AGENDA
Transit Committee Meeting

August 13, 2026

9:00 AM

Location

San Bernardino County Transportation Authority

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

Transit Committee Membership

Chair
John Dutrey, Mayor
City of Montclair

Vice Chair
Joe Baca, Jr., Supervisor
County of San Bernardino

Art Bishop, Council Member
Town of Apple Valley

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

Alan Wapner, Mayor Pro Tem
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Rick Denison, Council Member
Town of Yucca Valley

San Bernardino County Transportation Authority
San Bernardino Council of Governments

AGENDA

Transit Committee Meeting

August 13, 2026
9:00 AM

Location
SBCTA Office
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

Items listed on the agenda are intended to give notice to members of the public of a general description of matters to be discussed or acted upon. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional ***"Meeting Procedures"*** and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by John Dutrey)

i. Pledge of Allegiance
ii. Attendance
iii. Announcements
iv. Agenda Notices/Modifications – Victoria Hernandez

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 Pg. 10

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

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

INFORMATIONAL ITEMS

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

2. Transit and Rail Programs Contract Change Orders to On-Going Contracts Pg. 11

Receive and file Change Order Report.
Presenter: Victor Lopez

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

3. Bi-Annual Fiscal Year 2025/2026 Railroad Right-of-Way Grants of Right of Use Report Pg. 14

Receive and file the second half of Fiscal Year 2025/2026 (January 2026 through June 2026) Right-of-Way Grants of Right of Use Report.
Presenter: Ryan Aschenbrenner

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

4. San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2025/2026 Third Quarter Pg. 17

Receive and file the Third Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2025/2026.
Presenter: Nancy Strickert

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

DISCUSSION ITEMS

Discussion - Transit

5. Omnitrans Specialized Transportation Services for Consolidated Transportation Services Agency Budget for Fiscal Year 2026/2027 Pg. 41

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

Approve the Omnitrans Specialized Transportation Services Budget for Consolidated Transportation Services Agency activities for Fiscal Year 2026/2027, to be funded by Measure I Valley Senior and Disabled Transit Service funds.
Presenter: Nancy Strickert

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

6. Regional Rideshare Integration and Enhancement Project - Contract No. 27-1003496 and Amendment No. 8 to Contract No. 19-1002203 Pg. 46

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

A. Authorize the Executive Director, or her designee, to negotiate, finalize, and execute Contract No. 27-1003496 with the South Coast Air Quality Management District to receive $483,000 from the Mobile Source Air Pollution Reduction Review Committee (MSRC) for the Regional Rideshare Integration and Enhancement Project, subject to approval as to form by SBCTA General Counsel.

B. Authorize the Executive Director, or her designee, to negotiate, finalize, and execute Amendment No. 8 to Contract No. 19-1002203 with Trapeze Software Group, Inc., for Regional Rideshare Software to increase the contract value by $483,000 for a total contract not-to-exceed amount of $3,249,566 to be funded with MSRC funds, subject to approval as to form by SBCTA General Counsel.
Presenter: Nicole Soto

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

7. Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2026/2027 Arrow Service Pg. 70

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

A. Approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for Fiscal Year (FY) 2026/2027 Arrow Service, with an SBCTA annual subsidy totaling $18,710,862, consisting of:

- Operating assistance in the amount of $18,209,862
- State of Good Repair assistance in the amount of $501,000

B. Approve Resolution No. 27-002 to support funding SBCTA's FY 2026/2027 annual subsidy in Recommendation A, totaling $18,710,862, consisting of:

- $16,225,028 of Measure I Valley Fund – Metrolink/Rail Service (Fund 4150)
- $2,485,834 of Senate Bill 125 Transit and Intercity Rail Capital Program (Fund 2750)

C. Approve support of the Arrow students ride free partnership with colleges accessible to/from Arrow Service for FY 2026/2027, using up to $269,581.50 in carryover Measure I Valley Rail Funds from the FY 2025/2026 allocation to the program.

D. Approve an amendment to the FY 2026/2027 Budget for Task No. 0314 – Transit Operations to decrease Measure I Valley Fund – Metrolink/Rail Service (Fund 4150) by $2,485,834 and to increase Senate Bill 125 – Transit and Intercity Rail Capital Program (Fund 2750) by $2,485,834, for a zero net increase to the FY budget.
Presenter: Nicole Soto

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

Discussion - Transportation Programming and Fund Administration

8. Fiscal Year 2025/2026 Low Carbon Transit Operations Program Cycle B Apportionment and Allocation- Population Share Pg. 91

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

A. Approve the Low Carbon Transit Operations Program (LCTOP) Cycle B - Population Share Apportionment for Fiscal Year 2025/2026 in the amount of $2,283,170, to be apportioned $1,650,890 to the Valley and $632,280 to the Mountain/Desert areas based on the population estimates approved by the SBCTA Board of Directors in July 2025.

B. Allocate $2,283,170 of LCTOP Cycle B - Population Share funding to the following projects:

i. Morongo Basin Transit Authority: Free Fare Subsidy – $73,321

ii. Mountain Area Regional Transit Authority: Free Fare Subsidy - $51,642

iii. Victor Valley Transit Authority (VVTA): Free Fares K-12 - $30,008; Sustain and Enhance Vanpool Subsidy Program - $ 477,309

iv. SBCTA: Enhanced Metrolink Service Project - $1,650,890

C. Allocate $418 of LCTOP Cycle B - Operator Share funds from the City of Needles to VVTA for VVTA's Sustain and Enhance Vanpool Subsidy Program.

D. Adopt Resolution No. 27-006 authorizing the Executive Director, or her designee, to execute Certifications and Assurances for SBCTA projects for LCTOP Cycle B and nomination of funding requests for listed transit projects.
Presenter: Marc Lucius

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

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

The next Transit Committee meeting is scheduled for September 10, 2026.

Meeting Procedures and Rules of Conduct

<u>Meeting Procedures</u> - 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.

<u>Accessibility & Language Assistance</u> - 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).

<u>Accesibilidad y asistencia en otros idiomas</u> - 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 reunion de sus respectivos órganos legislativos mediante participación remota como una adaptación razonable de conformidad con el artículo 54953(c) del Código de Gobierno.

<u>Agendas</u> – 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:* *August 13, 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
		None	

Financial Impact:
This item has no direct impact on the budget.

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

Responsible Staff:
Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: August 13, 2026

Witnessed By:

Entity: San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 2

Date: August 13, 2026

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

Recommendation:
Receive and file Change Order Report.

Background:
The San Bernardino County Transportation Authority Department of Transit and Rail Programs has two ongoing construction contracts and one vehicle procurement contract, of which one had Construction Change Orders (CCO) approved since the last reporting to the Transit Committee on June 11, 2026.

A. Contract No. 23-1002891 with Griffith Company for the West Valley Connector Project Mainline Construction:

1) CCO 090: Wooden branding panel mockup. ($4,723.42)
2) CCO 099: Driveway width change at OBM Nursery. ($14,501.38)
3) CCO 100: Stage 2A unforeseen asphalt concrete beneath existing base. ($2,971.22)
4) CCO 101: Unforeseen utilities impacting production of drainage system (DS-6). ($30,349.03)
5) CCO 103: 1628 E. Holt Boulevard revisions. ($-10,845.50)
6) CCO 104: Temporary power to streetlighting, traffic signal, and irrigation system. ($30,000)
7) CCO 105: Field Order Directive 028 Vince’s Spaghetti West driveway widening. ($13,503)
8) CCO 106: Water meter tie in at Sta. 367+27.06. ($6,280.99)
9) CCO107: Pushing out K-Rail to perform roadway work in stage 3A and 3D. ($11,838.93)
10) CCO 108: New pedestrian ramp for Oaks Avenue. ($10,965.38)
11) CCO 109: 727 E. Holt Boulevard revisions - Donut Palace. ($54,876.82)
12) CCO 110: Ontario Moratorium preparatory and remobilize work. ($36,687.34)
13) CCO 111: Fire Hydrant lateral at Sta 347+05 revisions. (-$11,807.19)
14) CCO 112: Remove & replace bus pads at Ramona due to Southern California Edison Line Run. ($13,449.57)
15) CCO 114: Hydrant adjustments at Crazy Car Lot stage 2A. ($8,386.77)
16) CCO 115: Existing fire hydrant extension at Sta 465+11. (-$23,204.37)
17) CCO 116: Foothill & Rochester Pole A internally illuminated street name sign. ($7,728.18)
18) CCO 117: Unforeseen footing removals of old signs & light posts stage 3B. ($12,297.78)

19) CCO 118: Survey for Pomona Transit Center water service. ($1,040)

20) CCO 119: Bus stop relocation for Holt at Walker. ($10,623.44)

21) CCO 120: Schedule mitigation overtime premium allowance. ($250,000)

22) CCO 136: Removal of Ontario Mills unforeseen wall. ($20,987.79)

B. Contract No. 23-1002922 with Metro Builders & Engineers Group, Ltd. for the Arrow Maintenance Facility (AMF) Hydrogen Fuel Upgrade Project: AMF Retrofit Construction: There are no newly executed CCOs since the last report.

C. Contract No. 20-1002310 with Stadler US, Inc. for Zero Emission Multiple Unit Rail Vehicle Procurement: There are no newly executed CCOs since the last report.

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

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

Responsible Staff:
Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: August 13, 2026

Witnessed By:

Transit and Rail Programs Contracts Executed Change Orders		
Number	**Description**	**Amount**
West Valley Connector Mainline Construction, Griffith Company (23-1002891)		
		Amount
90	Wooden branding panel mockup	$4,723.42
99	Driveway Width Change at OBM Nursery	$14,501.38
100	Stage 2A Unforeseen asphalt concrete beneath existing base	$2,971.22
101	Unforeseen utilities impacting production of drainage system (DS-6)	$30,349.03
103	1628 E. Holt Blvd Revisions	($10,845.50)
104	Temporary Power to Streetlighting, Traffic Signal and Irrigation System	$30,000.00
105	Field Order Directive 028 Vince's Spaghetti West driveway widening	$13,503.00
106	Water meter tie-in at Sta. 367+27.06	$6,280.99
107	Pushing out K-Rail to perform roadway work in Stage 3A and 3D	$11,838.93
108	New pedstrian ramp for Oaks Ave.	$10,965.38
109	727 E. Holt Blvd Revisions Donut Palace	$54,876.82
110	Ontario Moratorium Preparatory and Remobilize Work	$36,687.34
111	Fire Hydrant Lateral at Sta 347+05 Revisions	($11,807.19)
112	Remove & Replace Bus Pads at Ramona Due to Southern California Edison	$13,449.57
114	Fire Hydrant Adjustments at Crazy Car Lot (Stage 2A)	$8,386.77
115	Existing Fire Hydrant Extension at Sta 465+11	($23,204.37)
116	Foothill & Rochester Pole A Internally Illuminated Street Name Sign	$7,728.18
117	Unforeseen Footing Removals of Old Signs & Light Posts Stage 3B	$12,297.78
118	Survey for Pomona Transit Center water service	$1,040.00
119	Bus Stop Relocation for Holt at Walker	$10,623.44
120	Schedule Mitigation Overtime Premium Allowance	$250,000.00
136	Removal of Ontario Mills Unforeseen Wall	$20,987.79
	CCO Total	$2,404,758.08
	Amended Approved Contingency	$11,995,991.00
	Remaining Contingency	$9,591,232.92
ZEMU - Arrow Maintenance Facility (AMF) Construction Upgrade Project, Metro Builders & Engineers Group, Ltd. (23-1002922)		
		Amount
	CCO Total	$298,056.70
	Amended Approved Contingency	$475,099.00
	Remaining Contingency	$177,042.30
ZEMU - Vehicle Procurement Stadler (20-1002310)		
	Description	Amount
	CCO Total	$3,033,758.12
	Approved Contingency	$3,487,482.12
	Remaining Contingency	$453,724.00

Attachment: Contract Change Order 12706 June - July 2026 [Revision 1] (12706 : Transit and Rail Programs Contract Change Orders to On-

Minute Action

AGENDA ITEM: 3

Date:* *August 13, 2026

Subject:
Bi-Annual Fiscal Year 2025/2026 Railroad Right-of-Way Grants of Right of Use Report

Recommendation:
Receive and file the second half of Fiscal Year 2025/2026 (January 2026 through June 2026) Right-of-Way Grants of Right of Use Report.

Background:
The San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) adopted Real Property Policy No. 31602 on July 2, 2014, and most recently approved Revision No. 3 to Policy No. 31602, on September 3, 2025. In accordance with Real Property Policy No. 31602, Part VI, Policy Principles and Authority to Execute Grants of Right of Use, Section B, Approved Templates, the Board authorized the Executive Director, or her designee, to approve all Grants of Right of Use documents as approved to form by General Counsel.

Attachment A reports the Grants of Right of Use issued, amended, denied, and/or, terminated in the second half of Fiscal Year 2025/2026 in accordance with the reporting requirements of Real Property Policy No. 31602, Part IX, Section H.

As of the writing of this report, SBCTA's Grants of Right of Use portfolio is summarized in the table below:

Agreement Type	Number of Agreements	Total Annual Revenue
Lease	51	$90,309.71
License	874	$140,567.98
Master License	6	$57,734.46
TOTAL	**931**	**$288,612.15**

Grantee Type	Number of Grantees
Government/Public Agencies	276
CPUC Governed Utilities	462
Private/Developer/Telecom	195

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

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

Responsible Staff:
Ryan Aschenbrenner, Right of Way Manager

Entity: San Bernardino County Transportation Authority

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Attachment A

Bi-annual Fiscal Year 2025-2026 (Janurary to June 2026) Right-of-Way Grants of Use Report

Action	Vendor Name	Contract No.	Agreement Type	Linked Agreements	Executed Date	Term	Application Fees	Annual Admin Fees	Use Fees	Amendment or Extension Fees	Waived Fees	Type Fees Waived	Waived Fee Comments
Issued	City of Fontana	26-1003421	Right of Entry Permit	n/a	2/13/2026	4/8/2026	$ -	$ -	$ -	$ -	$ 3,500	Application	ROE to conduct property surveys, a direct benefit to SBCTA
Issued	San Bernardino County Flood Control District	26-1003365	Master License Agreement	n/a	4/21/2026	Month to Month	$ 2,230	$ 1,500	$ -	$ -	$ -	n/a	n/a
Grand Total							**$ 2,230**	**$ 1,500**	**$ -**	**$ -**	**$ 3,500**		

Minute Action

AGENDA ITEM: 4

Date:* *August 13, 2026

Subject:
San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2025/2026 Third Quarter

Recommendation:
Receive and file the Third Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2025/2026.

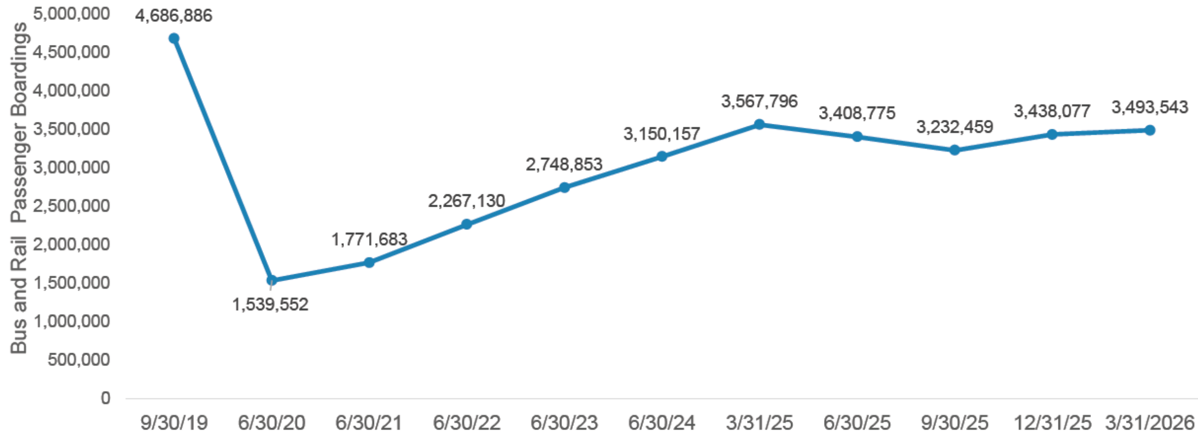
Background:
Multimodal services are an important part of how people travel throughout San Bernardino County. This is reflected in projects and programs that San Bernardino County Transportation Authority (SBCTA) is currently constructing and managing, as well as its involvement with the transit operators and the Southern California Regional Rail Authority (SCRRA).

Although SBCTA's primary responsibility to the operators is to allocate funding, SBCTA is still required to be tuned in to the trends and statistics of its operators. To help facilitate this, as well as keeping the SBCTA Transit Committee and Board of Directors apprised of this information, SBCTA staff, in consultation with the transit operators, SCRRA, and AMMA Transit Planning, created the San Bernardino County Multimodal Transportation Quarterly Report (Report).

The primary source of data used in the Report is from TransTrack. TransTrack is a countywide transit performance software that the San Bernardino County transit operators, except SCRRA, use to report monthly operations and financial data. This allows SBCTA to pull data reports independently from the transit operators. The other data sources for this report came from SBCTA's rideshare program database, transit operators' staff, and their respective Board of Directors agenda reports. This allows for collaboration between SBCTA staff and the operators' staff to ensure that an accurate picture is presented. SCRRA data is collected directly from SCRRA and reviewed as part of the SCRRA Member Agency Advisory Committee activities. SBCTA is working with SCRRA on adding access to the Arrow Service data through TransTrack for consistency.

San Bernardino County (County) public transit agencies provided 3.5 million trips in the third quarter of Fiscal Year (FY) 2025/2026, an increase over the previous quarter but just 2% less than the same period a year ago, as shown in Exhibit 2 on the following page. The year-over-year comparison shows growth for small operators and specialized services but also recognizes the seasonal influence of Mountains Transit's ski tourism and how the lack of snowfall affects ridership. SBCTA and the County's operators continue efforts to attract new riders and improve customer experience for existing riders.

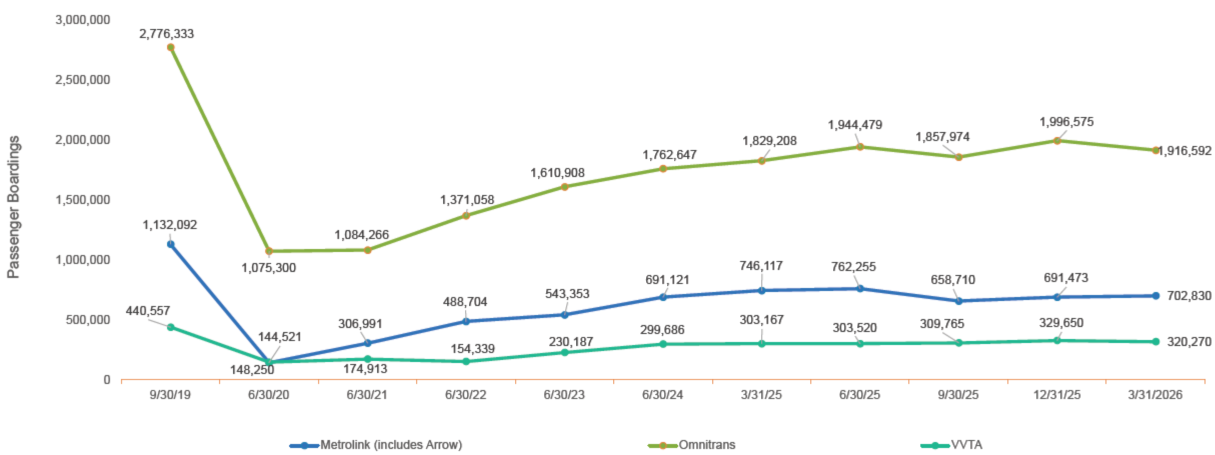
Exhibit 2, San Bernardino County Passenger Trips by Quarter, Fall 2019 to Spring 2026*



*Quarterly rail ridership excludes boardings on Metrolink's Riverside Line and some historical rail ridership data do not include weekend service.

Ridership for the County's two large bus operators, Omnitrans and Victor Valley Transit Authority (VVTA), had a slight decrease in ridership this quarter. Omnitrans experienced a 4% decrease and VVTA had a 3% decline in ridership. Metrolink rail ridership remained stable in the third quarter after an 18% drop in the first quarter, largely due to the Student Adventure Pass changing from a free pass to a 50% discount. Ridership on Metrolink's Arrow line, however, increased 2% during the third quarter of FY 25/26, as shown in Exhibit 3 below.

Exhibit 3, Larger Operators' Quarterly Ridership, Fall 2019 to Spring 2026*



*Quarterly rail ridership excludes boardings on Metrolink's Riverside Line and some historical rail ridership data do not include weekend service.

Exhibit 4 on the following page presents quarterly ridership for the County's smaller bus operators: Basin Transit, Mountain Transit, and Needles Transit Services. Early winter typically brings favorable conditions to the mountain communities, increasing tourism and ridership, consistent with Mountain Transit's seasonal patterns. But this winter, there was a lack of snow resulting in a 41% decrease in ridership compared to the same quarter last year. Basin Transit saw a slight improvement in the third quarter, while Needles Transit Services recorded its highest ridership total since Summer 2020.

Exhibit 4, Small Operators' Quarterly Ridership, Fall 2019 to Spring 2026*

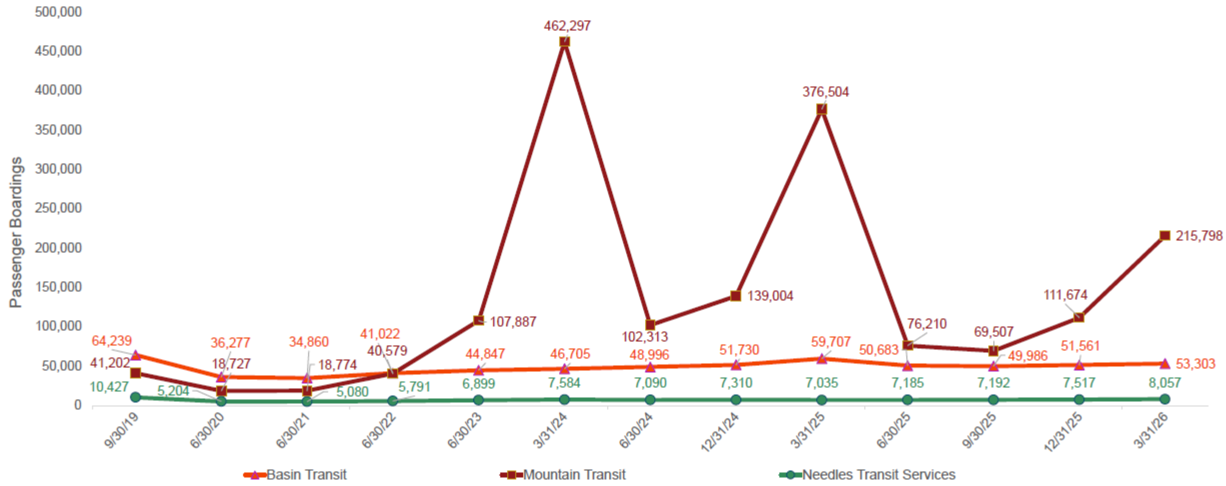
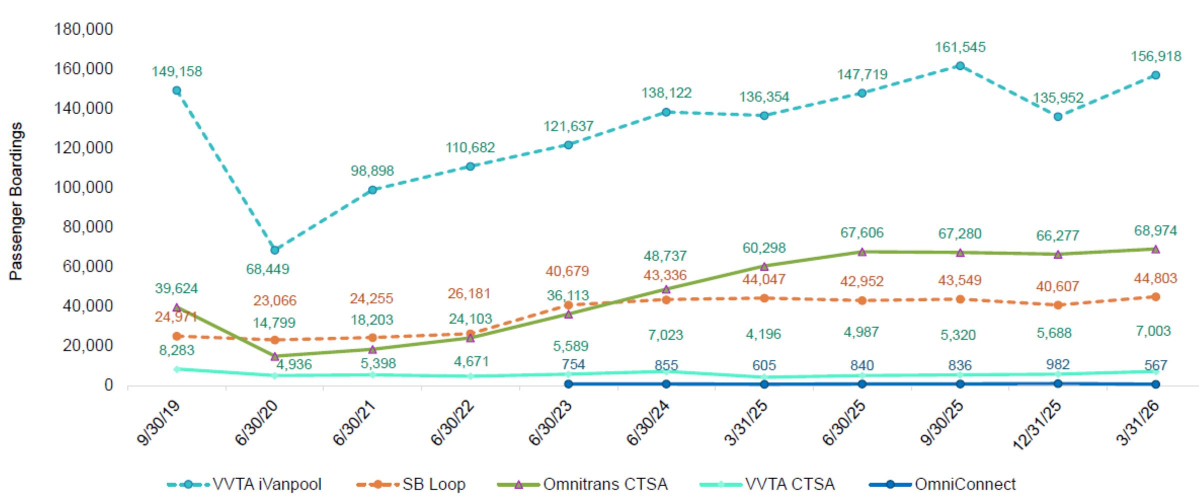


*Chart includes third quarter ridership from previous years to illustrate the peaks of Mountain Transit's seasonal ski service.

