

AGENDA Transit Committee Meeting

February 12, 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

Acquanetta Warren, Mayor
City of Fontana

Vice Chair

Joe Baca, Jr., Supervisor
County of San Bernardino

Bill Hussey, Mayor
City of Grand Terrace

Art Bishop, Council Member
Town of Apple Valley

Larry McCallon, Council Member
City of Highland

Eunice Ulloa, Mayor
City of Chino

Alan Wapner, Mayor Pro Tem
City of Ontario

Ray Marquez, Vice Mayor
City of Chino Hills

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Frank Navarro, Mayor
City of Colton

Rick Denison, Council Member
Town of Yucca Valley

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

AGENDA

Transit Committee Meeting

**February 12, 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. 11

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. 13

Receive and file Change Order Report.

Presenter: Joy Buenaflor

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

3. San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2025/2026 First Quarter

Pg. 17

Receive and file the First 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.

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

Pg. 43

Receive and file the first half of Fiscal Year 2025/2026 (July 2025 through December 2025) 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.

DISCUSSION ITEMS

Discussion - Transit

5. Resolution No. 26-009 Update Fee Schedule for Use of Electric Vehicle Charging Stations

Pg. 46

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

A. Conduct a public hearing pursuant to California Government Code Section 66018 to consider an increase to Electric Vehicle charging fees charged by SBCTA at the Santa Fe Depot and San Bernardino Transit Center.

B. Adopt Resolution 26-009, establishing a fee schedule for use of Electric Vehicle charging stations.

Presenter: Ryan Aschenbrenner

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.

6. Amendment No. 3 to Contract No. 21-1002658 with CPM Partners, Inc. for the AMF Hydrogen Fuel Upgrade Project Pg. 55

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

Approve Amendment No. 3 to Contract No. 21-1002658 with CPM Partners, Inc., for Construction Management Services related to the Arrow Maintenance Facility Hydrogen Fuel Upgrade Project, increasing the contract amount by \$862,750 for a new not-to-exceed amount of \$3,374,569.05 to be funded with Transit and Intercity Rail Capital Program funds, and extending the contract termination date to June 30, 2027, to align with the project anticipated completion date.

Presenter: Joy Buenaflor

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

7. Amendment No. 4 to CTO No. 7 Contract Task Order under Contract 23-1002904 with Mott MacDonald Pg. 62

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 execute Amendment No. 4 to Contract Task Order (CTO) No. 7 under Contract No. 23-1002904 with Mott MacDonald Group, Inc., in the amount of \$600,000 for a new CTO No. 7 not-to-exceed amount of \$4,100,000 for the Zero-Emission Multiple Unit (ZEMU) Program Management Services Project.

B. Authorize the Executive Director, or her designee, to execute amendments to CTO No. 7 over \$500,000, for the ZEMU Program Management Services, for a combined not-to-exceed CTO amount of \$4,300,000.

C. Approve a contingency in the amount of \$200,000 for a new CTO No. 7 not-to-exceed amount of \$4,300,000 which would be released by the Department Director as necessary in compliance with SBCTA Contracting and Procurement Policy No. 11000.

D. Allocate \$1,350,000 in Valley State Transit Assistance-Population funds to the ZEMU effort to accommodate project management services and construction management services related to the hydrogen fueling infrastructure project for a new project budget of \$65,179,861.

Presenter: Joy Buenaflor

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

Discussion - Transportation Programming and Fund Administration

8. Fiscal Year 2025/2026 Senate Bill 125 Transit and Intercity Rail Capital Program Funding Pg. 71

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

Approve the apportionment of Fiscal Year 2025/2026 Senate Bill 125 Transit and Intercity Rail Capital Program funds to the Valley and the Mountain/Desert area operators as shown in Table 1.

Presenter: Brianna Martinez

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

**9. State Transit Assistance Fund-Population Share Apportionment for Fiscal Year Pg. 73
2026/2027**

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

Approve the State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2026/2027 of \$26,325,031 based on the State Controller's Office estimate received on January 30, 2026; \$19,034,815 to be apportioned to the Valley and \$7,290,215 to be apportioned to the Mountain/Desert areas, based on the population estimates approved by the SBCTA Board of Directors in July 2025.

