contracts: Contract 2A from I-15 to Sierra Avenue, and Contract 2B from Sierra Avenue to Pepper Avenue.

On July 6, 2022, the SBCTA Board of Directors (Board) awarded the professional services contract to initiate the Plans, Specifications, and Estimates (PS&E) phase of the Project. Caltrans issued conditional acceptance of Final 100% PS&E and Right-of-Way Certification for Contract 2B on December 17, 2025, and December 18, 2025, respectively.

Staff is recommending that the Board authorize the Executive Director, or her designee, to advertise the construction contract for Contract 2B through the release of Invitation for Bids No. 25-1003328, subject to final approval of the PS&E, allocation of funds by the California Transportation Commission, issuance of the federal authorization to proceed with construction, and subject to approval as to form by SBCTA General Counsel. A future agenda item for award of the construction contract will be brought to the Board for consideration in the summer of 2026.

Financial Impact:

This Project is included in the adopted Budget for Fiscal Year 2025/2026 and funded with Measure I Valley Freeway Program funds, State Transportation Improvement Program funds, Federal Surface Transportation Block Grant Program funds, Federal Transportation Infrastructure Finance and Innovation Act funds, and Federal Repurposed Earmark funds in Program 40, Project Delivery under Task No. 0820 Freeway Projects, Sub-Task No. 0821 I-10 Corridor Freight and Express Lanes - Contract 2B.

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.

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item
February 12, 2026
Page 2

Responsible Staff:

Heng Chow, Project Manager

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San Bernardino County Transportation Authority

Approved
Board of Directors Metro Valley Study Session
Date: February 12, 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												
Ray Marquez City of Chino Hills												
Frank Navarro City of Colton												
Aquanetta Warren City of Fontana												
Bill Hussey City of Grand Terrace												
Larry McCallon City of Highland												
Ronald Dailey City of Loma Linda												
John Dutrey City of Montclair												
Alan Wapner City of Ontario												
L. Dennis Michael City of Rancho Cucamonga												
Mario Saucedo City of Redlands												
Joe Baca City of Rialto												
Helen Tran City of San Bernardino												
Rudy Zuniga City of Upland												
Judy Woosley City of Yucaipa												
Curt Hagman 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.
 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												
Jesse Armendarez Board of Supervisors												
Joe Baca, Jr. Board of Supervisors												

MOUNTAIN/DESERT BOARD MEMBER ATTENDANCE

Daniel Ramos City of Adelanto												
Art Bishop Town of Apple Valley												
Timothy Silva City of Barstow												
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												
Rick Denison Town of Yucca Valley												
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.

MVSSatt24

Shaded box = No meeting

Communication: Attendance (Additional Information)

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

AB	Assembly Bill
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

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