The County's vanpool and specialized Consolidated Transportation Services Agency (CTSA) services are presented in Exhibit 5 below. They provided more than 277,000 trips in the third quarter, a 11% increase over the second quarter. VVTA's iVanpool program grew 15%, and the SB Loop vanpool rose 10% in the number of vanpool trips. CTSA program combined ridership increased 4%, while OmniConnect Route 380, declined 42%. Omnitrans implemented minor timing adjustments in January 2026 to better align shuttles with Metrolink trains. Ridership in the third quarter represents post-holiday utilization, which is typically lower than Thanksgiving and Christmas travel of the second quarter.

Exhibit 5, Smaller Transportation Programs' Quarterly Ridership, Summer 2020 to Spring 2026*



Current Initiatives

VVTA Fare Media Program

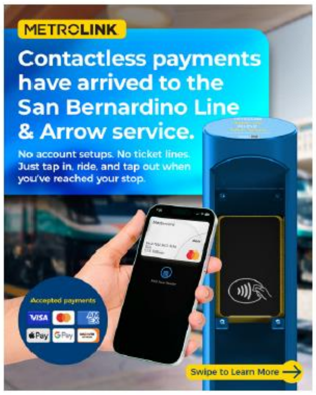
VVTA's efforts to get new clientele onto the public transit system have grown over the past few years. VVTA is constantly moving forward with new ideas to provide public transportation opportunities for new and future riders. Thanks to Low Carbon Transit Operations Program funding, VVTA is proud to invest $40,000 annually in these efforts and the Victor Valley community through the Fare Media Program. By partnering with local nonprofit organizations, VVTA provides free bus passes directly to those who need them most, including low-income individuals, seniors, unhoused neighbors, and people with disabilities. Organizations that serve these communities and these individuals may apply on behalf of their clients.

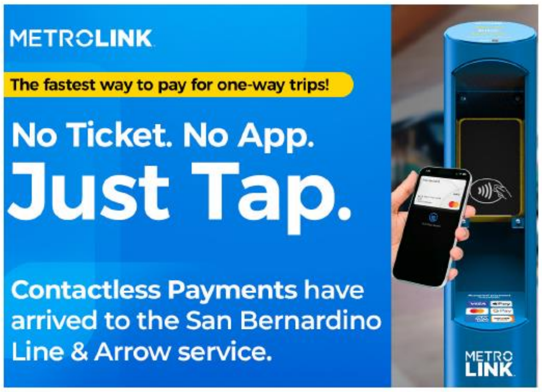
To ensure this vital transportation support goes exactly where it is needed most, applications open annually, and pass distributions are tailored to each organization's unique size and needs. VVTA currently partners with 17 local nonprofits to help lift their clientele and keep their community moving forward.

Regional Mobility on Metrolink: Just Tap and Go!

Metrolink's new Contactless Payment pilot program allows riders to skip the line at the ticket machine and head straight for the train platform all with the tap of a card or mobile device. Debuting along the San Bernardino Line and Arrow Service—between Redlands and Los Angeles Union Station—this project makes taking the train easy. With a quick tap of a credit card, debit card, cell phone or smartwatch at the platform validator, boarding the train has never been easier. Built-in daily fare caps ensure passengers get a fair and predictable price for their trip. As Southern California prepares for the LA28 Olympic and Paralympic Games, programs like this highlight how smart, user-friendly technology can help to ease freeway congestion, simplify the boarding process, and give the rider greater control.

While the contactless payment system is in its pilot phase, payments are only available on the San Bernardino Line and Arrow Service. Trips that continue onto other Metrolink trains will require the purchase of an additional ticket. Because customers are not issued a ticket when paying with a contactless credit or debit card or mobile wallet, free transfers to connecting transit services are not available. Customers must tap their card or device when boarding and tap out when they reach their stop to ensure they are charged the correct fare. Other fare discounts and Metrolink loyalty points are not available through contactless payments during the pilot.





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

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

Responsible Staff:
Nancy Strickert, Multimodal Manager

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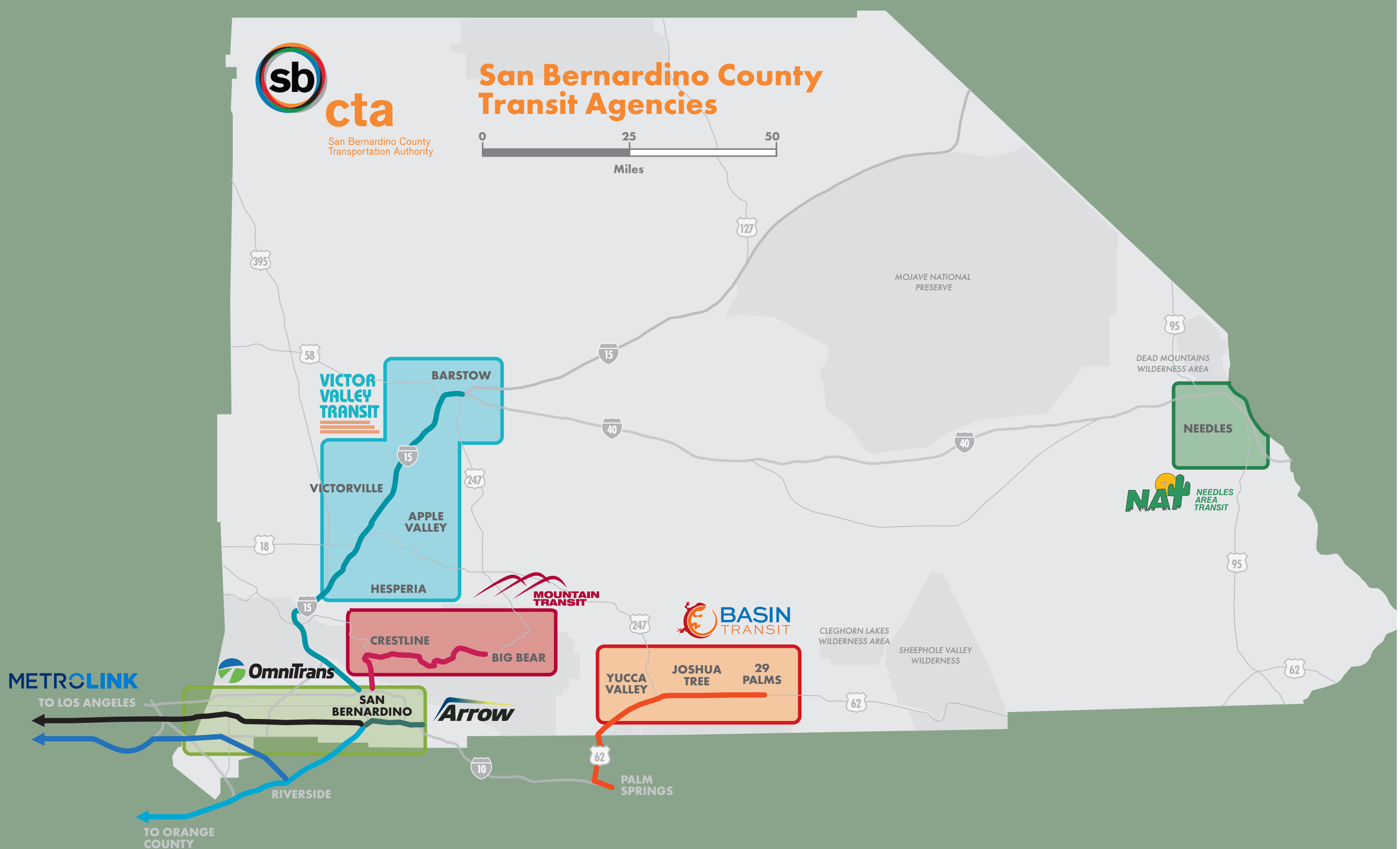
Approved
Transit Committee
Date: August 13, 2026

Witnessed By:

San Bernardino County Transportation Authority

San Bernardino County Multimodal Transportation Quarterly Update



Third Quarter Fiscal Year 2025/2026

Volume 7, Number 3

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Introduction

This quarterly report highlights ongoing efforts to rebuild ridership, as reported in this iteration of the SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT (Volume 7, Number 3). The County's public transportation operators report their third quarter experience of January, February and March 2026 of Fiscal Year 2025/2026 (FY 25/26). A countywide picture of more than seven years of public transportation performance is presented. Selected current initiatives by San Bernardino County Transportation Authority (SBCTA) and the County's operators are also reported, followed by a picture of each of the County's operators as they seek to grow ridership and enhance community-level and regional transit.

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

1. Providing high-level information about specific transportation services and programs available.

2. Reporting current initiatives and tracking trends in key performance indicators.

San Bernardino County's Public Transportation Modes and Programs

San Bernardino County is served by six public transit operators, providing rail, fixed-route bus services, microtransit and Americans with Disabilities Act (ADA) complementary paratransit services. The Metrolink Arrow San Bernardino-Redlands train service commenced in October 2022. Its thirteenth full quarter of service is presented in this report. The service areas of the County's five bus operators, and Metrolink service, are depicted in Exhibit 1.

- **Metrolink** – Providing passenger rail service across a 538-mile network throughout the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura. Metrolink launched the Arrow service in October 2022, adding nine additional miles, four new stations and new Diesel Multiple Unit (DMU) trains, and connecting Downtown San Bernardino with the University of Redlands.

- **Omnitrans** – Providing services in the San Bernardino Valley, connecting to Riverside and Los Angeles counties.

- **Victor Valley Transit Authority (VVTA)** – Providing services in the Greater Victor Valley and Barstow areas, connecting to the San Bernardino Valley.

- **Basin Transit (previously Morongo Basin Transit Authority)** – Providing services in Twentynine Palms, Yucca Valley, Joshua Tree and the Morongo Valley communities, connecting to the Coachella Valley.

- **Mountain Transit** – Providing services in the Lake Arrowhead and Big Bear communities, connecting to the San Bernardino Valley.

- **Needles Transit Services** – Providing services within the City of Needles and limited connections into Arizona.

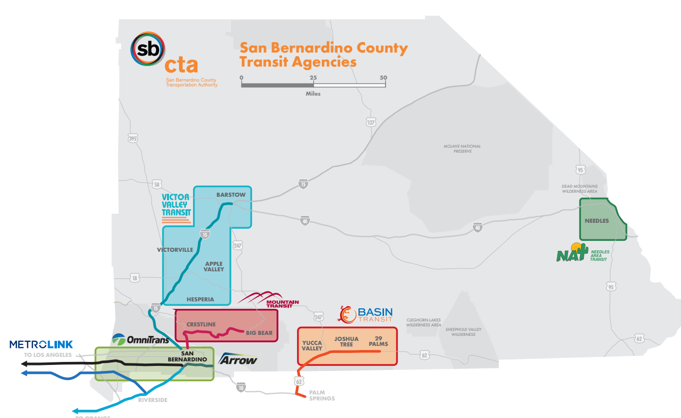
Three additional modes of transportation support San Bernardino County residents:

- **Consolidated Transportation Services Agencies (CTSAs) programs** – Specialized transportation services administered by Omnitrans and VVTA.

- **Vanpool programs** – Programs are operated by SBCTA and VVTA – SB Loop and iVanpool.

- **IE Commuter** – A rideshare program in partnership with SBCTA and the Riverside County Transportation Commission (RCTC).

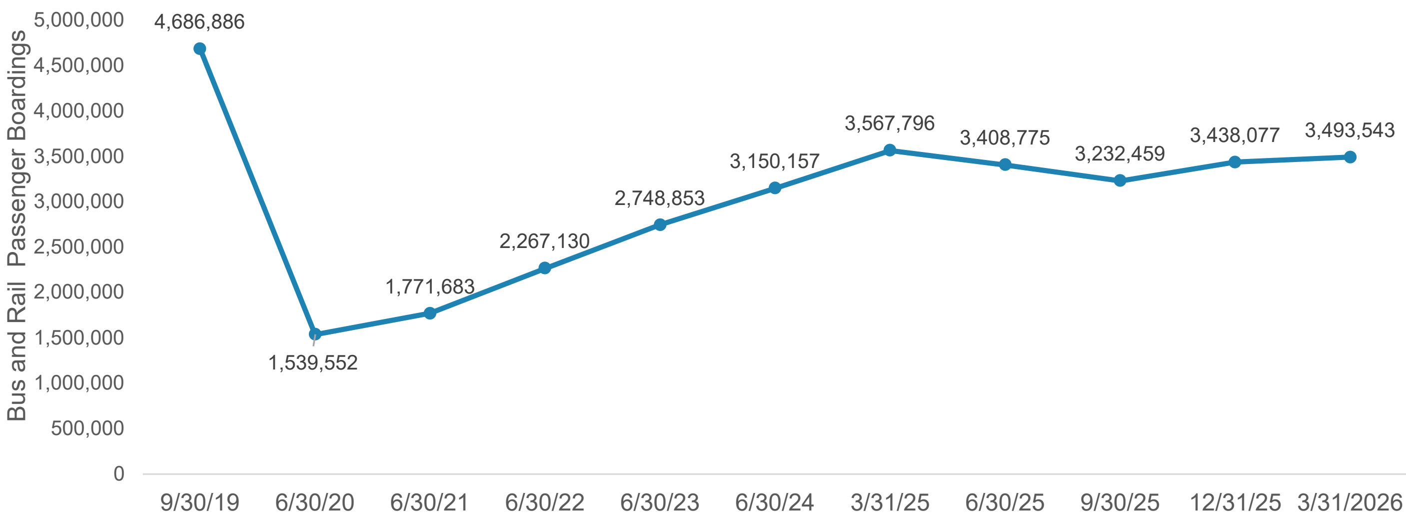
Exhibit 1, San Bernardino County Public Transit Bus Operators



Steady Ridership Continues

Exhibit 2 shows a transit network, that following a significant setback during COVID-19, has maintained steady progress toward recovery. The system provided nearly 3.5 million trips in the third quarter of FY 25/26, a 2% increase over the previous quarter and only 2% below the same period last year. The year-over-year comparison shows positive growth for small operators and specialized services but also recognizes the seasonal influence of Mountain Transit's ski tourism and how the lack of snowfall affects ridership. The County continues its work to improve the rider's experience and attract new users to transit.

Exhibit 2, San Bernardino County Passenger Trips by Quarter, Fall 2019 to Spring 2026*



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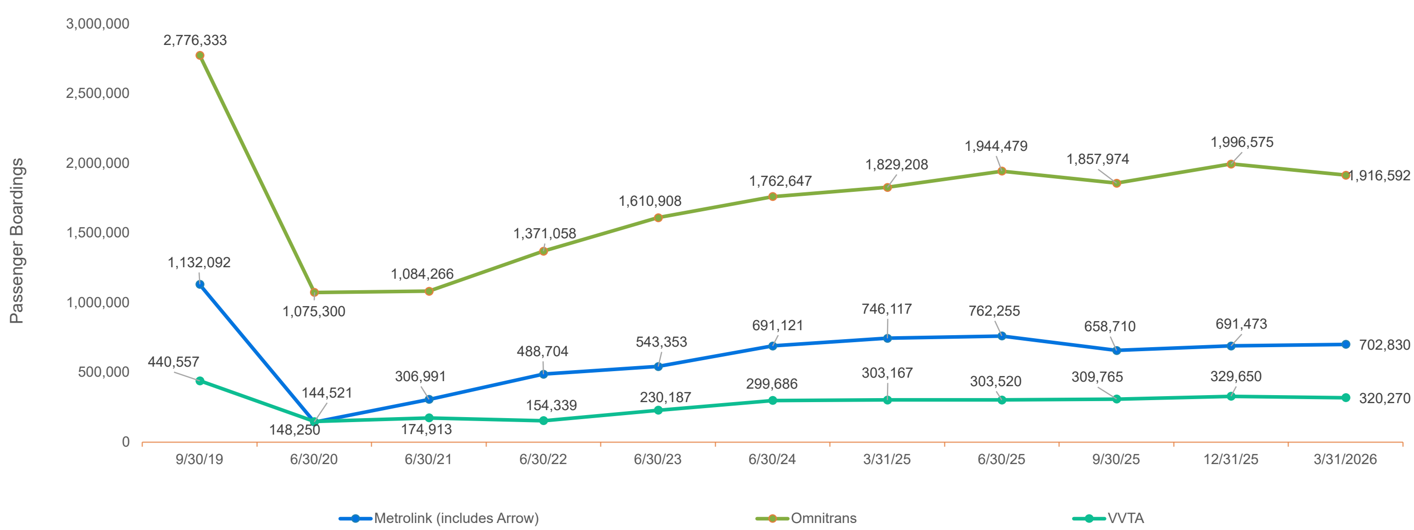

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Commentary

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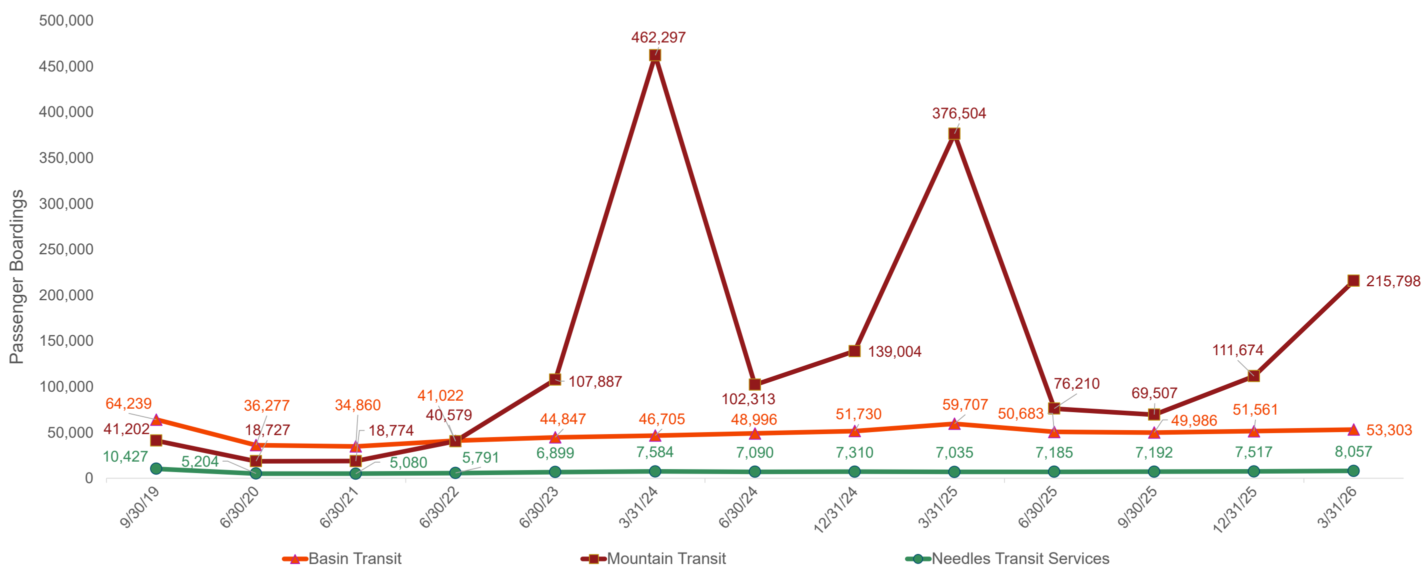

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Exhibit 5 details ridership for the County's vanpool, specialized CTSA services and Omnitrans airport shuttle, which together provided more than 277,000 trips in the third quarter, an 11% increase over the second quarter. VVTA's iVanpool program grew 15%, and the SB Loop vanpool rose 10%. CTSA program combined ridership increased 4%, while OmniConnect Route 380 declined 42%.

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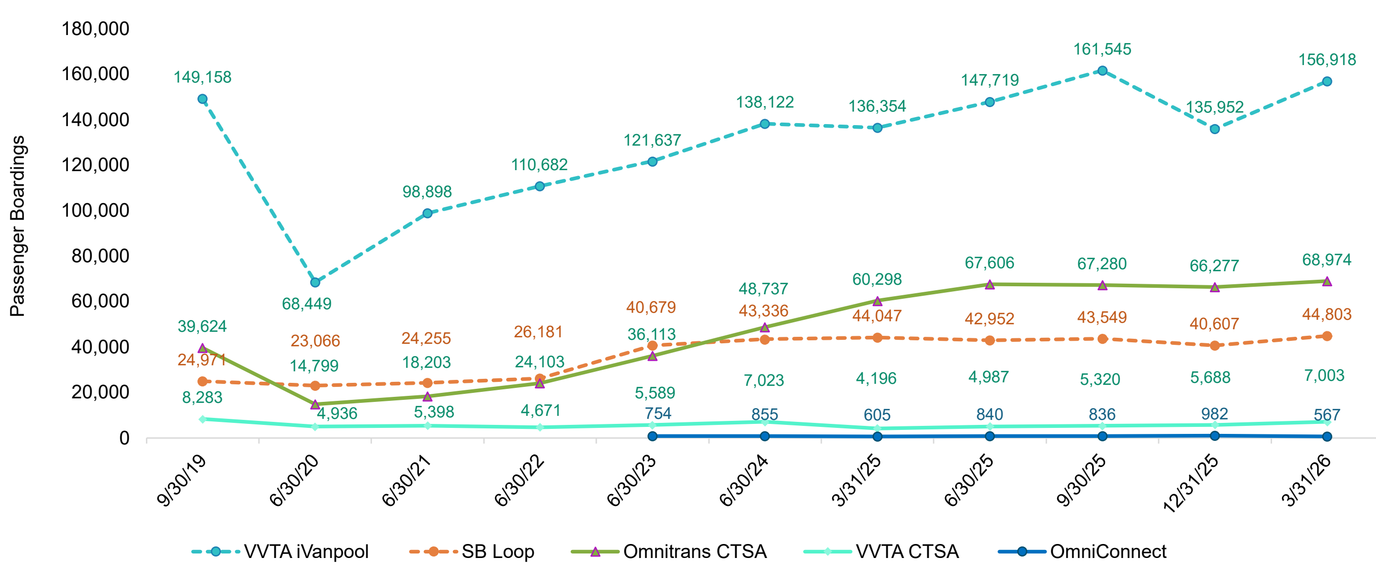

Current Initiatives

Empowering the Community: The VVTA Fare Media Program

VVTA's efforts to attract new clientele onto the public transit system has grown over the past few years. VVTA is constantly moving forward with new ideas to provide public transportation opportunities for new and future riders.