Presenter: Brianna Martinez

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

10. Local Transportation Fund Apportionment for Fiscal Year 2026/2027

Pg. 76

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

- A. Maintain Fiscal Year (FY) 2025/2026 Local Transportation Fund (LTF) apportionment of \$160,680,803, as approved by the SBCTA Board of Directors (Board) on March 5, 2025.
- B. Approve a FY 2026/2027 Fund Reserve of \$15,155,153, representing 10% of the estimated annual revenues for unexpected financial need per Policy No. 31010.
- C. Approve an LTF estimated apportionment of \$167,542,126 for FY 2026/2027, as detailed in Attachment A, based on \$151,551,534 in estimated receipts plus a carryover of \$16,153,666 from actual revenue and interest received in FY 2024/2025 over the estimate the Board approved on March 6, 2024, the return of the unused FY 2025/2026 Fund Reserves, less the Fund Reserves in Recommendation B.

Presenter: Brianna Martinez

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

11. Fiscal Year 2026/2027 State of Good Repair Program Apportionment

Pg. 80

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

- A. Approve the State of Good Repair – Population Share Apportionment for Fiscal Year 2026/2027 of \$4,481,892 based on the State Controller's Office estimate received on January 31, 2026; \$3,240,718 to be apportioned to the Valley and \$1,241,174 to be apportioned to the Mountain/Desert areas, based on the population estimates approved by the SBCTA Board of Directors in July 2025.

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

Presenter: James Mejia

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

**12. Fiscal Year 2025/2026 Low Carbon Transit Operations Program Apportionment - Pg. 83
Population Share**

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

Approve the Low Carbon Transit Operations Program - Population Share Apportionment for Fiscal Year 2025/2026 in the amount of \$3,631,768, to be apportioned \$2,626,019 to the Valley and \$1,005,749 to the Mountain/Desert areas based on the population estimates approved by the SBCTA Board of Directors in July 2025.

Presenter: James Mejia

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

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

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Acronym List

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Mission Statement

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The next Transit Committee meeting is scheduled for March 12, 2026.

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility & Language Assistance - The meeting facility is accessible to persons with disabilities. A designated area is reserved with a microphone that is ADA accessible for public speaking. A designated section is available for wheelchairs in the west side of the boardroom gallery. If assistive listening devices, other auxiliary aids or language assistance services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and the office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

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

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

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

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

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

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

Agenda Actions – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

Closed Session Agenda Items – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the President of the Board or Committee Chair (“President”) will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 2:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Written information received after the 2:00 pm deadline will not be distributed. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment from any members of the public who haven't already commented on the item during the meeting.

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

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the President may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Your cooperation is appreciated!

**General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Attendance.

- The President of the Board or Chair of a Policy Committee (Chair) has the option of taking attendance by Roll Call. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name.
- A Member/Alternate who arrives after attendance is taken shall announce his/her name prior to voting on any item.
- A Member/Alternate who wishes to leave the meeting after attendance is taken but before remaining items are voted on shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee. Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.
- Votes at teleconferenced meetings shall be by roll call, pursuant to the Brown Act, or, at any meeting, upon the demand of five official representatives present or at the discretion of the presiding officer.

The Vote as specified in the SBCTA Administrative Code and SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the Alternate shall be entitled to vote. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the Chair shall ask the maker of the original motion if he or she would like to amend the motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively, and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time to time, circumstances may require deviation from general practice (but not from the Brown Act or agency policy).
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: February 12, 2026

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

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

Background:

In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$500 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
6	21-1002658-03	CPM Partners, Inc. <i>Alex Janecek</i>	A1 Management & Inspection Twining Guida Surveying Center for Transportation and the Environment
7	23-1002904	Mott MacDonald Group, Inc. <i>Joe Toolson</i>	DB E.C.O. North America Inc. Engineering Solutions Services Group Delta Consultants, Inc. Gruen Associates HDR Engineering, Inc. Huit-Zollars, Inc. IBI Group Jacobs Engineering Group, Inc. Monument ROW, Inc. Pacific Railway Enterprises, Inc. Zephyr Rail

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:

Victoria Hernandez, Executive Assistant

Transit Committee Agenda Item

February 12, 2026

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Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: *February 12, 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, one procurement of major equipment contract, and one vehicle procurement contract, of which two had Construction Change Orders (CCO) approved since the last reporting to the Transit Committee on December 11, 2025.