Thanks to LCTOP funding, VVTA is proud to invest $40,000 annually into these efforts and the Victor Valley community through the Fare Media Program. By partnering with local nonprofit organizations, VVTA provides free bus passes directly to those who need them most, including low-income individuals, seniors, unhoused neighbors and people with disabilities. Organizations that serve these communities and these individuals may apply on behalf of their clients.

To ensure this vital transportation support goes exactly where it is needed most, applications open annually, and pass distributions are tailored to each organization's unique size and needs. VVTA currently partners with 17 local nonprofits to help lift their clientele and keep their community moving forward.

Regional Mobility On Metrolink: Just Tap and Go!

Metrolink's new Contactless Payment pilot program allows riders to skip the line at the ticket machine and head straight for the train platform all with the tap of a card or mobile device (Exhibit 6). Debuting along the San Bernardino Line and Arrow service—between Redlands and Los Angeles Union Station—this project makes taking the train easy. With a quick tap of a credit card, debit card, cell phone or smartwatch at the platform validator, boarding the train has never been easier.

Built-in daily fare caps ensure passengers get a fair and predictable price for their trip. As Southern California prepares for the LA28 Olympic and Paralympic Games, programs like this highlight how smart, user-friendly technology can help to ease freeway congestion, simplify the boarding process and give the rider greater control.

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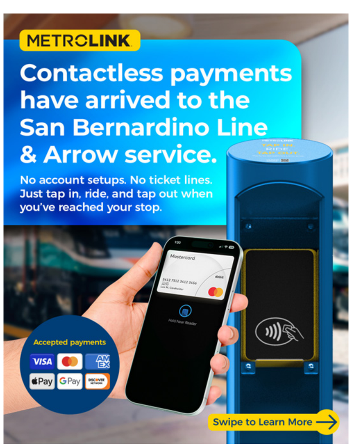
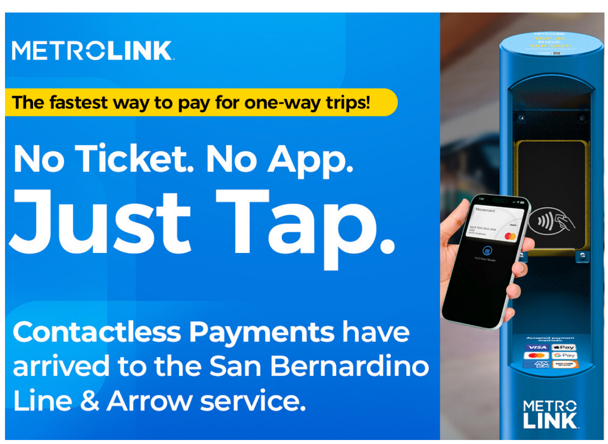
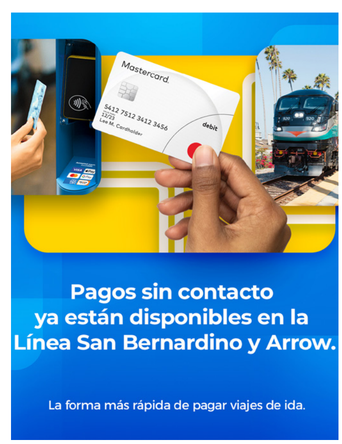
Exhibit 6, Metrolink Contactless Payment Program







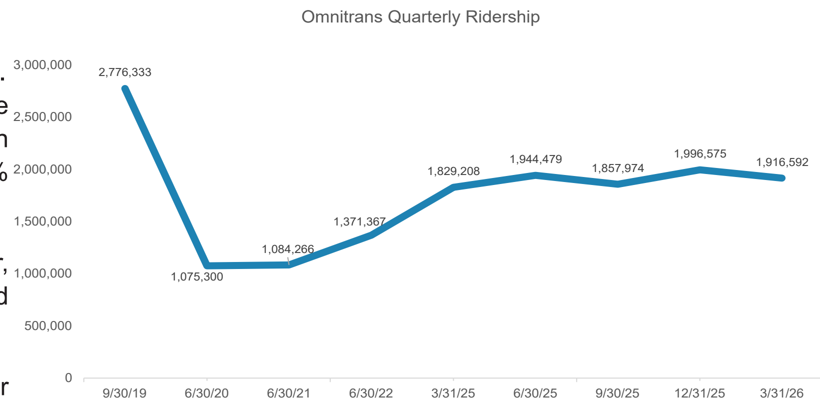
Omnitrans

Commentary and Trends

Omnitrans is slowly climbing in ridership over time. This quarter recorded the third highest total since the pandemic. Although there was a 4% decrease in ridership from the previous quarter, there was a 4.5% increase in ridership from last year's third quarter.

Revenue hours and miles decreased by 3%; however, passenger revenue increased and operating costs did not change.

During the third quarter, Omnitrans made minor service adjustments affecting Routes 1, 3, 4 and 22 in downtown San Bernardino and at Arrowhead Regional Medical Center to improve on-time performance.



Performance*

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
SYSTEM Total Passenger Trips	**1,996,575**	**1,916,592**	**-4%**
Fixed-Route Trips**	1,958,799	1,879,311	-4%
Demand Response Trips	37,776	37,281	-1%
SYSTEM Performance			
Revenue Hours	177,938	175,342	-1%
Passengers per Rev Hour	11.2	10.9	-3%
Revenue Miles	2,392,628	2,355,620	-2%
Passengers per Rev Mile	0.83	0.81	-2%
Passenger Miles	10,113,471	9,756,614	-4%
Average Trip Length (miles)	5.07	5.09	0%
OPERATIONS Expense			
Total Operating Cost	$26,762,232	$26,791,467	0%
Passenger Revenue (excluding local revenue)	$2,007,370	$1,935,554	-4%
Farebox Recovery Ratio	7.50%	7.20%	-4%
Passenger Revenue	$5,903,214	$6,249,490	6%
Farebox Recovery (TDA Formula***)	22.10%	23.30%	5%
Cost per Revenue Mile	$11.19	$11.37	2%
Subsidy/Pass Trip – System wide	$13.40	$13.98	4%
Fixed-Route Cost per Trip	$10.96	$11.87	8%
Demand Response Cost per Trip	$109.53	$120.13	10%
FLEET Characteristics			
Vehicles in Peak Service	(Includes sbX)	(Includes sbX)	
Fixed-Route	140	140	
Demand Response	40	40	
Total Vehicles in Peak Service	180	180	
Battery-Operated Vehicles	4	4	

** Extracted from TransTrack Manager Quarterly Scorecard during June 2026.*
*** OmniConnect performance data are also counted as fixed-route trips for Omnitrans services and should not be double counted.*
**** The Transportation Development Act (TDA) allows local revenue to be counted as passenger revenue in calculating the farebox recovery ratio.*

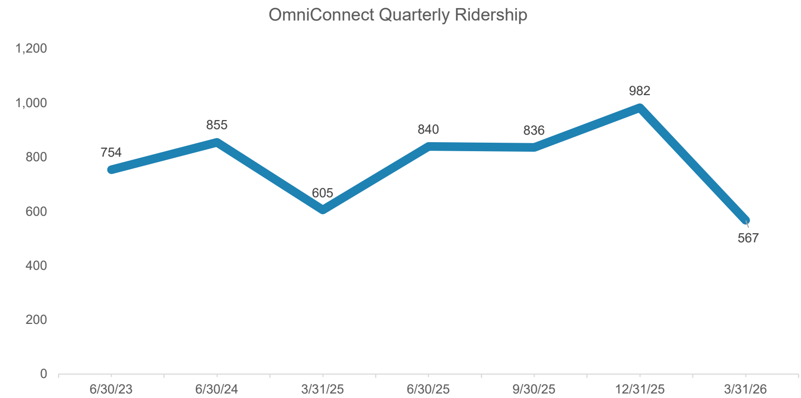
OmniConnect Shuttle Services:

• ONT Connect - Rte. 380

Commentary and Trends

OmniConnect provides shuttle service between the Ontario Airport and Rancho Cucamonga Metrolink station on the ONT Connect. In September 2025, Omnitrans discontinued the SB Connect (Route 300) in downtown San Bernardino due to low ridership.

Route 380's ridership decreased by 42% during the third quarter. Starting January 5, 2026, Omnitrans rolled out minor weekday, Saturday and Sunday time adjustments on Route 380, aimed at improving connections and schedule alignment with Metrolink trains.



Performance*

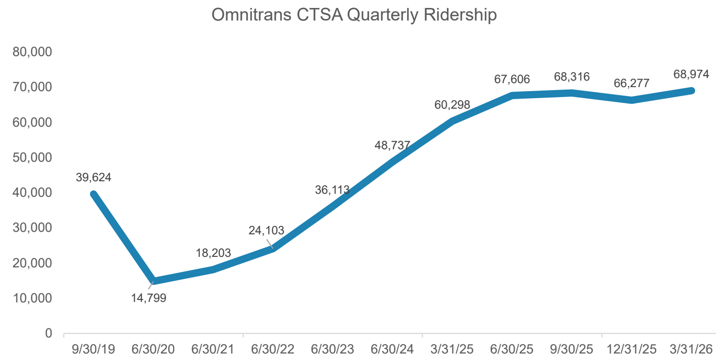
	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
Total Passenger Trips**	**982**	**567**	**-42%**
Route 380 ONT Connect	982	567	-42%
Revenue Hours	**2,623**	**2,450**	**-7%**
Passengers per Rev Hour	0.37	0.23	-38%
Revenue Miles	25,445	23,355	-8%
Passengers per Rev Mile	0.04	0.02	-50%
Total Operating Cost	**$314,773**	**$330,616**	**5%**
Passenger Revenue	$46,428	$44,175	-5%
Farebox Recovery Ratio (TDA Formula***)	14.70%	13.40%	-9%
Passenger Revenue (excluding local revenue)	$1,402	$877	-37%
Farebox Recovery Ratio	0.40%	0.30%	-25%
Subsidy per Pass Trip	$319.12	$505.19	58%
Vehicles in Peak Service	**2**	**1**	
Service Area Square Mileage	31	31	
Vehicles per Square Mile	0.1	0.1	

** Extracted from TransTrack Manager Quarterly Scorecard during June 2026.*
*** OmniConnect performance data are also counted as fixed-route trips for Omnitrans services and should not be double counted.*
**** The Transportation Development Act (TDA) allows local revenue to be counted as passenger revenue in calculating the farebox recovery ratio.*

Omnitrans Consolidated Transportation Services Agency (CTSA)

Commentary and Trends

Omnitrans' CTSA programs support transportation to vulnerable populations by providing specialized transit services and through funding partnerships with human service agency providers. Total ridership for CTSA programs increased by 4% in the third quarter. Travel Training, Uber and Taxi Ride program and TREP mileage reimbursement continued operating without major program changes reported this quarter.



Performance

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
TOTAL TRIPS	**66,277**	**68,974**	**4%**
TREP Mileage Reimbursement Trips	20,530	21,531	5%
Uber and Taxi Ride Program Trips	8,871	8,911	0%
Travel Training Program*	28	24	-14%
Regional Mobility Partnership (RMP) Trips	36,848	38,508	5%
Anthesis	11,818	11,103	-6%
Lutheran Social Services	742	660	-11%
City of Grand Terrace	110	303	175%
OPARC	8,196	9,851	20%
City of Chino	2,698	2,807	4%
Highland Senior Center	1,352	1,382	2%
Loma Linda University Adult Day Health	1,063	961	-10%
City of Ontario	3,470	3,919	13%
Foothill AIDS Project	64	68	6%
VIP Inc.	6,594	6,601	0%
*City of Rialto***			0%
City of Yucaipa	741	853	15%

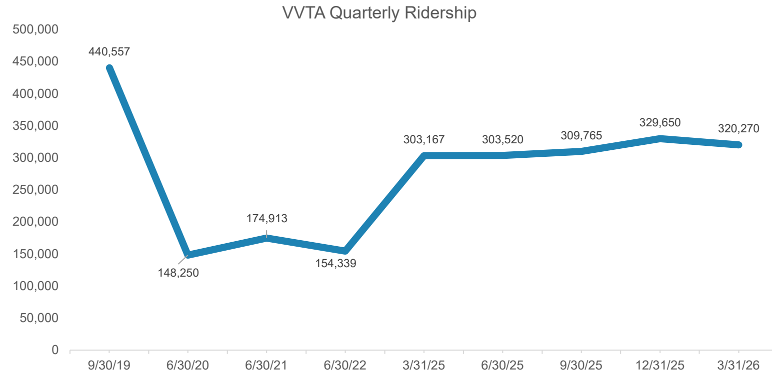
** Reporting numbers are for the number of individuals trained.*
*** New Regional Mobility Partner: This is the first reporting period of service.*

Victor Valley Transit

Commentary and Trends

Ridership for VVTA's transit services decreased by 3% during the third quarter. Revenue miles and hours dipped slightly at 1%, but passenger revenue increased by 70%.

VVTA observed Transit Equity Day with fare-free rides on February 4, 2026. VVTA launched service expansions in early July 2026 that will introduce express service on Route 15 between the Victor Valley Transportation Center and Cal State San Bernardino; extend Route 31 to reach the Victorville Wellness Center; and introduce new stops and time points and adjust schedule timing on Routes 27 and 114 to improve on-time performance.



Performance*

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
SYSTEM Total Passenger Trips	**329,650**	**320,270**	**-3%**
Fixed-Route Trips	289,667	279,055	-4%
Commuter Bus Trips	5,803	6,546	13%
Demand Response Trips	34,180	34,669	1%
Revenue Hours			
Revenue Hours	74,186	73,230	-1%
Passengers per Rev Hour	4.4	4.4	0%
Revenue Miles	1,037,105	1,022,720	-1%
Passengers per Rev Mile	**0.32**	**0.31**	**-3%**
Total Transit Operating Cost	$13,676,114	$12,502,926	-9%
Passenger Revenue	$249,651	$425,084	70%
Farebox Recovery Ratio System wide	1.80%	3.40%	89%
Cost per Revenue Mile	$13.19	$12.23	-7%
Subsidy/Pass Trip – System wide	$40.73	$37.71	-7%
Fixed-Route Cost per Trip	$33.98	$32.58	-4%
Commuter Bus Cost per Trip	$40.11	$27.94	-30%
Demand Response Cost per Trip	**$105.30**	**$93.11**	**-12%**
Vehicles in Peak Service	Includes 12 Electric Vehicles	Includes 12 Electric Vehicles	
Fixed-Route	49	49	
Commuter	6	4	
Demand Response	38	39	
Total Vehicles in Peak Service	93	92	
Service Area Square Mileage	1,082	1,082	
Vehicles per Square Mile	0.07	0.07	

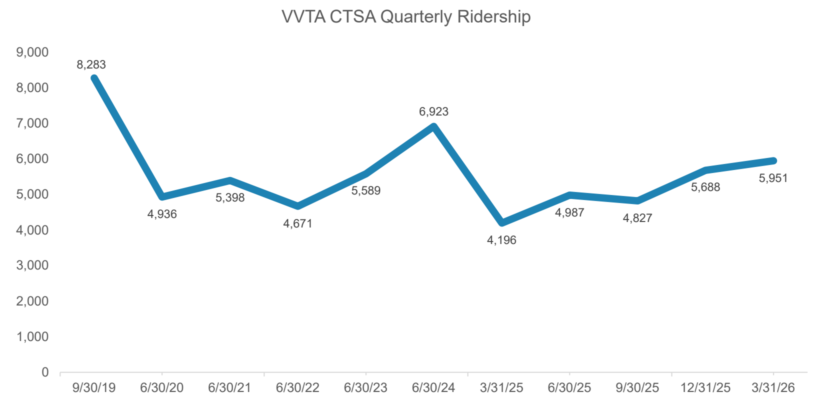
** Extracted from TransTrack Manager Quarterly Scorecard during June 2026.*

Victor Valley Transit Consolidated Transportation Services Agency (CTSA)

Commentary and Trends

VVTA's CTSA programs include a range of projects that provide specialized service for seniors and persons with disabilities to meet their mobility needs. Ridership for the CTSA programs increased by 5% during the third quarter.

In February 2026, VVTA introduced the Needles Cactus Commuter (NCC) program, a new mileage-reimbursement benefit helping eligible low-income Needles residents travel to the Victor Valley area for medical appointments along with other trips. Ridership for the Cactus Commuter will be included in the overall TRIP program reporting.



Performance

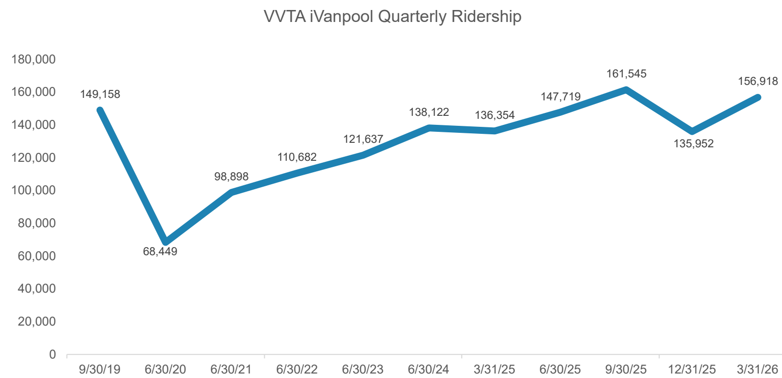
	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
TOTAL TRIPS	**5,688**	**5,951**	**5%**
TRIP Program	3,474	3,838	10%
Nonprofit Providers	1,211	1,052	-100%
Foothill AIDS Project	316	355	12%
Abundant Living Church	426	287	-33%
Heart's Extended	0	0	
Trona Community and Senior Center	402	356	-11%
Bonnie Baker Senior Center	67	54	-19%
Travel Training Program	0	0	0%
Fare Media Scholarship Program	1,003	2,113	111%
TOTAL MILES	**123,154**	**120,594**	**-2%**
TRIP Program	123,154	120,594	-2%
TOTAL HOURS	**0**	**0**	**0%**
Transit Ambassador Program	0	0	0%

Victor Valley Transit iVanpool

Commentary and Trends

VVTA's regional vanpool program provides a subsidy to support coworker groups with the cost of renting and maintaining a vehicle for commuting to and from work.

Ridership for the iVanpool program increased during the third quarter, with notable increases in revenue miles and hours. There was one less vanpool during this reporting period, while 14% more participation fees were collected.



Performance

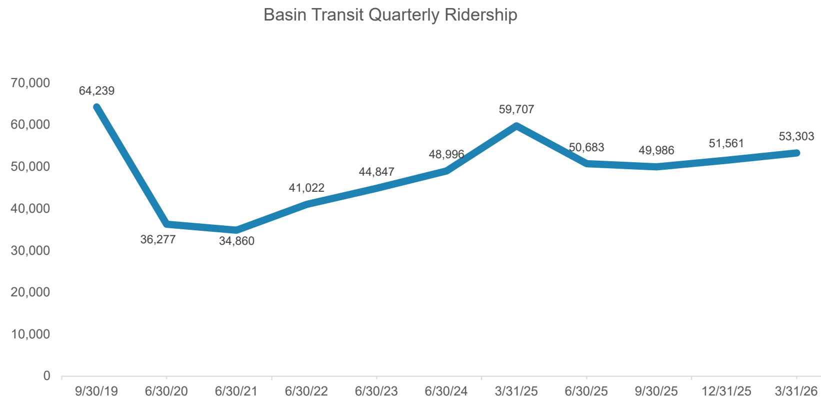
	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
Performance			
Number of Vanpools	259	258	0%
Revenue Miles	1,538,070	1,787,520	16%
Revenue Hours	31,816	37,000	16%
Unlinked Passenger Trips	135,952	156,918	15%
Passenger Miles	6,925,618	8,090,754	17%
Subsidies Disbursed	$463,385	$467,150	1%
Participation Fees	$291,876	$334,175	14%

Basin Transit

Commentary and Trends

Ridership for Basin Transit increased by 3% during the third quarter with commuter bus service improving by 53%.

Beginning January 2, 2026, Basin Transit rolled out its previously announced service enhancements: weekend service on the regional route to Palm Springs doubled to four outgoing and four returning trips per day. Route 15 added a new stop at the Yucca Valley Walmart and expanded regional route timing for improved connections to FlixBus service to Los Angeles, Las Vegas and Phoenix.



Performance*

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
SYSTEM Total Passenger Trips	**51,561**	**53,303**	**3%**
Fixed-Route Trips	47,322	47,780	1%
Commuter Bus Trips	1,696	2,588	53%
Demand Response Trips	2,543	2,935	15%
SYSTEM Performance			
Revenue Hours	9,205	9,252	1%
Passengers per Rev Hour	5.6	5.8	4%
Revenue Miles	160,136	170,820	7%
Passengers per Rev Mile	0.32	0.31	-3%
OPERATIONS Expense			
Total Operating Cost	$1,329,668	$1,319,802	-1%
Passenger Revenue	$99,716	$71,227	-29%
Farebox Recovery Ratio System wide	7.50%	5.40%	-28%
Cost per Revenue Mile	$8.30	$7.73	-7%
Subsidy/Pass Trip – System wide	$23.85	$23.42	-2%
Fixed-Route Cost per Trip	$20.05	$17.91	-11%
Commuter Bus Cost per Trip	$66.85	$74.66	12%
Demand Response Cost per Trip	**$105.23**	**$92.27**	**-12%**
TREP Mileage Reimbursement Program			
TREP Clients	131	47	-64%
TREP Trips	1,103	1,192	8%
TREP Miles Reimbursed	22,191	24,419	10%
Mileage Reimbursement Cost	**$8,876**	**$9,768**	**10%**
Vehicles in Peak Service			
Fixed-Route/Commuter	9	9	
Demand Response	4	4	
Total Vehicles in Peak Service	13	13	
Service Area Square Mileage	1,300	1,300	
Vehicles per Square Mile	0.01	0.01	

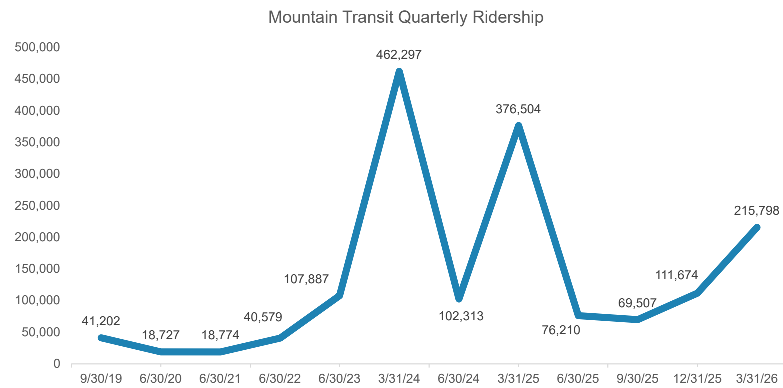
** Extracted from TransTrack Manager Quarterly Scorecard during June 2026.*

Mountain Transit

Commentary and Trends

Ridership for Mountain Transit almost doubled from the previous quarter, which is consistent with the winter/ski season pattern that typically drives seasonal ridership highs. But, comparatively to the last third quarter, there was a 42% decline due to fewer snow days this winter season.

Route 2 and Route 4 riders experienced a temporary bus stop relocation near the hospital due to nearby parking lot reconstruction. No other major service or fare changes occurred during the third quarter.



Performance*

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
SYSTEM Total Passenger Trips	**111,674**	**215,798**	**93%**
Fixed-Route Trips	105,830	211,053	99%
Commuter Bus Trips	2,948	1,810	-39%
Demand Response Trips	2,896	2,935	1%
SYSTEM Performance			
Revenue Hours	13,065	14,523	11%
Passengers per Rev Hour	8.5	14.9	75%
Revenue Miles	191,521	197,192	3%
Passengers per Rev Mile	0.58	1.09	88%
OPERATIONS Expense			
Total Operating Cost	$2,327,308	$2,399,011	3%
Passenger Revenue	$432,615	$693,957	60%
Farebox Recovery Ratio System wide	18.60%	28.90%	55%
Costs per Revenue Mile	$12.15	$12.17	0%
Subsidy/Pass Trip – System wide	$16.97	$7.90	-53%
Fixed-Route Cost per Trip	$16.45	$8.81	-46%
Commuter Bus Cost per Trip	$70.54	$99.36	41%
Demand Response Cost per Trip	$130.86	$122.70	-6%
FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route	10	10	
Demand Response	2	2	
Off the Mountain	2	2	
Seasonal Service	14	12	
Airport Shuttle	1	1	
Total Vehicles in Peak Service	29	27	
Service Area Square Mileage	269	269	
Vehicles per Square Mile	0.05	0.05	

** Extracted from TransTrack Manager Quarterly Scorecard during June 2026.*

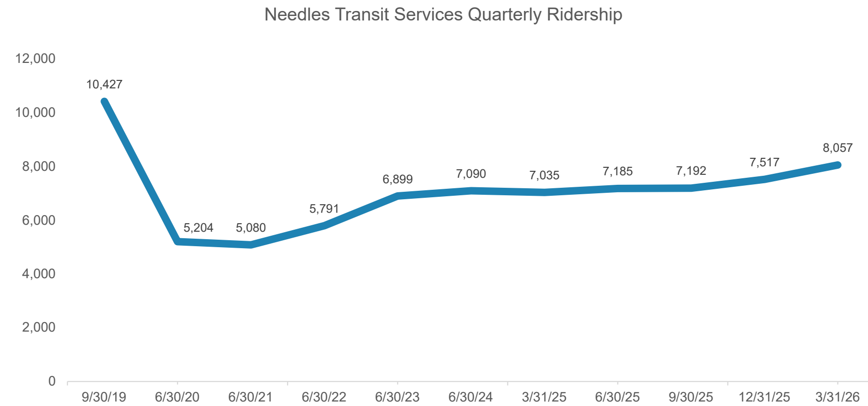
Needles Transit Services

NEEDLES AREA TRANSIT

Commentary and Trends

Ridership for Needles Transit Services increased by 7% during the third quarter, continuing steady growth and providing more than 8,000 trips system wide for the first time since the onset of the pandemic.

The Fort Mohave-Bullhead Shuttle and Dial-A-Ride/Shopper Shuttle programs' ridership was consistent with the previous quarter.



Performance*

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	**Current Year FY 25/26**	**% Change from 2nd Quarter**
SYSTEM Total Passenger Trips	**7,517**	**8,057**	**7%**
Fixed-Route Trips	5,810	6,334	9%
Demand Response Trips**	1,707	1,723	1%
SYSTEM Performance			
Revenue Hours	1,223	1,223	0%
Passengers per Rev Hour	6.1	6.6	8%
Revenue Miles	16,209	16,021	-1%
Passengers per Rev Mile	0.46	0.50	8%
OPERATIONS Expense			
Total Operating Cost	$149,319	$146,285	-2%
Passenger Revenue	$8,944	$8,411	-6%
Farebox Recovery Ratio System wide	6.00%	5.70%	-5%
Costs per Revenue Mile	$9.21	$9.13	-1%
Subsidy/Pass Trip – System wide	$18.67	$17.11	-8%
Fixed-Route Cost per Trip	$20.80	$18.78	-10%
Demand Response Cost per Trip	$16.68	$15.85	-5%

FLEET Characteristics	
Vehicles in Peak Service	
Fixed-Route	1
Demand Response	1
Total Vehicles in Peak Service	2
Service Area Square Mileage	31
Vehicles per Square Mile	0.06

** Extracted from TransTrack Manager Quarterly Scorecard during June 2026.*
*** Demand response trips include the Senior Dial-A-Ride and Fort Mohave-Bullhead Shuttle programs.*

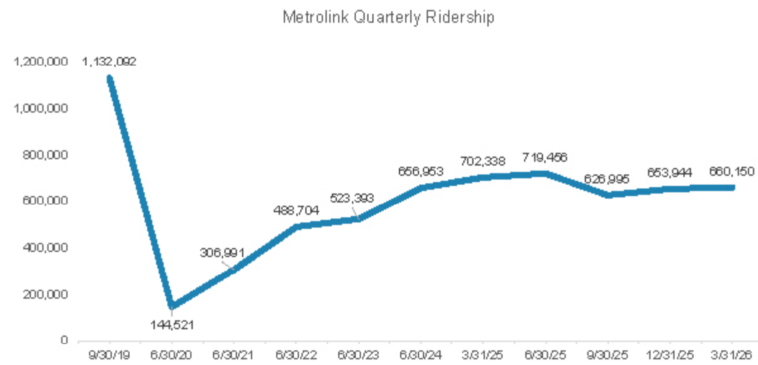
Metrolink

METROLINK

Commentary and Trends

Metrolink ridership was consistent with the previous quarter's figures and increased by only 1%, a 3% reduction on the San Bernardino Line (SBL) and an 11% increase on the Inland Empire Orange County Line (IEOCL). Metrolink observed Transit Equity Day with system-wide free rides on February 3, 2026, in honor of Rosa Park's birthday.

Beginning on March 23, 2026, Metrolink implemented a temporary reduction in service on trains with modest ridership due to ongoing maintenance with its fleet. Metrolink indicated that the reduced schedule could remain in place beyond the initially announced seven weeks.



Performance*

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
SYSTEM Passenger Boardings by Line	**653,944**	**660,150**	**1%**
TOTAL San Bernardino Line (SBL)	478,872	465,297	-3%
TOTAL Inland Empire Orange County Line (IEOCL)	175,072	194,853	11%
Boardings at San Bernardino County Stations	**197,273**	**193,142**	**-2%**
San Bernardino Line	177,850	172,211	-3%
IEOC Line	10,170	10,796	6%
Riverside Line	9,253	10,135	10%
FINANCIAL - Total System			
Operating Expenses*		$269,958,174	
Farebox Revenue*		$36,176,018	
Farebox Recovery Ratio		13%	
PERFORMANCE MEASURES - San Bernardino Line			
Passenger Miles	16,513,469	16,375,690	-1%
Average Passenger Trip Length	36.4	35.9	-1%
PERFORMANCE MEASURES - IEOC Line			
Passenger Miles	5,889,637	6,837,581	16%
Average Passenger Trip Length	35.8	35.4	-1%
SERVICE LEVELS			
San Bernardino Line			
# of trains per weekday WB	22	22	
# of trains per weekday EB	22	22	
# of trains per Saturday WB/EB	8	8	
# of trains per Sunday WB/EB	8	8	
IEOC Line - with stops in San Bernardino County			
# of trains per weekday WB	4	4	
# of trains per weekday EB	4	4	
# of trains per weekend WB	2	2	
# of trains per weekend EB	2	2	

** Financial data is year to date through April 2026.*

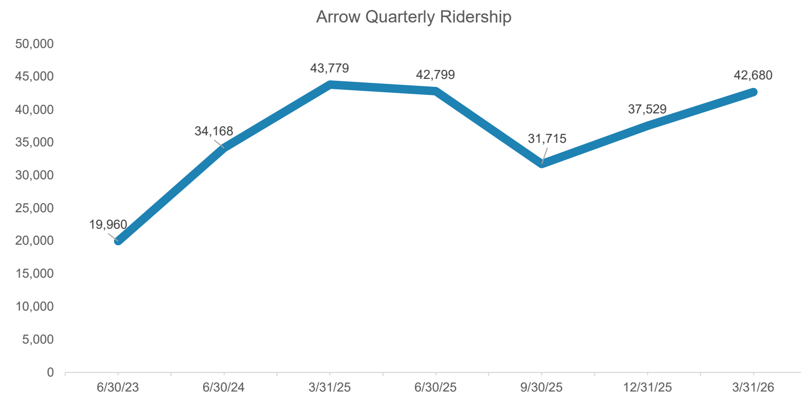
Metrolink Arrow

METROLINK | Arrow

Commentary and Trends

Metrolink's Arrow service, connecting the downtown San Bernardino Transit Center and Redlands University, increased its ridership by 9% during the third quarter.

Arrow continued offering free rides to University of Redlands students through June 2026, in partnership with San Bernardino Valley College, Crafton Hills College and Cal State San Bernardino.



Performance

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
Passenger Boardings			
Total Passenger Boardings	37,529	42,680	9%
FINANCIAL*			
Operating Cost	$9,986,184		
Farebox Revenue	$333,499		
Farebox Recovery Ratio	3%		
PERFORMANCE MEASURES - Arrow			
Passenger Miles	277,724	320,909	16%
Average Passenger Trip Length	7.4	7.3	-1%
SERVICE LEVELS			
# of trains per weekday WB	23	23	
# of trains per weekday EB	23	23	
# of trains per Saturday WB/EB	16	16	
# of trains per Sunday WB/EB	16	16	

** Financials are year to date through February 2026.*

SBCTA Multimodal Programs
SB Loop

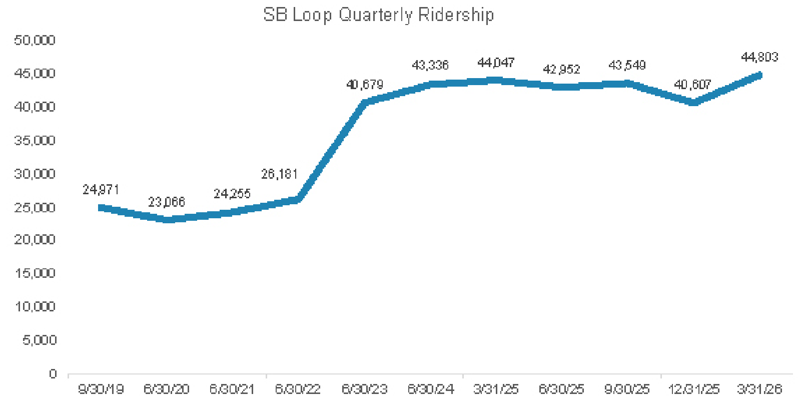
sb cta San Bernardino County Transportation Authority

sb Loop Ride the Loop for a better commute

Commentary and Trends

SB Loop is a vanpool program for the County that provides up to 50% or a maximum of $600 (or $700 for electric vehicles) per month, to organized vanpools toward the lease of a qualifying vehicle.

Ridership increased by 10% during the third quarter while adding an additional vanpool. SB Loop continued its ongoing subsidy structure and regional rideshare database integration with the IE Commuter.



Performance

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter
SYSTEM Totals			
Number of Vanpools	80	81	1%
Vanpool Passenger Trips	40,607	44,803	10%
SYSTEM Performance			
Passenger Miles	1,470,175	1,697,176	15%
Passengers/Miles	36.2	37.9	5%
OPERATIONS Expense			
Subsidies Disbursed	$140,836	$143,786	2%
Participation Fees	$316,321	$399,667	26%
Subsidy per Passenger Trip	$3.47	$3.21	-7%
Average Cost per Passenger Trip	$11.26	$12.13	8%

SBCTA Multimodal Programs
IE Commuter Rideshare

Commentary and Trends

IE Commuter is a ridesharing program of the Riverside County Transportation Commission and SBCTA, working to reduce traffic and improve air quality by helping businesses develop employee rideshare programs. Employer participation was down by 4% and the number of active accounts went up by 12% in the third quarter. Surveying activities increased for both employers and commuters. SBCTA continued publishing its monthly “On-the-Go” commuter and employer newsletters throughout the quarter, with no major program changes announced.

Performance

	2nd Quarter FY 25/26	3rd Quarter FY 25/26	
	Current Year FY 25/26	Current Year FY 25/26	% Change from 2nd Quarter FY 25/26
PROGRAM Totals			
Total Number of Employers	112	108	-4%
Total Number of Employer Worksites	895	889	-1%
Total Number of IE Commuter Accounts	81,470	83,069	2%
Number of Accounts Active for Ride Matching	13,312	14,902	12%
EMPLOYER Totals			
Total Employers Surveyed	3	5	67%
Total Commuters Surveyed	4,525	8,184	81%
Vehicle Trip Reductions (VTR)	287,905	337,743	17%
Vehicle Miles Traveled (VMT) Reduced	13,489,473	15,610,610	16%
Greenhouse Gas Emissions (GHG) Reduced (lbs)	10,947,068	12,668,428	16%
INCENTIVE Totals			
Total Participants	719	593	-18%
Vehicle Trip Reductions (VTR)	14,686	10,866	-26%
Vehicle Miles Traveled (VMT) Reduced	543,752	391,594	-28%
Greenhouse Gas (GHG) Emissions Reduced (lbs)	441,269	317,789	-28%

Minute Action

AGENDA ITEM: 5

Date:* *August 13, 2026

Subject:
Omnitrans Specialized Transportation Services for Consolidated Transportation Services Agency Budget for Fiscal Year 2026/2027

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

Approve the Omnitrans Specialized Transportation Services Budget for Consolidated Transportation Services Agency activities for Fiscal Year 2026/2027, to be funded by Measure I Valley Senior and Disabled Transit Service funds.

Background:
In November 2015, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Resolution No. 16-005, designating Omnitrans as the Consolidated Transportation Services Agency (CTSA) for the San Bernardino Valley. As part of this resolution, and subsequent Contract No. 16-1001458, it is required that the CTSA budget be approved by the SBCTA Board. In November 2020, the SBCTA Board approved Amendment No. 1 to Contract No. 16-1001458, which re-appointed Omnitrans as the CTSA and extended the term an additional five years, through November 4, 2025. In October 2025, SBCTA adopted Resolution No. 26-005 to continue Omnitrans' designation as the CTSA through the remainder of the current Measure I term, which is through March 31, 2040.

Attachment 1 is the Omnitrans CTSA (Mobility Services) budget for Fiscal Year (FY) 2026/2027. Table 1 (below) is a comparison between projects from actuals in FY 2023/2024, FY 2024/2025, and FY 2025/2026 and budgeted for FY 2026/2027. Currently, the Measure I CTSA balance is approximately $21.4 million, and the balance has remained relatively unchanged from the previous year. However, the balance has decreased by approximately $300,000. Omnitrans proposed programs for the last FY to decrease the fund balance; however, the impact has yet to be seen in their CTSA fund balance. The majority of the CTSA budget is centered on awarding funds to mobility partners. However, these partners have limited staff, so the reimbursements for these projects have been much slower than anticipated.

Table 1. FY 2023/2024, FY 2024/2025, FY 2025/2026 and Budgeted FY 2026/2027 Comparison

Programs	Admin	Eligibility	Travel Training & Outreach	TREP	Uber/Taxi	Mobility Partners	Microtransit	Total
FY 2023/2024	$99,461	$0	$41,428	$193,011	$183,927	$2,079,178	$422,684	$3,019,689
FY 2024/2025	$88,616	$0	$31,416	$376,989	$235,618	$2,905,958	$534,416	$4,173,013
FY 2025/2026	$128,404	$0	$63,076	$636,816	$377,089	$2,366,557	$508,564	$4,080,506
FY 2026/2027	$111,519	$191,048	$137,029	$757,639	$479,619	$4,178,388	$569,954	$6,425,196

During FY 2025/2026, Omnitrans completed these activities within the CTSA function:

1) **Regional Mobility Partnership (RMP) Program and Call-for-Projects:** Omnitrans held a Call-for-Projects during FY 2025/2026, that awarded continuing funding to all existing partners, plus added two new additional partners, bringing the total RMP partners to 14. The two new partners are the San Bernardino County Department of

Aging and Adult Services (DAAS) and the City of Montclair. Additionally, four continuing partners expanded their programs, including Lutheran Social Services of California, OPARC, City of Ontario and City of Yucaipa. In March 2026, Omnitrans' Board awarded approximately $7.4 million to RMP partners over the next two years.

2) **Expanded Transportation Reimbursement Escort Program (TREP):** TREP provides mileage reimbursement to participants who rely on a volunteer driver for additional mobility options. Following an expansion of the program valley-wide in July 2024, TREP continues to grow. In the last 12 months, TREP delivered 42,390 round trips, an increase of 34.6% compared to the 31,498 round trips the same period a year before.

3) **Travel Training and Outreach**: Omnitrans conducts travel training for both individuals and groups with a focus on senior centers, senior apartments, and special education programs. Omnitrans increased the total number of trainings offered and outreach events attended during the last year as shown in Table 2 below.

Table 2. Annual Ridership Levels by Program

Omnitrans CTSA Program Ridership**	FY2024	FY2025
TREP Mileage Reimbursement Trips	27,444	31,498
Uber Ride Program	22,416	36,175
OmniRide Chino Hills, Upland & Bloomington^	22,942	30,557
Travel Training Program	215	236
Total Omnitrans Programs	***73,017***	***98,466***
Regional Mobility Partner Programs		
Anthesis	*44,827*	*39,155*
Central City Lutheran	*3,953*	*2,996*
City of Grand Terrace	*703*	*809*
*AgingNext**	*25,991*	*0*
OPARC	*35,050*	*34,254*
City of Chino	*8,040*	*5,426*
Highland Senior Center	*5,241*	*3,060*
Loma Linda University Adult Day Health	*4,876*	*4,060*
City of Ontario	*0*	*12,368*
City of Yucaipa	*0*	*3,484*
Foothill AIDS Project (FAP)	*0*	*399*
VIP Inc	*0*	*23,122*
Partners Program Trips	***128,681***	***129,133***
Total Trips	***201,698***	***227,599***

^OmniRide is included as Measure I Senior & Disabled contributes to a 35% of these services.
* Program was not awarded funding in July 2024
** FY25/26 ridership numbers were not used as not all data was available at the time of publication.

During FY 2026/2027, Mobility Services will work with new and expanded RMP partners to support the growth of these programs. Mobility Services will continue to expand travel training and outreach as both were identified in the Omnitrans FY 2026/2027 Management Plan. The contract for UberRIDE expires at the end of 2026 and Omnitrans currently has a Request for Proposals (RFP) to continue the program for another five years. Additionally, Omnitrans will soon release a Request for Proposals (RFP) to modernize eligibility tracking and allow a more seamless integration into all Mobility Service programs.

Measure I CTSA funds are passed through to Omnitrans on a monthly basis as they are generated. Staff has reviewed the proposed budget and finds it reasonable in its assumptions.

Financial Impact:
The CTSA budget is included in the adopted Budget for Fiscal Year 2026/2027 and funded with Measure I Senior and Disabled funds in Program 30, Transit.

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

Responsible Staff:
Nancy Strickert, Multimodal Manager

Approved
Transit Committee
Date: August 13, 2026

Witnessed By:

OMNITRANS
3000- EXPENSE REPORT FOR MOBILITY SERVICES (CTSA)
FY 2027

GL ACCT		A	B	C	D	E	F	G	Sum A:G
					Mobility Services				
		10%	25%	15%	20%	10%	20%		100%
CODE	DESCRIPTION	Admin	Eligbility	Travel Training	TREP	Uber/Taxi	Mobility Partners	MicroTransit	Proposed BDGT
501100	Regular Pay - Operators	-	-	-	-	-	-	-	-
501130	Regular Pay - Others	45,595.91	113,989.77	68,393.86	91,191.81	45,595.91	91,191.81	-	455,959.06
501310	Overtime Pay - Operator	-	-	-	-	-	-	-	-
501340	Overtime Pay - Other	-	-	-	-	-	-	-	-
TOTAL SALARIES		**45,595.91**	**113,989.77**	**68,393.86**	**91,191.81**	**45,595.91**	**91,191.81**	**-**	**455,959.06**
502210	PERS Employer Expense	5,569.70	13,924.25	8,354.55	11,139.40	5,569.70	11,139.40	-	55,697.01
502240	PERS Reimbursement Expense	-	-	-	-	-	-	-	-
502270	Anthem Blue Cross COPD	1,643.54	4,108.86	2,465.32	3,287.09	1,643.54	3,287.09	-	16,435.43
502320	Health Saving Acct Expense	-	-	-	-	-	-	-	-
502330	Life Insurance Expense	192.34	480.84	288.50	384.67	192.34	384.67	-	1,923.35
502360	Employers Medicare Tax Expense	767.69	1,919.22	1,151.53	1,535.37	767.69	1,535.37	-	7,676.87
502370	LTD CO PD Expense	228.18	570.44	342.26	456.35	228.18	456.35	-	2,281.76
502390	Unemployment Insurance expense	-	-	-	-	-	-	-	-
502420	Workers Compensation Expense	-	-	-	-	-	-	-	-
502450	Sick Leave Expense	2,174.48	5,436.19	3,261.72	4,348.95	2,174.48	4,348.95	-	21,744.77
502451	Sick Leave Expense - Operators	-	-	-	-	-	-	-	-
502480	Holiday Pay Expense	1,993.27	4,983.18	2,989.91	3,986.54	1,993.27	3,986.54	-	19,932.71
502481	Holiday Pay Expense - Operators	-	-	-	-	-	-	-	-
502490	Floating Holiday Pay Expense	-	-	-	-	-	-	-	-
502491	Floating Holiday Pay Expense - Operators	-	-	-	-	-	-	-	-
502510	Vacation Pay Expense	2,999.06	7,497.65	4,498.59	5,998.12	2,999.06	5,998.12	-	29,990.61
502511	Vacation Pay Expense - Operators	-	-	-	-	-	-	-	-
502580	Car Expense	-	-	-	-	-	-	-	-
502600	SDI Reimbursement Expense	688.27	1,720.68	1,032.41	1,376.54	688.27	1,376.54	-	6,882.71
502630	Emergency Leave	-	-	-	-	-	-	-	-
502690	Jury Duty Leave Expense	181.21	453.02	271.81	362.41	181.21	362.41	-	1,812.06
502691	Jury Duty Leave Expense - Operators	-	-	-	-	-	-	-	-
502721	Military Duty Leave Expense	-	-	-	-	-	-	-	-
502720	Military Duty Leave Expense - Operators	-	-	-	-	-	-	-	-
502780	Deferred Compensation Expense	888.52	2,221.30	1,332.78	1,777.04	888.52	1,777.04	-	8,885.20
502790	Bonus Pay	500.00	1,250.00	750.00	1,000.00	500.00	1,000.00	-	5,000.00
502791	Bonus Pay - Operators	-	-	-	-	-	-	-	-
502880	Kaiser COPD	7,472.18	18,680.45	11,208.27	14,944.36	7,472.18	14,944.36	-	74,721.80
502900	Pension Expense	-	-	-	-	-	-	-	-
502980	Payroll Expenses Reimbursement	-	-	-	-	-	-	-	-
502990	Payroll Claim Expenses	-	-	-	-	-	-	-	-
TOTAL BENEFITS		**25,298.43**	**63,246.07**	**37,947.64**	**50,596.86**	**25,298.43**	**50,596.86**	**-**	**252,984.29**
503060	Professional & Technical Fees	34,200.00						-	34,200.00
503110	Contract Maintenance Services	-	-	-	-	-	-	-	-
503160	Custodial Services Expense	-	-	-	-	-	-	-	-
503210	Security Services Expense	-	-	-	-	-	-	-	-
503260	Fare Collection Service Expense	-	-	-	-	-	-	-	-
503310	Contract Labor Expense	-	-	-	-	-	-	-	-
503360	Employee Physicals Expense	-	-	-	-	-	-	-	-
503600	Community Partners						4,025,549.00	-	4,025,549.00
503990	Other Services				604,800.00	403,200.00		-	1,008,000.00
TOTAL SERVICES		**34,200.00**	**-**	**-**	**604,800.00**	**403,200.00**	**4,025,549.00**	**-**	**5,067,749.00**
504200	Washer & Cleaner Supplies	-	-	-	-	-	-	-	-
504210	Office Supplies	350.00	875.00	525.00	700.00	350.00	700.00	-	3,500.00
504220	Small Tools	-	-	-	-	-	-	-	-
504230	Clothing & Safety Supplies	-	-	1,500.00	-	-	-	-	1,500.00
504240	Tool Allowance	-	-	-	-	-	-	-	-
504900	Price Variance	-	-	-	-	-	-	-	-
504910	Inventory Adjustment	-	-	-	-	-	-	-	-
504990	Other materials & supplies	-	-	-	-	-	-	-	-
TOTAL MATERIALS & SUPPLIES		**350.00**	**875.00**	**2,025.00**	**700.00**	**350.00**	**700.00**	**-**	**5,000.00**
505020	Utility Other than Propulsion Power	200.00	500.00	300.00	400.00	200.00	400.00	-	2,000.00
505030	Telephone	-	-	-	-	-	-	-	-
505040	Data communication Lines	850.00	2,125.00	1,275.00	1,700.00	850.00	1,700.00	-	8,500.00
TOTAL OCCUPANCY		**1,050.00**	**2,625.00**	**1,575.00**	**2,100.00**	**1,050.00**	**2,100.00**	**-**	**10,500.00**
508220	Purchased Transportation - S & D Only	-	-	-	-	-	-	569,953.65	-
508900	Purch Trans Lease Cost - LTF	-	-	-	-	-	-	-	-
508990	Purch Trans Lease Cost - FTA	-	-	-	-	-	-	-	-
TOTAL PURCH TRANSPORT		**-**	**-**	**-**	**-**	**-**	**-**	**569,953.65**	**569,953.65**

509080	Advertising/Promotion Media	1,000.00	2,500.00	1,500.00	2,000.00	1,000.00	2,000.00	-	10,000.00
509230	Printing Charges	1,000.00	2,500.00	1,500.00	2,000.00	1,000.00	2,000.00	-	10,000.00
TOTAL PRINTING & ADVERTISING		**2,000.00**	**5,000.00**	**3,000.00**	**4,000.00**	**2,000.00**	**4,000.00**	**-**	**20,000.00**
508000	Interest Expense	-	-	-	-	-	-	-	-
509010	Memberships, Dues, Pub, Subscript	900.00	-	900.00	-	-	-	-	1,800.00
509020	Travel & Meetings	1,500.00	3,750.00	2,250.00	3,000.00	1,500.00	3,000.00	-	15,000.00
509030	Postage and Express Mail	-	-	-	-	-	-	-	-
509070	Bad Debt expense /NSF	-	-	-	-	-	-	-	-
509100	Bus Pass Sales Discounts	-	-	20,000.00	-	-	-	-	20,000.00
509200	Safety Training	-	-	-	-	-	-	-	-
509210	Employee Training	600.00	1,500.00	900.00	1,200.00	600.00	1,200.00	-	6,000.00
509220	Educational Reimbursements	-	-	-	-	-	-	-	-
509240	Outside Freight	-	-	-	-	-	-	-	-
509250	Bank Charges	-	-	-	-	-	-	-	-
509260	Employee Recognition	25.00	62.50	37.50	50.00	25.00	50.00	-	250.00
509970	PO Invoice Over Under	-	-	-	-	-	-	-	-
509990	Other Miscellaneous Expense	-	-	-	-	-	-	-	-
590300	Distributed Labor - Maintenance - Direc	-	-	-	-	-	-	-	-
590400	Allocated Indirect Labor & Benefits	-	-	-	-	-	-	-	-
TOTAL MISCELLANEOUS EXPENSE		**3,025.00**	**5,312.50**	**24,087.50**	**4,250.00**	**2,125.00**	**4,250.00**	**-**	**43,050.00**
TOTAL EXPENSES		**$ 111,519.33**	**$ 191,048.34**	**$ 137,029.00**	**$ 757,638.67**	**$ 479,619.33**	**$ 4,178,387.67**	**569,954**	**$ 6,425,196.00**

Minute Action

AGENDA ITEM: 6

Date:* *August 13, 2026

Subject:
Regional Rideshare Integration and Enhancement Project - Contract No. 27-1003496 and Amendment No. 8 to Contract No. 19-1002203

Recommendation:
That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Authorize the Executive Director, or her designee, to negotiate, finalize, and execute Contract No. 27-1003496 with the South Coast Air Quality Management District to receive $483,000 from the Mobile Source Air Pollution Reduction Review Committee (MSRC) for the Regional Rideshare Integration and Enhancement Project, subject to approval as to form by SBCTA General Counsel.

B. Authorize the Executive Director, or her designee, to negotiate, finalize, and execute Amendment No. 8 to Contract No. 19-1002203 with Trapeze Software Group, Inc., for Regional Rideshare Software to increase the contract value by $483,000 for a total contract not-to-exceed amount of $3,249,566 to be funded with MSRC funds, subject to approval as to form by SBCTA General Counsel.

Background:
The Mobile Source Air Pollution Reduction Review Committee (MSRC) Technical Advisory Committee (TAC) Transportation Demand Management and Transportation Control Measures (TDM/TCM) Subcommittee recommended that, as an element of the MSRC Fiscal Year 2024-2027 Work Program, a Sole Source award to San Bernardino County Transportation Authority (SBCTA) be considered to enhance the existing Regional Rideshare Database. The Regional Rideshare Database operates across two sites, IECommuter.org and RideMatch.info, and shares commuter data between five County Transportation Commissions (CTCs), including the Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, SBCTA, and Ventura County Transportation Commission. SBCTA is the lead agency for contracting with Trapeze Software Group, Inc., for software and hosting of the Regional Rideshare Database on behalf of these agencies.

On March 6, 2025, the MSRC-TAC recommended approval to consider issuing an Invitation to Negotiate (ITN) to SBCTA for the implementation of a Regional Rideshare Integration and Enhancement Project and on March 20, 2025, the MSRC approved the item for the proposed ITN.

In the initial proposed Regional Rideshare Integration and Enhancement Project, it included the integration of San Diego County commuters into the existing Regional Rideshare Database but due to administrative challenges faced by the San Diego Association of Governments (SANDAG), who oversees their own rideshare database, SBCTA's subsequent response to the ITN excluded SANDAG's participation and requested $483,000 for the project. CTCs collectively will be providing $350,000 as a match contribution in the form of staff time, marketing and outreach efforts, and other related software costs ("CTC Partnership Co-Funding"), as outlined in Attachment 2 of Contract No. 27-1003496.

The Regional Rideshare Integration and Enhancement Project aims to improve the regional rideshare platform's overall effectiveness and enhance commuter support by creating the following modules:

- Employer Car/Vanpool Clustering Module: Automate the grouping of potential rideshare arrangements and facilitate the formation and expansion of carpools and vanpools.
- Employer Transit Service/Potential Rider Module: Identify and summarize viable transit options for employer transportation coordinators at employer sites and potential riders.
- Automated Post Survey Employer Support Module: Automates post-survey support for employer transportation coordinators at employer sites through existing IE Commuter tools. This module would allow potential rideshare participants to be engaged through their employer.
- Enhanced Multimodal Trip Planning Module: Upgrades will be made to the current platform and account registration process to support trip planning for a broader range of markets beyond traditional employers and commuters and those making single discretionary trips.
- Higher-Ed Campus Module: Will offer tailored features to higher-education campuses such as student-specific trip planning, student-only ridematching, and rideshare incentives designed to encourage students to share rides to and from campus.

The proposed modules will collectively strengthen the Regional Rideshare Database's capabilities by automating ridematching features, simplifying commuter trip-planning for employers, and expanding access for new groups such as higher-education students and eventgoers. These enhancements will streamline the formation of carpools and vanpools and better offer transit options to commuters. Overall, the modules are designed to deliver a more intuitive, comprehensive, and multimodal platform that supports regional mobility goals and makes it easier for commuters to choose sustainable transportation options. Staff recommends approval of Recommendation A to accept the MSRC funding to accomplish these objectives.

In order to complete the modules outlined above, SBCTA will leverage its existing contract for Regional Rideshare and Vanpool Program Online System services with Trapeze Software Group, Inc. Staff recommends approval of Recommendation B to complete the work outlined in the MSRC scope.

Financial Impact:
The Project is included in the adopted Budget for Fiscal Year 2026/2027 and funded with SCAQMD MSRC funds in Program 30, Transit.

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

Responsible Staff:
Nicole Soto, Multimodal Mobility Programs Administrator

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Contract Summary Sheet

General Contract Information

Contract No: 27-1003496 Amendment No.:

Contract Class: Receivable Department: Transit

Customer ID: SCAQMD Customer Name: South Coast Air Quality Management District (SCAQMD)

Description: Mobile Source Air Pollution Reduction Review Committee Contract for the Regional Rideshare Integration and Enhancement Project MS27012

List Any Accounts Payable Related Contract Nos.: 19-1002203

Dollar Amount

Original Contract	$	483,000.00	Original Contingency	$	-
Prior Amendments	$	-	Prior Amendments	$	-
Prior Contingency Released	$	-	Prior Contingency Released (-)	$	-
Current Amendment	$	-	Current Amendment	$	-
Total/Revised Contract Value	**$**	**483,000.00**	**Total Contingency Value**	**$**	**-**
			Total Dollar Authority (Contract Value and Contingency)	**$**	**483,000.00**

Contract Authorization

Board of Directors Date: 9/2/2026 Committee Item #

Contract Management (Internal Purposes Only)

State/Local Funding Agreement N/A

Accounts Receivable

Total Contract Funding: $ 483,000.00 Funding Agreement No: 27-1003496

Beginning POP Date: Execution Date Ending POP Date: 6/30/2028 Final Billing Date: 6/30/2028

Expiration Date: 6/30/2028 Fund Admin: Yes

Parent Contract PM Description Reduction Review Committee Contract for the Regional Rideshare Integratio

Z-Related Contracts

	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:		Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL:	2830	30	0314	0320	42214013	483,000.00	GL:						-
GL:						-	GL:						-
GL:						-	GL:						-
GL:						-	GL:						-
GL:						-	GL:						-
GL:						-	GL:						-
GL:						-	GL:						-
GL:						-	GL:						-
GL:						-	GL:						-

Mairany Anaya
Project Manager (Print Name)

Victor Lopez
Task Manager (Print Name)

Additional Notes:

Attachment: 27-1003496 CSS (12742 : MSRC Regional Rideshare Integration and Enhancement Project)

South Coast
Air Quality Management District

Grant Agreement No. MS27012

Clean Transportation Funding from the MSRC

AB 2766/MSRC WORK PROGRAM GRANT AGREEMENT

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

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

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

4. AUDIT AND RECORDS RETENTION
   A. RECIPIENT shall, at least once every two years, or within two years of the termination of the Agreement if the term is less than two years, be subject to an audit by SCAQMD or its authorized representative to determine if the revenues received by RECIPIENT were spent for the reduction of pollution from motor vehicles pursuant to the Clean Air Act of 1988.
   B. RECIPIENT agrees to maintain records related to this Agreement during the Agreement term and continue to retain these records for a period of two years beyond the Agreement term, except that in no case shall

RECIPIENT be required to retain more than the most recent five years' records. SCAQMD shall coordinate such audit through RECIPIENT'S audit staff.

C. If an amount is found to be inappropriately expended, SCAQMD may withhold funding, or seek reimbursement, from RECIPIENT in the amount equal to the amount that was inappropriately expended. Such withholding shall not be construed as SCAQMD's sole remedy and shall not relieve RECIPIENT of its obligation to perform under the terms of this Agreement.

5. TERM

The term of this Agreement is for thirty-two (32) months from the date of execution by both parties, unless terminated earlier as provided for in the TERMINATION clause of this Agreement or the term is extended by amendment of this Agreement in writing. No work shall commence prior to the Agreement start date, except at RECIPIENT's cost and risk, and no charges are authorized until this Agreement is fully executed, subject to the provisions stated in the PRE-AGREEMENT COSTS clause of this Agreement.

6. SUCCESSORS-IN-INTEREST

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

7. REPORTING

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

8. TERMINATION

A. In the event any party fails to comply with any term or condition of this Agreement or fails to provide services in the manner agreed upon by the parties, including, but not limited to, the requirements of Attachment 1 - Statement of Work, this failure shall constitute a breach of this Agreement. The non-breaching party shall notify the breaching party that it must cure this breach or provide written notification of its intention to terminate this Agreement. Notification shall be provided in the manner set forth in the NOTICES clause of this Agreement. The non-breaching party reserves all rights under law and equity to enforce this Agreement and recover damages.

B. SCAQMD reserves the right to terminate this Agreement, in whole or in part, without cause, upon thirty (30) days' written notice. Once such notice has been given, RECIPIENT shall use all reasonable efforts to mitigate its expenses and obligations. RECIPIENT will be paid in accordance with this Agreement for tasks performed and costs incurred that could not be mitigated before the effective date of termination.

C. RECIPIENT shall be paid in accordance with this Agreement for all Work performed before the effective date of termination under section B of the TERMINATION clause of this Agreement. Before expiration of the thirty (30) days' written notice, RECIPIENT shall promptly deliver to SCAQMD all copies of documents and other information and data prepared or developed by RECIPIENT under this Agreement with the exception of a record copy of such materials, which may be retained by RECIPIENT.

9. STOP WORK

SCAQMD may, at any time, by written notice to RECIPIENT, require RECIPIENT to stop all or any part of the Statement of Work tasks in this Contract. A stop work order may be issued for reasons including, but not limited to, the project exceeding the budget, out of scope work, delay in project schedule, or misrepresentations. Upon receipt of the stop work order, RECIPIENT shall immediately take all necessary steps to comply with the order. RECIPIENT shall resume the work only upon receipt of written instructions from SCAQMD cancelling the stop work order. RECIPIENT agrees and understands that RECIPIENT will not be paid for performing work while the stop work order is in effect, unless SCAQMD agrees to do so in its written cancellation of the stop work order.

10. INSURANCE

A. RECIPIENT shall furnish evidence to SCAQMD of workers' compensation insurance for each of its employees, in accordance with either California or other states' applicable statutory requirements prior to commencement of any work on this Agreement.

B. RECIPIENT shall furnish evidence to SCAQMD of general liability insurance with a limit of at least $1,000,000 per occurrence, and $2,000,000 in a general aggregate prior to commencement of any work on this Agreement. SCAQMD shall be named as an additional insured on any such liability policy, and thirty (30) days written notice prior to cancellation of any such insurance shall be given by RECIPIENT to SCAQMD.

C. RECIPIENT shall furnish evidence to SCAQMD of automobile liability insurance with limits of at least $100,000 per person and $300,000 per accident for bodily injuries, and $50,000 in property damage, or $1,000,000 combined single limit for bodily injury or property damage, prior to commencement of any work on this Agreement. SCAQMD shall be named as an additional insured on any such liability policy, and thirty (30) days written notice prior to cancellation of any such insurance shall be given by RECIPIENT to SCAQMD.

D. RECIPIENT shall furnish evidence to SCAQMD of Professional Liability Insurance with an aggregate limit of not less than $5,000,000.

E. If RECIPIENT fails to maintain the required insurance coverage set forth above, SCAQMD reserves the right either to purchase such additional insurance and to deduct the cost thereof from any payments owed to RECIPIENT or terminate this Agreement for breach.

F. For MSRC Contracts Administrator: All insurance certificates and other documents evidencing coverage shall be mailed to: SCAQMD, 21865 Copley Drive, Diamond Bar, CA 91765-4178, Attention: Cynthia Ravenstein, MSRC Contracts Administrator. **The SCAQMD Agreement Number must be included on the face of the certificate.**

G. For Risk Management Department: All insurance certificates and other documents evidencing coverage shall be sent to SCAQMD Risk Management, by email (insurancecertificate@aqmd.gov). **The SCAQMD Agreement Number must be included on the face of the certificate.**

H. RECIPIENT must provide annual updates on the insurance coverage throughout the term of the Agreement to ensure that there is no break in coverage during the period of Agreement performance. Failure to provide evidence of current coverage shall be grounds for termination for breach of Agreement.

11. INDEMNIFICATION

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

12. DISCLAIMER OF WARRANTY

The purchase or lease of funded vehicles/equipment is the RECIPIENT's decision. The SCAQMD does not make any express or implied warranty of merchantability, fitness for a particular purpose or otherwise, quality or usefulness of the technology or product. Without limiting the foregoing, the SCAQMD will not be financially responsible, or otherwise liable, for the installation or performance of the vehicle/equipment.

13. PAYMENT

A. SCAQMD shall reimburse RECIPIENT up to a total amount of Four Hundred Eighty-Three Thousand Dollars ($483,000) in accordance with Attachment 2 - Payment/Cost Schedule expressly incorporated herein by this reference and made a part hereof of the Agreement.

B. A withhold amount or percentage (if any) shall be identified in the Payment Schedule, and such amount shall be withheld from each invoice. Upon satisfactory completion of project and final acceptance of work and the final report, RECIPIENT's invoice for the withheld amount shall be released. Proof of project completion shall include a Final Report detailing the project goals and accomplishments, data collected during project performance, if any, documentation of significant results, and emissions reduction input data needed for calculation of emissions reductions.

C. Any funds not expended upon early Agreement termination or Agreement completion shall revert to the AB 2766 Discretionary Fund. Payment of charges shall be made by SCAQMD to RECIPIENT within thirty (30) days after approval by SCAQMD of an itemized invoice prepared and furnished by RECIPIENT.

D. An invoice submitted to SCAQMD for payment must be prepared in duplicate, on company letterhead, and list SCAQMD's Agreement number, period covered by invoice, and RECIPIENT's social security number or Employer Identification Number and submitted to:

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178
Attn: Darren Ha

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

14. COMPLIANCE WITH APPLICABLE LAWS, LICENSES, PERMITS

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

15. MOBILE SOURCE EMISSION REDUCTION CREDITS (MSERCs)
    A. The MSRC has adopted a policy that no MSERCs resulting from AB 2766 Discretionary Funds may be generated and/or sold.
    B. RECIPIENT has the opportunity to generate MSERCs as a by-product of the project if a portion of the air quality benefits attributable to the project resulted from funding sources other than AB2766. These MSERCs, which are issued by SCAQMD, are based upon the quantified vehicle miles traveled (VMT) by project vehicles or other activity data as appropriate. Therefore, a portion of prospective MSERCs, generated as a result of AB 2766 Funds, must be retired. The portion of prospective credits funded by the AB 2766 program, and which are subject to retirement, shall be referred to as "AB 2766-MSERCs."
    C. The determination of AB 2766-MSERC's is to be prorated based upon the AB 2766 program's contribution to the cost associated with the air quality benefits. In the case where AB 2766 Discretionary Funds are used to pay for the full differential cost of a new alternative fuel vehicle or for the retrofitting or repowering of an existing vehicle, all MSERCs attributable to AB 2766 Discretionary Funds must be retired. The determination of AB 2766-MSERCs for infrastructure and other ancillary items is to be prorated based upon the AB 2766 program's contribution to the associated air quality benefits. Determination of the project's overall cost will be on a case-by-case basis at the time an MSERC application is submitted. SCAQMD staff, at the time an MSERC application is submitted, will calculate total MSERCs and retire the AB 2766-MSERCs. RECIPIENT would then receive the balance of the MSERCs not associated with AB 2766 funding.

16. NOTICES

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

SCAQMD:
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178
Attn: Darren Ha, email: dha@aqmd.gov

RECIPIENT:
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
1170 W 3rd St 2nd Floor
San Bernardino, CA 92410
Attn: Nicole Soto, email: nsoto@gosbcta.com

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

18. OWNERSHIP
Title and full ownership rights to any products purchased or developed under this Agreement shall at all time remain with RECIPIENT. RECIPIENT shall also retain title and full ownership rights to any documents or reports developed under this Agreement. All of the above shall be subject to the following limitations:

A. PATENT RIGHTS - RECIPIENT shall have patent rights, as well as title and full ownership rights, for invention(s) developed under this Agreement, subject to SCAQMD retaining a no-cost, nonexclusive, nontransferable, irrevocable license to use or test such invention(s) for SCAQMD purposes. RECIPIENT must obtain agreements to effectuate this clause with all persons or entities obtaining an ownership interest in the patented subject invention(s). Previously documented (whether patented or unpatented under the patent laws of the United States, 35 U.S.C.Sections 1 *et seq*., or any foreign country) inventions are exempt from this provision. RECIPIENT shall submit a written report to SCAQMD's Agent disclosing each subject invention and specifying patents applied for, patents issued, and patent application(s) abandoned and/or cosponsored participants on subject invention(s).

B. RIGHTS OF TECHNICAL DATA - SCAQMD shall have unlimited right to use technical data resulting from performance of RECIPIENT under this Agreement. RECIPIENT shall have the right to use data for its own benefit.

C. COPYRIGHT - RECIPIENT agrees to grant SCAQMD a royalty free, nonexclusive, irrevocable, nontransferable license to produce, translate, publish, use, and dispose of all copyrightable material first produced or composed in the performance of this Agreement.

D. ~~SOFTWARE RIGHTS - RECIPIENT agrees to grant SCAQMD a worldwide, royalty free, nonexclusive, irrevocable, nontransferable license in perpetuity to use any software developed by RECIPIENT in performing its obligations under this Agreement. RECIPIENT further agrees to obtain the rights required from any third party for SCAQMD to have a worldwide, royalty free, nonexclusive, irrevocable license in perpetuity to use any other software essential to performance of RECIPIENT'S obligations under this Agreement or necessary to the operation of the software developed by RECIPIENT. RECIPIENT shall provide SCAQMD with documentation confirming RECIPIENT'S right to assign the use of such software. RECIPIENT shall also provide SCAQMD with all documentation and manuals required to operate the software developed by it or third parties.~~ Intentionally omitted.

E. RECIPIENT'S INSOLVENCY OR BANKRUPTCY, or PROJECT'S DISCONTINUATION - RECIPIENT agrees that in the event that RECIPIENT becomes insolvent or files for bankruptcy during the term of the Agreement or does not complete the intent of the Agreement, title to goods, services software, and equipment purchased for the performance of this Agreement with AB 2766 Discretionary Funds shall revert to the SCAQMD.

19. NON-DISCRIMINATION
In the performance of this Agreement, RECIPIENT shall not unlawfully discriminate, harass or allow harassment, against any employee or applicant for employment on the basis of race, religious creed, color,

national origin, ancestry, sex, sexual orientation, marital status, age, mental status, medical condition, physical or mental disability, or allow unlawful denial of family and medical care leave, denial of pregnancy disability leave, or reasonable accommodations. RECIPIENT shall comply with the provisions of the California Fair Employment & Housing Act (Government Code Sections 12900 et seq.), the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto.

20. ASSIGNMENT AND TRANSFER OF EQUIPMENT
   A. The rights and responsibilities granted hereby may not be assigned, sold, licensed, or otherwise transferred by RECIPIENT without the prior written consent of SCAQMD, and any attempt by RECIPIENT to do so shall be void upon inception.

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

22. TAX IMPLICATIONS FROM RECEIPT OF MSRC FUNDS
RECIPIENT is advised to consult a tax attorney regarding potential tax implications from receipt of MSRC funds.

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

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

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

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

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

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

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

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

31. ENTIRE AGREEMENT
This Agreement represents the entire agreement between RECIPIENT and SCAQMD. There are no understandings, representations, or warranties of any kind except as expressly set forth herein. No waiver, alteration, or modification of any of the provisions herein shall be binding on any party unless in writing and signed by the authorized representative of the party against whom enforcement of such waiver, alteration, or modification is sought. No waiver by either party of any breach of, or of compliance with, any condition or provision of this Agreement by the other party shall be considered a waiver of any other condition or provision or of the same condition or provision at another time.

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

(THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK)

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

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

By:______________________________

Michael A. Cacciotti, Chair, Governing Board

Date:______________________________

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

By: Daphne Hsu

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

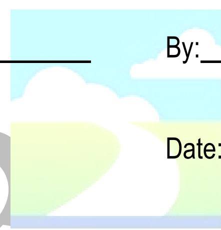
By:______________________________

Name:

Title:

Date:______________________________

APPROVED AS TO FORM:
Julianna Tillquist, General Counsel



By:______________________________

Date:______________________________

//MSRC Master Boilerplate
Revised March 15,2023

Attachment 1
Statement of Work
San Bernardino County Transportation Authority
Agreement #MS27012

Project Description

The Los Angeles Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority (SBCTA), and Ventura County Transportation Commission (CTCs) have formed a Southern California Transportation Demand Management (TDM) Partnership (CTC Partnership). By means of the CTC Partnership, these CTCs have divided up responsibility for various aspects of providing transportation demand services in the region. SBCTA leads the CTC Partnership's provision of a shared rideshare/vanpool platform and centralized regional database (Regional System). The Regional System allows commuters, regardless of their origin or destination within the five-county region, to have a greatly improved opportunity to find viable transit options or rideshare matches for carpooling and vanpooling.

SBCTA (hereinafter referred to as RECIPIENT) proposes to develop and implement enhancements to the Regional System. These enhancements shall address critical ridematching gaps, enhance multimodal trip-planning features, tailor modules for higher education campuses, and provide discretionary trip support to broaden impact by serving diverse trip markets. This will help to foster sustainable travel habits, reduce vehicle miles traveled, and improve air quality across the region. Using funds provided by the South Coast Air Quality Management District (SCAQMD), on behalf of the Mobile Source Air Pollution Reduction Review Committee (MSRC), RECIPIENT shall ensure development and implementation of Regional System enhancements as described below. The enhancements' benefits would be realized throughout Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. However, MSRC funding would only be utilized for those operators within the jurisdiction of SCAQMD; co-funding will be used to support the share of the enhancements outside SCAQMD jurisdiction.

Statement of Work

RECIPIENT shall perform the following tasks:

<u>Task 1 – Usage Collection Plan</u>

RECIPIENT shall develop, and submit for MSRC staff approval, a Usage Collection Plan for collecting information on the usage level of the Regional System both prior to implementing the proposed enhancements and after the enhancements have been implemented. The Usage Collection Plan should allow for collection of information over periods of similar length, days of the week, etc. Following MSRC staff approval of Usage Collection Plan, RECIPIENT shall implement the pre-enhancement phase of the Usage Collection Plan and submit the results to MSRC staff.

Attachment 1
Statement of Work
San Bernardino County Transportation Authority
Agreement #MS27012

Task 2 – Engineering & Programming

RECIPIENT shall design and develop, or engage a subcontractor to design and develop, enhancements to the existing Regional System (Project Elements). Project Elements to be developed shall include, but not necessarily be limited to the following modules:

A. Enhanced Employer/Commuter Support

i. **Employer Car/Vanpool Clustering Module** – Add a clustering module that automates the grouping of potential rideshare arrangements (within a worksite and adjacent sites), facilitating the formation and expansion of carpools and vanpools. This module shall prioritize potential carpools and streamline the engagement process, allowing employer transportation coordinators or admin/consultant staff to more effectively connect potential carpoolers, bringing them closer to starting a new carpool. Additionally, the module shall identify routes where car/vanpools could benefit from carpool lanes or express lanes, prioritizing those offering free or reduced tolls for rideshare.

ii. **Employer Transit Service/Potential Rider Module**: Add a module that identifies and summarizes viable transit options for employer transportation coordinators (or program staff) and potential riders at worksites across the region. This module shall match potential transit riders with suitable routes and, if available, provide information on transit trainers. Additionally, it shall include a function that allows employer transportation coordinators or program administrators/consultant staff to efficiently engage groups of potential riders using customizable templated communications.

iii. **Automated Post Survey Employer Support Module**: Automate post-survey support for employer transportation coordinators. This shall include enhancing the capabilities provided by existing tools such as IE Commuter's Sustainable Transportation Action Report program. This includes generating potential car/vanpool cluster maps, transit routes/rider maps, and corresponding lists (in Microsoft Excel or comma-separated value (CSV) format) available online and as exportable files. Additionally, the module shall provide transportation survey summaries. The module shall also feature a function that enables employer transportation coordinators or program administrators to efficiently engage groups of potential car/vanpoolers or transit riders using customizable templated communications.

B. Expanded Multimodal Support

i. **Enhanced Multimodal Trip Planning Module**: Upgrade the current platform and account registration process to support trip planning for a broader range of markets beyond traditional employers and commuters, including higher-education students, event-goers, and those making single discretionary trips

Attachment 1
Statement of Work
San Bernardino County Transportation Authority
Agreement #MS27012

(e.g., shopping, medical appointments). This enhancement shall aggregate options such as fixed-route transit, on-demand services, specialized transit, bike or car share (where available), micromobility, park & ride facilities, and other transportation choices, providing users with seamless trip itineraries and comprehensive transportation options.

ii. **Higher-Education Module**: Enhance the Regional System by adapting its functions and capabilities to meet the specific needs of higher education campuses and students. This module shall offer tailored features such as student-specific trip planning, student-only ridematching, and rideshare incentives designed to encourage students to share rides to and from campus. Additionally, the module could include options for integrating campus transportation services, promoting sustainable travel options, and providing tools for campus administrators to track participation and impact.

If engaging a subcontractor to design and develop the enhancements, RECIPIENT shall submit a copy of the subcontract to MSRC staff. RECIPIENT shall notify MSRC staff when design is complete and when development is complete.

<u>Task 3 – Testing</u>

RECIPIENT shall test the newly developed modules/enhancements to the Regional System. RECIPIENT shall ensure that the enhanced Regional System:

a. is compatible with current versions of Microsoft Edge, Google Chrome, Safari and Firefox web browsers;
b. can handle a peak anticipated load of 80,000 concurrent users;
c. functionality of all features; and
d. complies with most recent web content accessibility guidelines.

RECIPIENT shall notify MSRC staff when testing is complete, demonstrating fulfillment of the above requirements, and enhancements are ready for final approval. Individual modules, as described in Task 2 above, may be tested separately or in smaller groupings if desired. However, in this case fulfillment of the specified requirements must be demonstrated for each module or group of modules tested.

<u>Task 4 – Enhancements Delivery</u>

Upon receipt of approval from MSRC staff, launch enhanced Regional System. Individual modules, as described in Task 2 above, may be launched separately or in smaller groupings if desired.

Following the launch of all modules as described in Task 2 above, RECIPIENT shall implement the post-enhancements phase of the Usage Collection Plan.

Attachment 1
Statement of Work
San Bernardino County Transportation Authority
Agreement #MS27012

As specified in Table 1, enhancements to modules shall be made available free of charge via a website to the categories of persons noted for at least five years. Once RECIPIENT has been reimbursed for the enhancements, this clause shall survive the expiration or termination of the Agreement.

Table 1

Module	**At a minimum, available to the following categories of persons**
Employer Car/Vanpool Clustering Module	Employer transportation coordinators
Employer Transit Service/Potential Rider Module	Employer transportation coordinators
Automated Post Survey Employer Module	Employer transportation coordinators
Enhanced Multimodal Trip Planning Module	Individuals
Higher-Education Module	Campus administrators, Individuals

Attachment 1
Statement of Work
San Bernardino County Transportation Authority
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Task 5 – Marketing & Promotion

RECIPIENT, in cooperation with other members of the CTC Partnership, shall market and promote the expanded capabilities of the Regional System. Marketing and promotion shall include, but not be limited to, the following:

a. Notice in the CTC Partnership's monthly rideshare newsletter
b. Mention at member agency-hosted in-person and virtual workshops
c. Inclusion in presentations by member agency staff at employer worksite and community events
d. Social media engagement

Task 6 – Final Report

RECIPIENT shall prepare a final report, in the form specified by the MSRC, that:

a. Summarizes the technical work performed;
b. Identifies any technical obstacles and their solutions;
c. Discusses the marketing and promotion activities implemented as well as the overall success of the marketing activities; and
d. Characterizes impacts on usage trends from the launch of the enhancements. At a minimum, information from the Usage Collection Plan shall be used.

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

Project Task	Completion Date
Task 1 – Engineering & Programming	Month 18
Task 2 – Testing	Month 21
Task 3 – Enhancements Delivery	Month 24
Task 4 – Marketing & Promotion	Month 27
Task 5 – Final Report	Month 29

Attachment 2
Payment Schedule
San Bernardino County Transportation Authority
Agreement Number MS27012

Cost Breakdown

RECIPIENT shall be reimbursed no more than quarterly as listed below.

Project Element*	Maximum AB2766 Discretionary Funds payable under this Agreement	CTC Partnership Co-Funding	Total Project Costs
2.A.i. – Employer Car/Vanpool Clustering Module	$86,250	$350,000**	**$833,000**
2.A.ii. – Employer Transit Service/Potential Rider Module	$86,250		
2.A.iii. – Automated Post Survey Employer Support Module	$69,000		
2.B.i. – Enhanced Multimodal Trip Planning Module	$218,500		
2.B.ii. – Higher-Education Module	$23,000		
Total	**$483,000**	**$350,000**	

An amount equal to five percent (5%) shall be withheld from each invoice. Upon satisfactory completion of the project and final acceptance of the work and the Final Report, RECIPIENT's invoice for the 5% shall be released.

RECIPIENT shall be reimbursed according to the amounts stated above upon submission of invoices which shall include a detailed accounting of labor hours and other expenses, as well as submission of any third-party invoices.

*No funds shall be paid to CONTRACTOR pursuant to this Contract for a Project Element, until the Project Element as described in the approved Project List is completed and proof of completion is provided to SCAQMD. However, reimbursement may be made for one Project Element even if other Project Elements are not yet complete.

**Co-funding amount is estimated and not required to be documented or achieved. Co-funding may be applied towards project administration, marketing and outreach, as well as any Project Element costs in excess of AB 2766 Discretionary Funds.

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

Contract Summary Sheet

General Contract Information

Contract No: 19-1002203 Amendment No.: 8

Contract Class: Payable Department: Transit

Vendor No.: 03325 Vendor Name: Trapeze Software Group, Inc.

Description: Regional Rideshare and Vanpool Program Online System

List Any Related Contract Nos.: 24-1003065, 24-1003066, 24-1003067, 24-1003068, 27-1003496

Dollar Amount

Original Contract	$	350,000.00	Original Contingency	$	-
Prior Amendments	$	2,416,566.00	Prior Amendments	$	-
Prior Contingency Released	$	-	Prior Contingency Released (-)	$	-
Current Amendment	$	483,000.00	Current Amendment	$	-
Total/Revised Contract Value	**$**	**3,249,566.00**	**Total Contingency Value**	**$**	**-**
			Total Dollar Authority (Contract Value and Contingency)	**$**	**3,249,566.00**

Contract Authorization

Board of Directors Date: 9/2/2026 Committee Item #

Contract Management (Internal Purposes Only)

Other Contracts Sole Source? No No Budget Adjustment

State/Local Professional Services (Non-A&E) N/A

Accounts Payable

Estimated Start Date: 7/31/2019 Expiration Date: 6/30/2027 Revised Expiration Date:

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

	Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	Total Contract Funding: $ 3,249,566.00	Total Contingency: $ -
GL:	4180	30	0314	0320	52001	41100000		MSI Valley TMS	354,391.24	-
GL:	4280	30	0314	0320	52001	41100000		MSI Victor Valley TMS	110,018.86	-
GL:	6010	30	0314	0320	52001	42902010		RCTC	48,086.97	-
GL:	6010	30	0314	0320	52001	42902011		RCTC	64,610.00	-
GL:	6010	30	0314	0320	52001	42902012		RCTC	232,943.08	-
GL:	6010	30	0314	0320	52001	42902013		RCTC	284,718.00	-
GL:	6010	30	0314	0320	52001	42904004		LACMTA	497,104.46	-
GL:	6010	30	0314	0320	52001	42904006		LACMTA	678,864.00	-
GL:	6010	30	0314	0320	52001	42901004		OCTA	137,466.38	-
GL:	6010	30	0314	0320	52001	42901005		OCTA	246,318.00	-
GL:	6010	30	0314	0320	52001	42909019		VCTC	38,495.01	-
GL:	6010	30	0314	0320	52001	42909024		VCTC	73,550.00	-
GL:	2830	30	0314	0320	52001	42214013		MSRC MS27012	483,000.00	-
GL:									-	-

Mairany Anaya
Project Manager (Print Name)

Victor Lopez
Task Manager (Print Name)

Additional Notes:

Attachment: 19-1002203 Amend 08 CSS (12742 : MSRC Regional Rideshare Integration and Enhancement Project)

AMENDMENT NO. 8 TO CONTRACT NO. 19-1002203

FOR

REGIONAL RIDESHARE AND VANPOOL PROGRAM ONLINE SYSTEM

(TRAPEZE SOFTWARE GROUP, INC. DBA TRIPSPARK TECHNOLOGIES)

This Amendment No. 8 to Contract No. 19-1002203 is made and entered into by and between the San Bernardino County Transportation Authority ("SBCTA" or "Licensee"), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and Trapeze Software Group, Inc., dba TripSpark Technologies ("CONSULTANT"), whose address is 5265 Rockwell Drive NE, Cedar Rapids, Iowa 52402. SBCTA and CONSULTANT are each a "Party" and collectively the "Parties".

RECITALS

A. On September 5, 2019, SBCTA and CONSULTANT entered into Contract No. 19-1002203 ("Contract"), setting forth the terms and conditions for Regional Rideshare and Vanpool Program Online System; and

B. On August 16, 2021, SBCTA and CONSULTANT amended the Contract to add additional agencies into the Regional Rideshare Online System; and

C. On January 18, 2022, SBCTA and CONSULTANT amended the Contract to correct an error in Exhibit B.1, "Cost Proposal Form", to Attachment 1 to the Contract; and

D. On March 28, 2022, SBCTA and CONSULTANT amended the Contract to modify insurance requirements and to exercise the first option term; and

E. On June 29, 2023, SBCTA and CONSULTANT amended the Contract to exercise the second option term and increase the contract not-to-exceed amount; and

F. On June 27, 2024, SBCTA and CONSULTNT amended the Contract to add five additional optional terms, extend the not-to-exceed contract Term up to June 30, 2029, increase the contract not-to-exceed amount, and exercise the third option term; and

G. On June 23, 2025, SBCTA and CONSULTANT amended the Contract to exercise the fourth option term, extending the contract date through June 30, 2026, and to increase the contract amount by $382,902; and

H. On June 29, 2026, SBCTA and CONSULTANT amended the Contract to exercise the fifth option term, extending the Contract term through June 30, 2027, and to increase the contract amount by $400,294; and

I. SBCTA and CONSULTANT now desire to increase the contract amount by $483,000.

NOW, THEREFORE, in consideration of the above recitals, and the terms and conditions contained herein, SBCTA and CONSULTANT agree as follows:

1. ARTICLE 3. Compensation, Section 3.2 is deleted in its entirety and replaced with the following:

   "The total Contract Not-To-Exceed Amount through Fiscal Year 2026/2027, which includes the first five Option Terms is Three Million, Two Hundred Forty-Nine Thousand, Five Hundred Sixty-Six Dollars ($3,249,566). All Work provided under this Contract is to be performed as set forth in Exhibit C, "Scope of Work," to Attachment 1 and shall be reimbursed pursuant to Exhibit B.5, "Price Form," to Attachment 1. The rates identified in Exhibit B.5 shall remain fixed for the term of this Contract and include CONSULTANT's direct labor costs, indirect costs, and profit. All expenses shall be reimbursed for the amounts identified in Exhibit B.5. Any travel expenses must be pre-approved by SBCTA and shall be reimbursed for per diem expenses at a rate not to exceed the current authorized rates for state employees under the California Department of Human Resources rules located at http://www.calhr.ca.gov/employees/pages/travel-reimbursements.aspx. SBCTA will not reimburse CONSULTANT for any expenses not shown in Exhibit B.5 or agreed to and approved by SBCTA as required under this Contract."

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

3. Except as amended by this Amendment No. 8, all other provisions of the Contract and Amendments thereto shall remain in full force and effect and are incorporated herein by this reference.

4. This Amendment No. 8 is effective upon execution by SBCTA.

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

IN WITNESS WHEREOF, the Parties hereto have executed this Amendment No. 8 below.

TRAPEZE SOFTWARE GROUP, INC.

By: ______________________
William Delaney
President

Date: ______________________

By: ______________________
Geoff Allan
Chief Financial Officer

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By: ______________________
Carolyn Schindler
Executive Director

Date: ______________________

APPROVED AS TO FORM

By: ______________________
Julianna K. Tillquist
General Counsel

CONCURRENCE

By: ______________________
Alicia J. Bullock
Procurement Manager

Exhibit B.5 - Cost Proposal Form

Annual Maintenance & Hosting
(July 1, 2024 - June 30, 2029)

Fiscal Year	County	RidePro Licenses	RidePro Maintenance	RidePro Incentives Maintenance	RidePro Hosting	RidePro Incentives Hosting	SiSense Reporting Services	Email Services	Vanpool	Technical Programming	Total Costs	
FY 25	LACMTA	$ -	$ 103,318	$ 20,698	$ 21,579	$ 5,624	$ 19,769	$ 925	$ -	$ 18,550	$ 190,463	
FY 25	OCTA	$ -	$ 33,140	$ -	$ 6,921	$ -	$ 6,341	$ 297	$ -	$ 5,950	$ 52,649	
FY 25	RCTC	$ -	$ 25,342	$ 5,175	$ 5,293	$ 1,406	$ 4,849	$ 227	$ 17,920	$ 4,550	$ 64,762	
FY 25	SBCTA	$ -	$ 23,393	$ 4,566	$ 4,886	$ 1,240	$ 4,476	$ 209	$ -	$ 4,200	$ 42,970	
FY 25	VCTC	$ -	$ 9,747	$ -	$ 2,036	$ -	$ 1,865	$ 87	$ -	$ 1,750	$ 15,485	
FY 25 Totals		$ -	$ 194,940	$ 30,439	$ 40,715	$ 8,270	$ 37,300	$ 1,745	$ 17,920	$ 35,000	$ 366,329	$366,329
FY 26	LACMTA	$ -	$ 108,483	$ 21,736	$ 22,657	$ 5,906	$ 20,758	$ 973	$ -	$ 18,550	$ 199,063	
FY 26	OCTA	$ -	$ 34,797	$ -	$ 7,267	$ -	$ 6,658	$ 312	$ -	$ 5,950	$ 54,984	
FY 26	RCTC	$ -	$ 26,609	$ 5,434	$ 5,558	$ 1,476	$ 5,092	$ 239	$ 18,815	$ 4,550	$ 67,773	
FY 26	SBCTA	$ -	$ 24,562	$ 4,795	$ 5,130	$ 1,303	$ 4,700	$ 220	$ -	$ 4,200	$ 44,910	
FY 26	VCTC	$ -	$ 10,234	$ -	$ 2,138	$ -	$ 1,958	$ 92	$ -	$ 1,750	$ 16,172	
FY 26 Totals		$ -	$ 204,685	$ 31,965	$ 42,750	$ 8,685	$ 39,166	$ 1,836	$ 18,815	$ 35,000	$ 382,902	$382,902
FY 27	LACMTA	$ -	$ 113,908	$ 22,823	$ 23,789	$ 6,202	$ 21,796	$ 1,020	$ -	$ 18,550	$ 208,088	
FY 27	OCTA	$ -	$ 36,536	$ -	$ 7,631	$ -	$ 6,991	$ 327	$ -	$ 5,950	$ 57,435	
FY 27	RCTC	$ -	$ 27,940	$ 5,706	$ 5,835	$ 1,550	$ 5,346	$ 251	$ 19,755	$ 4,550	$ 70,933	
FY 27	SBCTA	$ -	$ 25,790	$ 5,035	$ 5,386	$ 1,368	$ 4,935	$ 231	$ -	$ 4,200	$ 46,945	
FY 27	VCTC	$ -	$ 10,746	$ -	$ 2,244	$ -	$ 2,057	$ 96	$ -	$ 1,750	$ 16,893	
FY 27 Totals		$ -	$ 214,920	$ 33,564	$ 44,885	$ 9,120	$ 41,125	$ 1,925	$ 19,755	$ 35,000	$ 400,294	$400,294
FY 28	LACMTA	$ -	$ 119,603	$ 23,966	$ 24,979	$ 6,511	$ 22,886	$ 1,070	$ -	$ 18,550	$ 217,565	
FY 28	OCTA	$ -	$ 38,363	$ -	$ 8,012	$ -	$ 7,341	$ 343	$ -	$ 5,950	$ 60,009	
FY 28	RCTC	$ -	$ 29,336	$ 5,992	$ 6,127	$ 1,628	$ 5,613	$ 263	$ 20,745	$ 4,550	$ 74,254	
FY 28	SBCTA	$ -	$ 27,080	$ 5,287	$ 5,656	$ 1,436	$ 5,182	$ 242	$ -	$ 4,200	$ 49,083	
FY 28	VCTC	$ -	$ 11,283	$ -	$ 2,357	$ -	$ 2,159	$ 101	$ -	$ 1,750	$ 17,650	
FY 28 Totals		$ -	$ 225,665	$ 35,245	$ 47,131	$ 9,575	$ 43,181	$ 2,019	$ 20,745	$ 35,000	$ 418,561	$418,561
FY 29	LACMTA	$ -	$ 146,945	$ 25,163	$ 27,371	$ 6,837	$ 24,030	$ 1,164	$ -	$ 18,550	$ 250,060	
FY 29	OCTA	$ -	$ 46,766	$ -	$ 8,711	$ -	$ 7,708	$ 357	$ -	$ 5,950	$ 69,492	
FY 29	RCTC	$ -	$ 35,484	$ 6,291	$ 6,610	$ 1,709	$ 5,894	$ 260	$ 21,780	$ 4,550	$ 82,578	
FY 29	SBCTA	$ -	$ 32,013	$ 5,551	$ 5,963	$ 1,509	$ 5,441	$ 241	$ -	$ 4,200	$ 54,919	
FY 29	VCTC	$ -	$ 12,383	$ -	$ 2,306	$ -	$ 2,267	$ 98	$ -	$ 1,750	$ 18,804	
FY 29 Totals		$ -	$ 273,591	$ 37,005	$ 50,961	$ 10,055	$ 45,340	$ 2,120	$ 21,780	$ 35,000	$ 475,852	$475,852
5-year Subtotals:		$ -	$ 1,113,801	$ 168,218	$ 226,442	$ 45,705	$ 206,112	$ 9,645	$ 99,015	$ 175,000	$ 2,043,938	$2,043,938

Summary - FOR SBCTA USE

County Split:	Implementation + FY21 Maintenance + ODC's	MSRC Enhancements	FY22-FY24 Maintenance	FY22-24 Contingency	FY25 Annual Costs	FY26 Annual Costs	FY27 Annual Costs	FY28 Annual Costs	FY29 Annual Costs	FY 25-29 Contingency	Not to Exceed Amount
LACMTA	$ -	$ -	$ 471,104.46	$ 26,000.00	$ 190,463.00	$ 199,063.00	$ 208,088.00	$ 217,565.00	$ 250,060.03	$ 58,746.97	$ 1,621,090.46
OCTA	$ -	$ -	$ 122,466.38	$ 15,000.00	$ 52,649.00	$ 54,984.00	$ 57,435.00	$ 60,009.00	$ 69,491.61	$ 74,468.39	$ 506,503.38
RCTC	$ 128,626.65	$ -	$ 152,513.40	$ 64,500.00	$ 64,762.00	$ 67,773.00	$ 70,933.00	$ 74,254.00	$ 82,577.87	$ 76,394.13	$ 782,334.05
SBCTA	$ 86,182.98	$ 483,000.00	$ 97,651.75	$ 64,500.00	$ 42,970.00	$ 44,910.00	$ 46,945.00	$ 49,083.00	$ 54,918.53	$ 77,646.47	$ 1,047,807.73
VCTC	$ -	$ -	$ 33,495.01	$ 5,000.00	$ 15,485.00	$ 16,172.00	$ 16,893.00	$ 17,650.00	$ 18,803.96	$ 24,632.04	$ 148,131.01
Totals:	$ 214,809.63	$ 483,000.00	$ 877,231.00	$ 175,000.00	$ 366,329.00	$ 382,902.00	$ 400,294.00	$ 418,561.00	$ 475,852.00	$ 311,888.00	$ 4,105,866.63
Check	*$1,750,040.63*				*$2,043,938.00*					*$311,888.00*	*$4,105,866.63*

The pricing under this Exhibit corresponds to the annual periods listed hereunder only. Upon expiry of Year 2029 annual term, the provision of ongoing Software maintenance support and Hosting Services by CONSULTANT shall be subject to program availability and CONSULTANT's then current annual pricing.

Minute Action

AGENDA ITEM: 7

Date: August 13, 2026

Subject:
Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2026/2027 Arrow Service

Recommendation:
That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for Fiscal Year (FY) 2026/2027 Arrow Service, with an SBCTA annual subsidy totaling $18,710,862, consisting of:

- Operating assistance in the amount of $18,209,862
- State of Good Repair assistance in the amount of $501,000

B. Approve Resolution No. 27-002 to support funding SBCTA's FY 2026/2027 annual subsidy in Recommendation A, totaling $18,710,862, consisting of:

- $16,225,028 of Measure I Valley Fund – Metrolink/Rail Service (Fund 4150)
- $2,485,834 of Senate Bill 125 Transit and Intercity Rail Capital Program (Fund 2750)

C. Approve support of the Arrow students ride free partnership with colleges accessible to/from Arrow Service for FY 2026/2027, using up to $269,581.50 in carryover Measure I Valley Rail Funds from the FY 2025/2026 allocation to the program.

D. Approve an amendment to the FY 2026/2027 Budget for Task No. 0314 – Transit Operations to decrease Measure I Valley Fund – Metrolink/Rail Service (Fund 4150) by $2,485,834 and to increase Senate Bill 125 – Transit and Intercity Rail Capital Program (Fund 2750) by $2,485,834, for a zero net increase to the FY budget.

Background:
On October 24, 2022, the Southern California Regional Rail Authority (SCRRA), in partnership with the San Bernardino County Transportation Authority (SBCTA), launched Arrow Service (Arrow), connecting the City of Redlands and surrounding communities to the City of San Bernardino and beyond. Riders traveling west can connect to Metrolink service, Omnitrans, Victor Valley Transit Authority, Mountain Transit, and three Riverside transit agencies at the San Bernardino-Downtown Metrolink Station. Arrow is solely funded by SBCTA and runs 23 trips eastbound and westbound, Monday through Friday, which includes one Metrolink round-trip to/from Los Angeles Union Station, and 16 trips eastbound and westbound on the weekends.

The annual budget process for both Metrolink and Arrow was delayed as previously reported to SBCTA's Board of Directors (Board) in June. Due to the ongoing delays, specifically the development of the Metrolink budget, the Proposed Fiscal Year (FY) 2026/2027 Arrow Service Budget (Proposed Budget) was requested by the SCRRA Board to be transmitted to SBCTA at the May 22, 2026, SCRRA Board meeting. Unlike standard budget years, SCRRA did not have the opportunity to conduct one-on-one meetings with SBCTA to review the Proposed Budget and staff's first opportunity to review it was at the same time as the SCRRA Board. To allow staff time to review and discuss the Proposed Budget, the SBCTA Board approved a continuing resolution for the first quarter of FY 2026/2027 for Arrow.

Staff has completed their review and agreed at the staff level to the Budget Request, attached hereto as Attachment A, and recommends that it be considered for adoption. This Budget Request presented is a draft and is scheduled to be presented to the SCRRA Board for final approval at the August SCRRA Board meeting. As the Metrolink budget and service schedule are finalized, there may be adjustments to the Arrow schedule and residual impacts to the Arrow Proposed Budget. Major modifications to this Proposed Budget or to the Arrow schedule will be noted in future reports when recommending approval of the Metrolink budget.

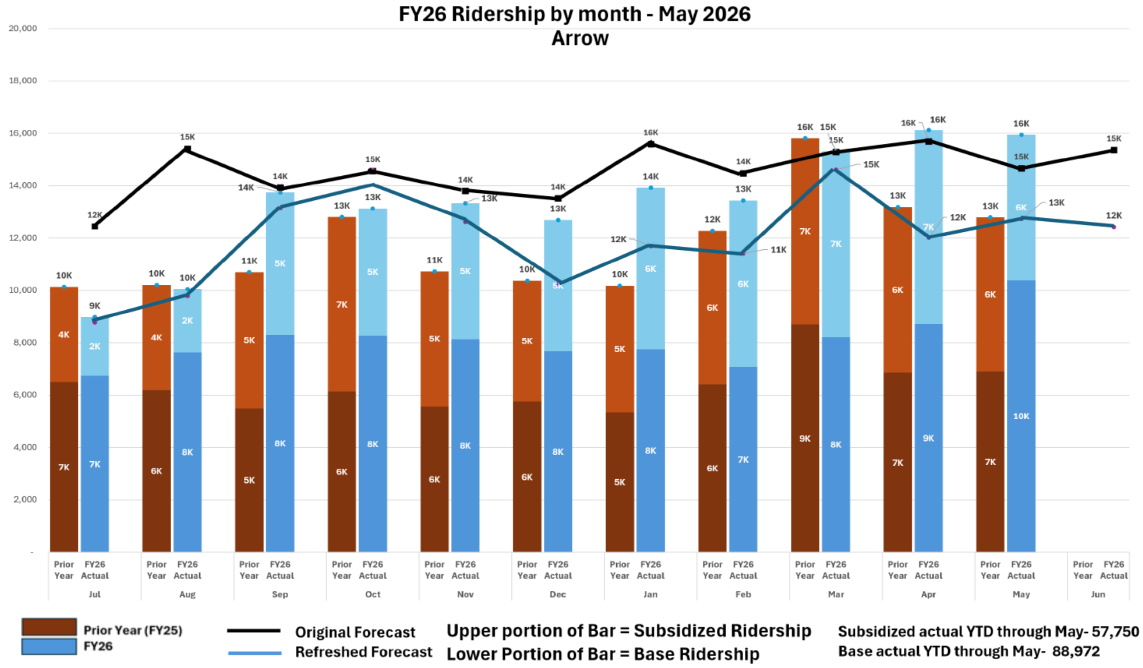
There are two key funding sources for the Operating budget: 1) Fare revenue from riders and 2) Subsidy provided by SBCTA. Although Arrow was launched as a new service in 2022, the coronavirus pandemic changed commute and travel patterns, impacting transit ridership and resulting in fewer riders and revenue than what was originally projected. Post-pandemic, teleworking and more flexible work schedules have remained prevalent, resulting in a greater operational subsidy from SBCTA.

To address post-pandemic ridership and to reduce the financial burden for students, SCRRA launched the Student Adventure Pass (SAP) program in October 2023, allowing students to ride free systemwide. Shortly after launching the program, both Arrow and Metrolink ridership grew significantly. During the peak of the program, 60% of Arrow riders were students. The program, while successful, was reduced to a 50% discount beginning in July 2025 due to financial sustainability of a systemwide program, which resulted in sudden ridership loss. As part of Arrow's FY 2025/2026 budget adoption, the SBCTA Board approved continuing a students ride free program for Arrow, in conjunction with SCRRA's Corporate Partnership Program (CPP) and local colleges. Since the program transitioned from all students riding free to a localized partnership with colleges in communities along the Arrow line, it resulted in a temporary ridership loss. After a couple of months, ridership rebounded and is now trending well and steadily increasing. Staff desires to keep the momentum of student riders utilizing Arrow and recommends ongoing support for the program in FY 2026/2027, using carryover funds from FY 2025/2026 as identified in Recommendation C.

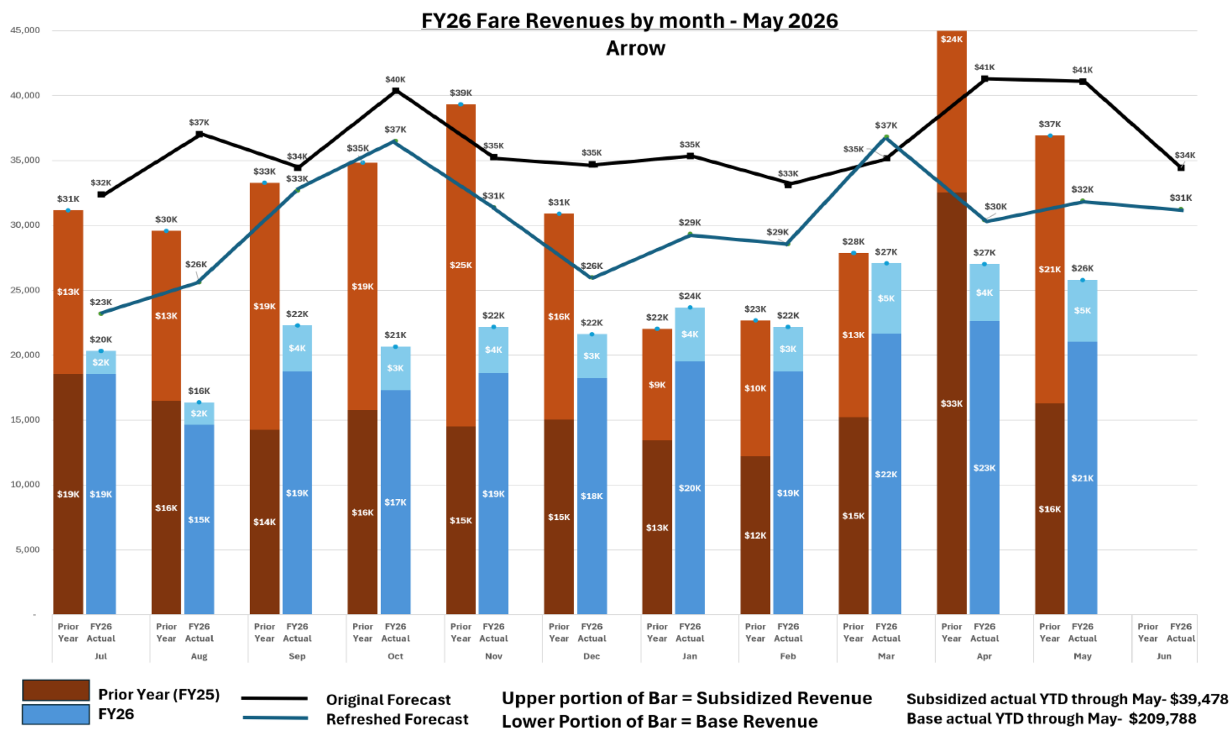
Earlier this year, SCRRA conducted a ridership and revenue reforecast after experiencing a large variance to actuals. Exhibit 1 on the following page shows FY ridership and farebox revenue compared to the original and refreshed forecasts through May 2026. The exhibit also shows the ridership gain in September 2025 as students returned to campuses and signed up for the student ride free program.

<u>Exhibit 1 – Ridership and Revenue through May 2026</u>

Ridership



Revenue



The budget request for Operations and State of Good Repair (SGR) funds for Arrow consists of a budget authority of $18,710,862, as outlined in Recommendation A. There is no request for new capital as part of the proposed budget. The operations subsidy required from SBCTA is $18,209,862, an increase of approximately 3% compared to the adopted FY 2025/2026 budget. The Capital Program authority totals $501,000 for one SGR project, attached hereto as Attachment B. The SGR program focuses on maintaining equipment and infrastructure that is identified as critical and a high priority to be in a state of good repair. As SGR projects are multi-year in nature, the recommended subsidy amount would fully fund the project up front.

Staff also recommends approval of Resolution No. 27-002, identified in Recommendation B and attached hereto as Attachment C, which outlines the funding and allocations SBCTA is committing to for FY 2026/2027 Arrow Service. Last year, SCRRA and SBCTA executed Memorandum of Understanding No. 24-1003060 that serves as a master agreement for the budgetary process and funding allocations for Arrow, which supports this Resolution and the proposed budget. SBCTA’s funding commitment for FY 2026/2027 includes the continuing resolution approved by the Board in June. SCRRA will reconcile the first quarter invoice based on the final adopted budget.

Finally, Recommendation D recommends a budget amendment to allow for the budgeting of Senate Bill 125 – Transit and Intercity Rail Capital Program funds for costs associated with the dedicated law enforcement provided by San Bernardino County Sheriff deputies, as previously allocated by the SBCTA Board.

Financial Impact:
SBCTA's annual operating and capital subsidies for Arrow Service are included in the adopted Budget for Fiscal Year 2026/2027 and funded with Measure I Valley Fund – Metrolink/Rail Service funds in Program 30, Transit. A budget amendment is required as described in Recommendation D and described in the Background section of this item.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the draft resolution.

Responsible Staff:
Nicole Soto, Multimodal Mobility Programs Administrator

Approved
Transit Committee
Date: August 13, 2026

Witnessed By:

METROLINK

Proposed FY27 Arrow Service Budget Review

Agenda

- FY27 Arrow Service Budget Assumptions
- Proposed FY27 Arrow Service Operating Budget
- Proposed FY27 Arrow Service Capital Program Budget

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Proposed FY27
Operating Budget Assumptions

Service Level:

- Current Arrow Service Schedule

Revenue:

- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- Student/Youth Discount 50% (No Student Ride Free Program)

Expenses:

- Contractor Increases only as Mandated by Agreements

METROLINK

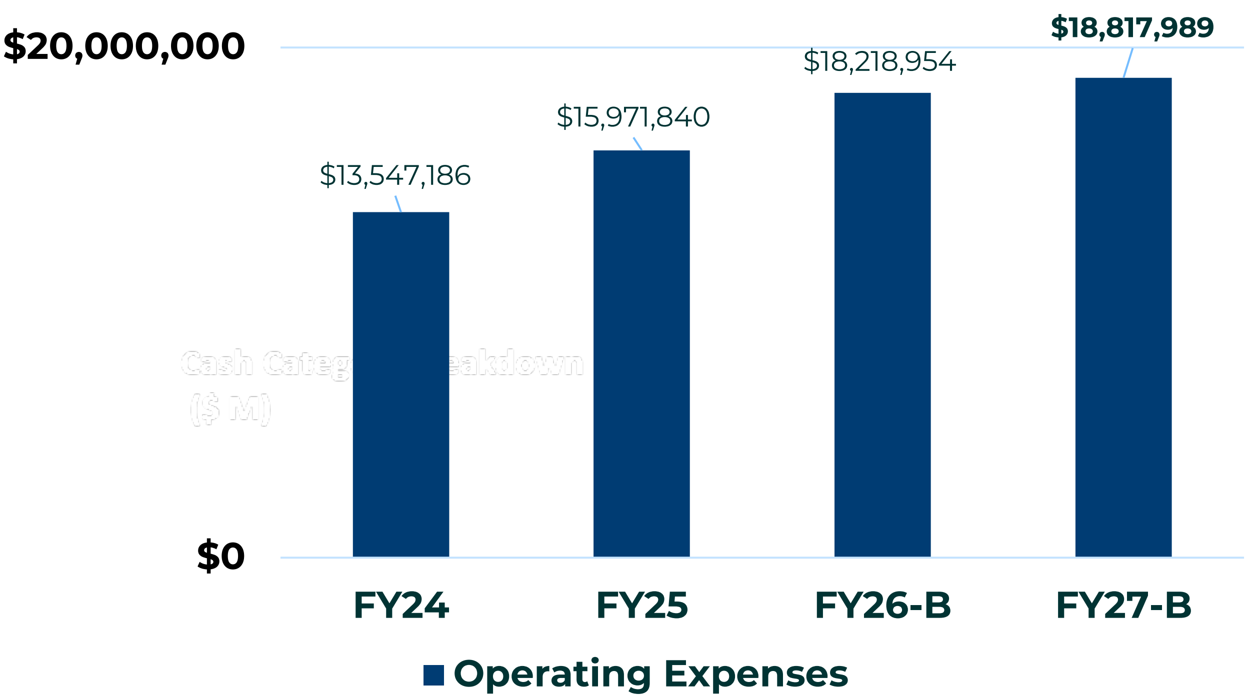
Operating Budget

METROLINK

Proposed FY27 Arrow Service Operating Budget Summary

- Operating Revenue - **$0.6M**
  - Decrease from FY26 of **$0.1M** or (**11.8%**)
- Total Expenses - **$18.8M**
  - Increase from FY26 of **$0.6M** or **3.3%**
- Member Agency Support - **$18.2M**
  - Increase from FY26 of **$0.7M** or **3.9%**

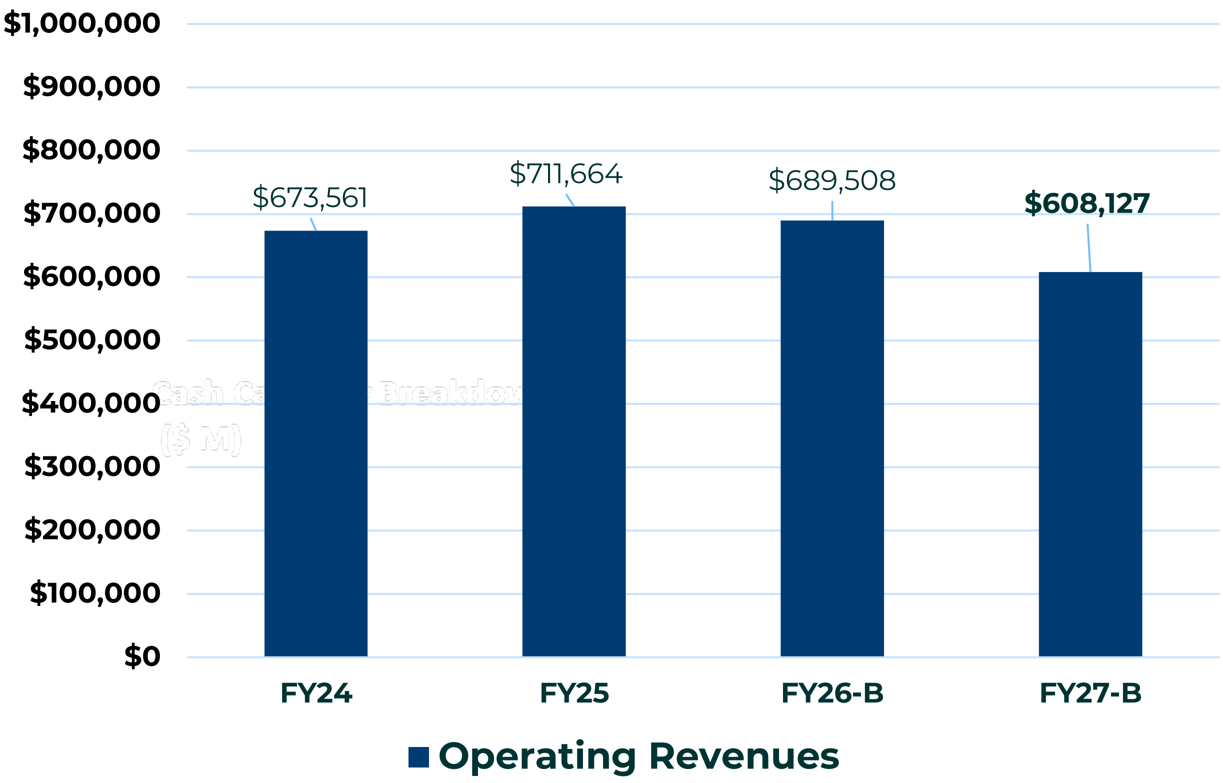
Operating Expenses *FY24 – FY27*



Notes:
- FY24 & FY25 Actuals
- FY26 & FY27 Budgets not Actuals

METROLINK

Operating Revenues *FY24 – FY27*



Note:
- FY24 & FY25 Actuals
- FY26 & FY27 Budgets not Actuals

METROLINK

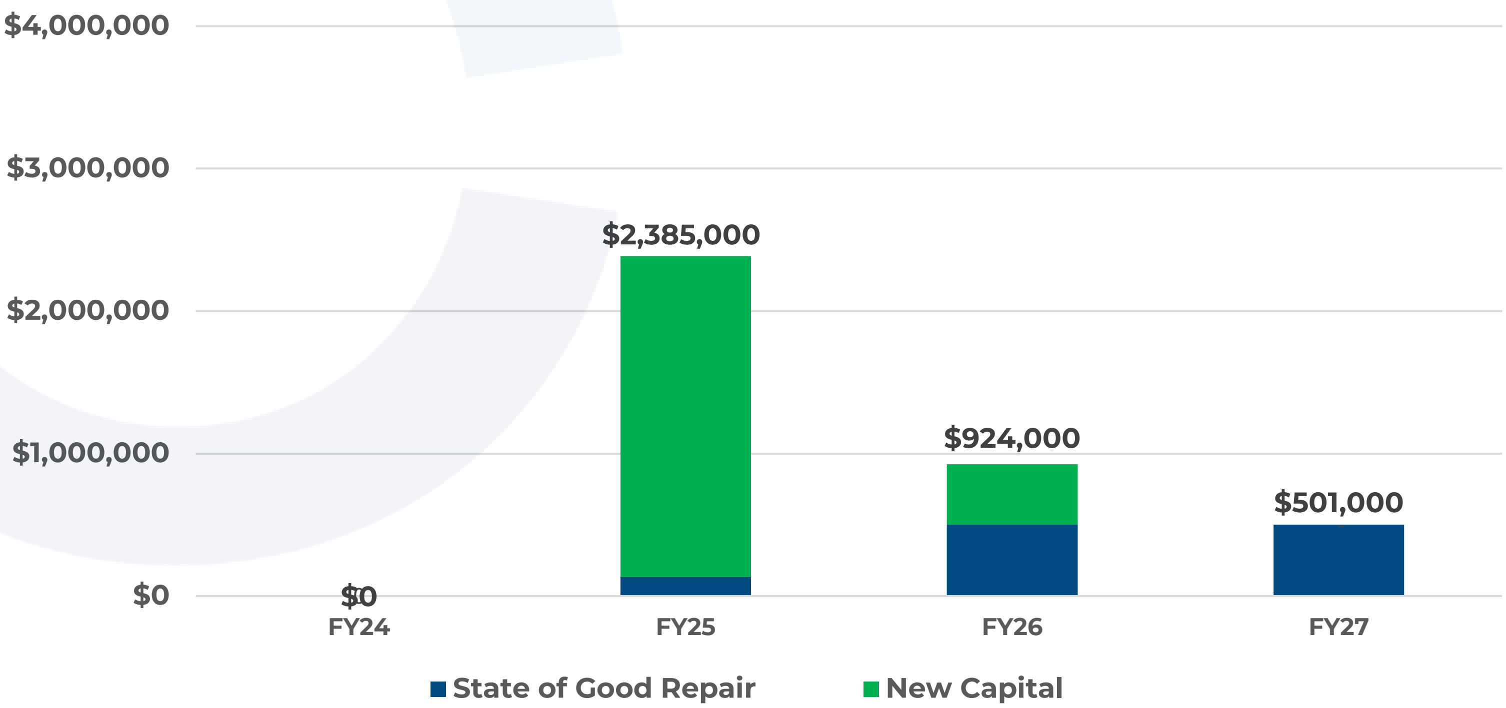
New Capital Program Budget

METROLINK

Proposed FY27 Arrow Service Capital Program Overview

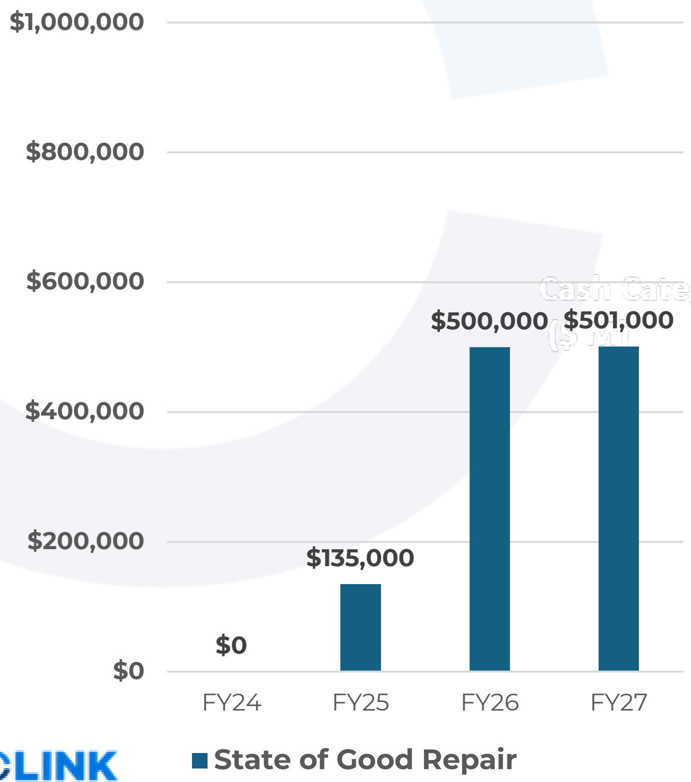
- State of Good Repair - **$0.50M**
  - The amount is the same last year

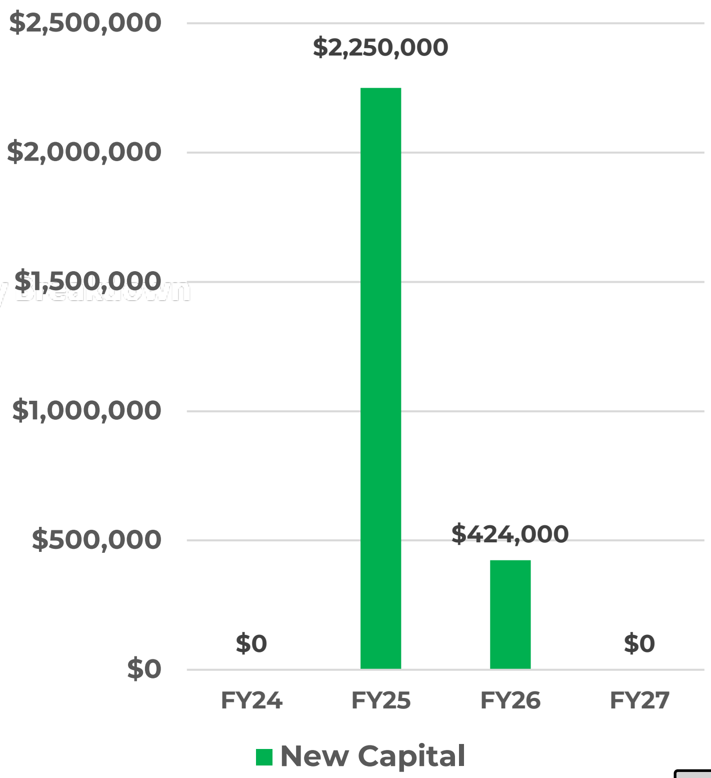
Proposed FY27 Arrow Service Capital Program
FY24 – FY27
State of Good Repair & New Capital



METROLINK

Proposed FY27 Arrow Service Capital Program
FY24 – FY27
State of Good Repair & New Capital





METROLINK

Recommendation

- Staff recommends the Board of Directors approve transmittal of the FY2026-2027 Budget for Arrow Services to the San Bernardino County Transportation Authority (SBCTA) for their review and adoption.
  - Upon Board approval, staff will provide the proposed FY27 Arrow Budget to SBCTA for consideration and approval by their Board in May.
  - Staff will present the final FY27 Arrow Budget to the SCRRA Board of Directors for adoption at the June 2026 meeting.

Thank you! Questions?

PROJECT PROPOSALS FOR FY2027 BUDGET ARROW STATE OF GOOD REPAIR PROJECTS

PROJECT #	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	FUNDINGS METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3449	Rehab	Arrow	Redlands	n/a - n/a	Marginal	Low	Business Systems	FY27 Annual Systemwide PTC Onboard Rehabilitation Program	For PTC Onboard team who oversee the PTC onboard hardware and software on SCRRA locomotives, cab car and multiple unit fleet. The systemwide PTC Onboard rehabilitation program encompasses a range of onboard systems and components to ensure they are maintained in a state of good repair. This includes power supplies and regulators; communication systems such as PTC 220 MHz radios, cellular modems, Wi-Fi, antennas, and filters; onboard computers (Train Management Computer); the cab display unit (CDU); event recorder; GPS; axle generators and speed sensors; test equipment to validate new functionalities; and other supporting technologies installed across the Metrolink fleet. Collectively, these systems support daily train operations and ensure safe, reliable PTC functionality—critical for safety critical service, as trains cannot operate without PTC and are reduced in speed when PTC fails en-route. a program that is part of the larger Metrolink Rehabilitation Plan (MRP), which provides a comprehensive evaluation of the condition, maintenance, useful life, and necessary overhauls of Metrolink's rail system assets. The MRP helps prioritize and guide rehab and improvement projects, as well as shape funding requests to member agencies to make sure the system remains safe and reliable for the next 25 years. It also helps address the backlog of aging systems—caused by past funding not fully meeting needs—and ensures there's consistent year-to-year funding to keep assets in good working order.	$501,000	$0	$0	$0	$501,000	$0	$0
									STATE OF GOOD REPAIR TOTAL	**$501,000**	**$0**	**$0**	**$0**	**$501,000**	**$0**	**$0**
									PROJECT COUNT	**1**						

METRO LINK

PROJECT PROPOSAL

7.b

RODRIGUEZJ PROJECT# 3449.00

PROJECT : FY27 ANNUAL SYSTEMWIDE PTC ONBOARD REHABILITATION PROGRAM

SCOPE

TYPE: SGR | MRP |

For PTC Onboard team who oversee the PTC onboard hardware and software on SCRRA locomotives, cab car and multiple unit fleet. The systemwide PTC Onboard rehabilitation program encompasses a range of onboard systems and components to ensure they are maintained in a state of good repair. This includes power supplies and regulators; communication systems such as PTC 220 MHz radios, cellular modems, Wi-Fi, antennas, and filters; onboard computers (Train Management Computer); the cab display unit (CDU); event recorder; GPS; axle generators and speed sensors; test equipment to validate new functionalities; and other supporting technologies installed across the Metrolink fleet. Collectively, these systems support daily train operations and ensure safe, reliable PTC functionality—critical for safety critical service, as trains cannot operate without PTC

Mile Posts: n/a Division: Redlands County: SB Asset Type: Business Systems

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The Train Control Systems rehabilitation outlined in the Metrolink Rehabilitation Plan (MRP) includes both Positive Train Control (PTC) and centralized train control systems and equipment. This need has been identified due to these assets falling below the State of Good Repair, as defined by SCRRA staff and industry standards. Some PTC hardware is already over 10 years old, with initial designs dating back an additional five years. Our onboard systems, first implemented in 2012, were cutting-edge at the time but now require updated hardware to maintain functionality and operational efficiency.

RANKING // PROJECT READINESS

1. Condition of Asset...... Marginal

2. System Impact...... Average

Racking was based of hardware life cycle, usage and probability of hardware going down based of events reported in the field

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 6 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$200,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$160,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$0		
PROJECT MANAGEMENT			
* P.M STAFF	$53,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$50,000		
CONTINGENCY	$38,000		
TOTAL	$501,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2027	$0	$0	$0	$25,050	$25,050
2028	$25,050	$25,050	$25,050	$25,050	$100,200
2029	$43,838	$43,838	$43,838	$43,836	$175,350
2030	$37,575	$37,575	$37,575	$37,575	$150,300
2031	$12,525	$12,525	$12,525	$12,525	$50,100
2032	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

RESOLUTION NO. 27-002

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AUTHORIZING THE FUNDING OF THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY BUDGET FOR FISCAL YEAR 2026/2027 FOR ARROW SERVICE

WHEREAS, the Southern California Regional Rail Authority ("SCRRA") is a Joint Powers Authority ("JPA") funded by five member agencies, including Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority ("SBCTA"), and Ventura County Transportation Commission.

WHEREAS, Arrow service is operated under the existing JPA.

WHEREAS, SCRRA provides commuter rail service through its operation of Arrow, which operates between the cities of Redlands and San Bernardino, which SBCTA solely funds.

WHEREAS, SBCTA and SCRRA entered Memorandum of Understanding (MOU) No. 25-1003311 on June 8, 2026, outlining the obligations and responsibilities of each respective agency for the Annual Funding Allocations for New Capital, State of Good Repair, and Operations of Arrow Service.

WHEREAS, SCRRA's Budget Request to SBCTA for Arrow Service for Fiscal Year 2026/2027 totals $18,710,862 for: $18,209,862 for Operating assistance, and $501,000 for State of Good Repair assistance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Bernardino County Transportation Authority, SBCTA commits to funding the SCRRA Fiscal Year 2026/2027 annual subsidy and budget request for Arrow Service with the following allocations:

Total Budget	**$18,710,862**
Operating	***$18,209,862***
$15,724,028	*Measure I Valley Fund – Metrolink/Rail Service*
$2,485,834	*Senate Bill 125 Transit and Intercity Rail Capital Program*
State of Good Repair	***$501,000***
$501,000	*Measure I Valley Fund – Metrolink/Rail Service*
New Capital	***$0***

APPROVED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on September 2, 2026.

Joe Baca Jr., Board President
San Bernardino County Transportation Authority

ATTEST:

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

Minute Action

AGENDA ITEM: 8

Date: August 13, 2026

Subject:
Fiscal Year 2025/2026 Low Carbon Transit Operations Program Cycle B Apportionment and Allocation- Population Share

Recommendation:
That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Approve the Low Carbon Transit Operations Program (LCTOP) Cycle B - Population Share Apportionment for Fiscal Year 2025/2026 in the amount of $2,283,170, to be apportioned $1,650,890 to the Valley and $632,280 to the Mountain/Desert areas based on the population estimates approved by the SBCTA Board of Directors in July 2025.

B. Allocate $2,283,170 of LCTOP Cycle B - Population Share funding to the following projects:

i. Morongo Basin Transit Authority: Free Fare Subsidy – $73,321

ii. Mountain Area Regional Transit Authority: Free Fare Subsidy - $51,642

iii. Victor Valley Transit Authority (VVTA): Free Fares K-12 - $30,008; Sustain and Enhance Vanpool Subsidy Program - $ 477,309

iv. SBCTA: Enhanced Metrolink Service Project - $1,650,890

C. Allocate $418 of LCTOP Cycle B - Operator Share funds from the City of Needles to VVTA for VVTA’s Sustain and Enhance Vanpool Subsidy Program.

D. Adopt Resolution No. 27-006 authorizing the Executive Director, or her designee, to execute Certifications and Assurances for SBCTA projects for LCTOP Cycle B and nomination of funding requests for listed transit projects.

Background:
The Low Carbon Transit Operations Program (LCTOP), established by the California Legislature in 2014 by Senate Bill (SB) 862, is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program. The LCTOP was created to provide transit operating and capital assistance to eligible agencies in an effort to reduce greenhouse gas emissions and improve mobility with an emphasis on serving disadvantaged communities. Auction proceeds from the California Air Resources Board (CARB) Cap-and-Trade Program are deposited into the Greenhouse Gas Reduction Fund (GGRF), which provides funding for a variety of programs designed to provide economic, environmental, and public health co-benefits. Five percent of the proceeds deposited into the GGRF are continually appropriated to fund the LCTOP.

Eligible projects funded by the LCTOP include expenditures that support new or expanded transit services or expanded intermodal transit facilities, operational expenditures that increase transit mode share, free or reduced transit fares, and expenditures related to the purchase of zero-emission buses or infrastructure. Projects are required to reduce greenhouse gas emissions. For agencies whose service area includes a Disadvantaged Community (DAC), at least 50 percent of the total monies received shall be expended on projects that will benefit the DAC.

Entity: San Bernardino County Transportation Authority

Administered by the California Department of Transportation (Caltrans), LCTOP funds are apportioned to eligible agencies using the State Transit Assistance Program formula. The formula apportions 50 percent of LCTOP funds by population and the remaining 50 percent by operator revenues from the prior Fiscal Year (FY) in accordance with California Public Utilities Code (CPUC) section 99313 and CPUC section 99314, respectively. The State Controller's Office (SCO) is responsible for determining the funding levels for CPUC section 99313 (Population Share) and CPUC section 99314 (Operator Share) funds. Agencies eligible to receive LCTOP funding include the San Bernardino County Transportation Authority (SBCTA), Morongo Basin Transit Authority (Basin Transit), Mountain Area Regional Transit Authority (Mountain Transit), Victor Valley Transit Authority (VVTA), City of Needles, Omnitrans, and Southern California Regional Rail Authority (SCRRA). While SBCTA is responsible for allocating LCTOP-Population Share funds to projects in the San Bernardino region, the transit operators eligible to receive LCTOP-Operator Share funds must work directly with Caltrans to receive their LCTOP-Operator Share allocations.

Due to changes in the LCTOP program associated with SB 840, there are two FY 2025/2026 LCTOP cycles, titled Cycle A and Cycle B. FY 2025/2026 LCTOP Cycle A Apportionment and Allocation were approved at the April 2026 Board of Directors (Board) Meeting. FY 2025/2026's two cycle structure is unique and will not continue.

Although the SCO had not released the final apportionment amounts as of the preparation of this agenda item, the amount of FY 2025/2026 LCTOP Cycle B – Population Share funds available to SBCTA is estimated at $2,283,170 based on auction proceeds resulting from the CARB Cap-and-Trade Program. Should the SCO final apportionments become available prior to the September Board meeting, staff will update the apportionment estimates. In accordance with the LCTOP Allocation Principles approved by the Board in July 2015 at the inception of the LCTOP, SBCTA staff recommends that these funds be apportioned to the Valley and Mountain/Desert subareas based on population. Additionally, while not included in the LCTOP Allocation Principles, staff recommends further apportioning of the Mountain/Desert LCTOP-Population Share apportionment to the Mountain/Desert transit operators in accordance with the population of their respective service areas, which is consistent with past apportionment formula practices for other fund sources such as the Local Transportation Fund and SB 1 State of Good Repair funding. Final proposed apportionments based on a population formula are shown below in Table 1.

Table 1 – FY 2025/2026 LCTOP Cycle B – Population Share Apportionment[1]

Apportionment Area	Population[2]	Percentage	Total FY 2025/2026 Cycle B Apportionment[3]
Valley	1,596,120	72.31%	$1,650,890
Mountain/Desert	611,304	27.69%	$632,280
Basin Transit	*70,889*	*11.60%*	$73,321
Mountain Transit	*49,929*	*8.17%*	$51,642
VVTA	*485,695*	*79.45%*	$502,361
City of Needles	*4,791*	*0.78%*	$4,955
Total	**2,207,424**	**100.00%**	**$2,283,170**

[1]Due to rounding, some totals may not correspond with the sum of the figures displayed.
[2]Population Source: California Department of Finance and County Demographic Research Unit July 2025.
[3]Total Population Share amount is determined by SCO.

For information, the Operator Share Estimate for all operators is shown below in Table 2.

Table 2 – FY 2025/2026 LCTOP Cycle B – Operator Share Estimate (Provided by Caltrans)

Operator	Operator Share Estimate[1]
Omnitrans	$246,441
SCRRA	$192,596
Basin Transit	$7,389
Mountain Transit	$4,060
VVTA	$32,569
City of Needles	$418
Total	**$483,473**

[1]Due to rounding, some totals may not correspond with the sum of the figures displayed.

The total FY 2025/2026 LCTOP Cycle B – Population Share apportionment for the Valley totals $1,650,890 and for the Mountain/Desert totals $632,280 for a total FY 2025/2026 Population Share apportionment of $2,283,170.

Using the LCTOP Allocation Principles as guidance, staff recommends LCTOP fund allocations based on an annual determination of the San Bernardino Valley region's priorities and the critical needs of SBCTA, Omnitrans, and SCRRA. Based on staff review and operator discussions, staff is recommending $2,283,170 be allocated to the following projects:

<u>Free Fare Subsidy – $73,321</u>
Basin Transit will provide free fares on fixed-route services throughout Morongo Basin.

<u>Free Fare Subsidy – $51,642</u>
Mountain Transit will continue to provide free fares on fixed-route and dial-a-ride services throughout the Mountain Transit service area.

<u>Free Fares for K-12 - $30,008</u>
VVTA will offer free transit to students in grades K-12. This program authorizes students enrolled in K-12 the opportunity to ride Victor Valley Transit Fixed and County Routes fare-free by simply presenting their current student ID to the bus operator upon boarding.

<u>Sustain and Enhance Vanpool Subsidy Program - $477,727</u>
This project will help ensure the program remains an environmentally responsible transportation option that reduces traffic congestion and greenhouse gas emissions, while providing reliable commuter services to the community. The total allocation to the project would be $477,309 from the Mountain/Desert Apportionment Area plus the inclusion of $418 from the City of Needles Operator Allocation that was identified in Recommendation C.

<u>SBCTA Enhanced Metrolink Rail Service Project – $1,650,890</u>
The Enhanced Metrolink Rail Service Project will increase service frequency along the San Bernardino Line between Pomona–North and Rancho Cucamonga. The project includes targeted rail infrastructure upgrades and the procurement of additional vehicles required to support the expanded service levels. LCTOP Funds for FY 2025/2026 will be accrued for a three-year allocation to FY 2027/2028. This is Cycle B of year 1 of three years.

Caltrans requires that SBCTA submit an authorizing resolution from its governing board that approves the submission of the Certifications and Assurances, authorizes SBCTA to accept the LCTOP funds allocated to SBCTA, and authorizes SBCTA's Executive Director, or her designee, to execute the Certifications and Assurances and other relevant documents necessary for funding and completing the LCTOP-funded projects. Additionally, SBCTA is required to submit nominations of funding requests for listed operators’ transit projects and does so as part of the resolution. Each agency that receives LCTOP funding is also required to submit an authorizing resolution from its governing board that approves the submission of the Certifications and Assurances, which authorizes their agency to accept the LCTOP funds.

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

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the draft resolution.

Responsible Staff:
Marc Lucius, Management Analyst III

Approved
Transit Committee
Date: August 13, 2026

Witnessed By:

RESOLUTION NO. 27-006

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM AND FOR THE PROJECTS FUNDED BY LOW CARBON TRANSIT OPERATIONS PROGRAM FUNDS

WHEREAS, the San Bernardino County Transportation Authority (SBCTA) is an eligible project sponsor and may receive State funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Department's LCTOP guidelines require SBCTA to execute certain documents, including Certifications and Assurances and Authorized Agent documents for SBCTA projects; and

WHEREAS, the Department provided two LCTOP funding Cycles, A and B, for Fiscal Year (FY) 2025/2026 and Cycle A was approved in April of 2026 by SBCTA Board of Directors; and

WHEREAS, SBCTA wishes to delegate authorization to execute these documents and any amendments thereto to the SBCTA Executive Director, or their designee; and

WHEREAS, SBCTA wishes to implement the LCTOP Projects for Cycle B listed below.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Bernardino County Transportation Authority, as follows:

Section 1. The fund recipient, SBCTA, agrees to comply with all conditions and requirements set forth in the Certifications and Assurances and the Authorized Agent documents and in applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

Section 2. The SBCTA Executive Director, or their designee, is authorized to execute all required documents of the LCTOP program, and any Amendments thereto with the Department.

Section 3. The submittal of the following project nominations and allocation requests to the Department in FY 2025/2026 Cycle B for LCTOP funds is hereby authorized:

Project Name: Free Fare Subsidy
Amount of LCTOP Funds Requested: $73,321
Project Description: Basin Transit will provide free fares on fixed-route services throughout Morongo Basin.
Contributing Sponsor: SBCTA
Project Lead: Morongo Basin Transit Authority
Low Income Community Benefit: This project will benefit a low-income community.

Project Name: Free Fare Subsidy
Amount of LCTOP Funds Requested: $51,642
Project Description: Mountain Transit will continue to provide free fares on fixed-route and dial-a-ride services throughout the Mountain Transit service area.
Contributing Sponsor: SBCTA
Project Lead: Mountain Area Regional Transit Authority
Disadvantaged Community Benefit: This project will benefit a disadvantaged community.
Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Free Fares for K-12
Amount of LCTOP Funds Requested: $30,008
Project Description: Victor Valley Transit Authority will offer free transit to students K-12. This program authorizes students enrolled in K-12 the opportunity to ride Victor Valley Transit Fixed and County Routes fare-free by simply presenting their current student ID to the bus operator upon boarding.
Contributing Sponsor: SBCTA
Project Lead: Victor Valley Transit Authority
Disadvantaged Community Benefit: This project will benefit a disadvantaged community.
Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Sustain and Enhance Vanpool Subsidy Program
Amount of LCTOP Funds Requested: $477,727
Project Description: This project will help ensure the program remains an environmentally responsible transportation option that reduces traffic congestion and greenhouse gas emissions, while providing reliable commuter services to the community.
Contributing Sponsor: SBCTA and the City of Needles
Project Lead: Victor Valley Transit Authority
Disadvantaged Community Benefit: This project will benefit a disadvantaged community.
Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: SBCTA Enhanced Metrolink Rail Service Project
Amount of LCTOP Funds Requested: $1,650,890
Project Description: The Enhanced Metrolink Rail Service Project will increase service frequency along the San Bernardino Line between Pomona–North and the City of Rancho Cucamonga. The project includes targeted rail infrastructure upgrades and the procurement of additional vehicles required to support the expanded service levels. LCTOP Funds for Cycle A & B for FY 2025/2026 will be accrued for a three-year allocation to FY 2027/2028. This is Cycle B, year one of three years.
Contributing Sponsor: SBCTA
Project Lead: SBCTA
Low-Income Community Benefit: This project will benefit a low-income community.

<u>Section 4:</u> This resolution shall take effect immediately upon its adoption.

APPROVED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on September 2, 2026.

____

Joe Baca, Jr., President
San Bernardino County Transportation Authority

ATTEST:

____

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

FY 2025/2026 LCTOP
Certifications and Assurances

Lead Agency: Lead Agency

Project Title: Project Title

Prepared by: ____________________

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.

2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.

2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.

3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.

4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.

5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.

6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.

7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.

8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan.

9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

C. Reporting

1. **The Lead Agency must submit the following LCTOP reports:**
   a. **Annual Project Activity Reports October 27th each year.**

   b. **A Close Out Report within six months of project completion.**

   c. **The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.**

   d. **Project Outcome Reporting as defined by CARB Funding Guidelines.**

   e. **Jobs Reporting as defined by CARB Funding Guidelines.**

2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 (2) of the Code of Federal Regulations (CFR) 225, Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
   a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and

   b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with

Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

E. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of Federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.

2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State,

the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

Print Authorized Agents Name.
(Print Authorized Agent) *(Title)*

(Signature) *(Date)*

Additional Information

TRANSIT COMMITTEE ATTENDANCE RECORD – 2026

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Art Bishop Town of Apple Valley		X	X	X		X						
Eunice Ulloa City of Chino				X	X	X						
Ray Marquez City of Chino Hills		X		X	X							
Frank Navarro City of Colton		X	X	X		X						
Aquanetta Warren City of Fontana		X	X		X	X						
Bill Hussey City of Grand Terrace		X		X	X	X						
Larry McCallon City of Highland		X	X	X	X	X						
John Dutrey City of Montclair		X	X			X						
Alan Wapner City of Ontario		X	X	X	X	X						
L. Dennis Michael City of Rancho Cucamonga		X			X							
Rick Denison Town of Yucca Valley		X	X		X	X						
Joe Baca, Jr. Board of Supervisors		X	X		X	X						

X = Member attended meeting Empty box = Member did not attend meeting
Crossed out box = Not a member at the time Shaded box=The Transit Committee did not meet

TC-ATT26

Acronym List

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