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

- 1) CCO 46: Post Office backflow connection. (\$77,490.49)
- 2) CCO 47: Drainage revisions. (\$50,021.98)
- 3) CCO 52: Freightliner parking lot drainage. (\$8,989.26)
- 4) CCO 53: Field Order Directive 13 stage 2A grade changes. (\$7,155.35)
- 5) CCO 54: Field Order Directive 17 supplemental control staging segment B. (\$2,600)
- 6) CCO 55: Field Order Directive 14 Shell gas station driveway Sta 433+80. (\$8,253.33)
- 7) CCO 56: Request for Information 248 Donut Palace drainpipe. (\$16,268.66)
- 8) CCO 57: Field Order Directive 31 Central North Side station water service. (\$1,998.04)
- 9) CCO 58: Request for Change 82 stage 2C side street cross gutter tie-ins. (\$3,145.11)
- 10) CCO 62: Request for Change 73 bioretention basin inefficiencies. (\$5,067.86)
- 11) CCO 64: DS-15 Revisions per Request for Information 239. (-\$17,507)
- 12) CCO 65: Request for Change 83 and 84 stage 2D grind to join line. (16,013.66)
- 13) CCO 68: Request for Change 89 stage 2D temporary AC sidewalks. (\$10,116.65)
- 14) CCO 69: Southern California Edison conflict 28 and 31 revisions. (\$1,737.01)
- 15) CCO 71: Field Order Directive 32 driveway panel preplacement at Post Office. (\$1,000.84)
- 16) CCO: 73 Request for Change 92.1 temporary sidewalk stage 2A. (\$2,684.54)
- 17) CCO: 75 Additional splices and pull box relocation at Pomona Transit Center. (\$4,671.52)
- 18) CCO 76: Request for Change 68 Euclid and Holt rerouting of conduits. (\$18,800)
- 19) CCO 78: Field Order Directive SL conflict at Sta 437+43. (\$1,325.52)

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

February 12, 2026

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- 20) CCO 80: Stage 3 traffic handling revisions. (\$7,390.50)
- 21) CCO 83: Melrose Avenue billboard removal Sta 435+15. (\$11,300)
- 22) CCO 84: Request for change 101 petromat dump fee for bus pad at North Clark Side station. (\$1,495)
- 23) CCO 85: Request for Change 111 set up new temporary camera at Campus Avenue and configure detection zones. (\$1,200)
- 24) CCO 86: Request for Information 350 and 353 revisions. (\$42,340)

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. 23-1002961 with Proterra Builders, Inc. for the AMF Hydrogen Fuel Upgrade Project: Procurement of Major Equipment: There are no newly executed CCOs since the last report.

D. Contract No. 20-1002310 with Stadler US, Inc. for Zero Emission Multiple Unit Rail Vehicle Procurement:

- 1) CCO 5: Sliding doorway step change. (\$441,589)

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

Reviewed By:

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

Responsible Staff:

Joy Buenaflor, Deputy Director of Transit & Rail Programs

Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

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

Number	Description	Amount
West Valley Connector Mainline Construction, Griffith Company (23-1002891)		
	Description	Amount
46	Post Office Backflow Connection	\$77,490.49
47	Drainage Revisions	\$50,021.98
52	Freightliner Parking Lot Drainage	\$8,989.26
53	Field Order Directive 13 Stage 2A Grade Changes	\$7,155.35
54	Field Order Directive 17 Supplemental Control Staging Segment B	\$2,600.00
55	Field Order Directive 14 Shell Gas Station Driveway Sta 433+80	\$8,253.33
56	Request for Information 248 Donut Palace Drainpipe	\$16,268.66
57	Field Order Directive 31 Central North Side Station Water Service	\$1,998.04
58	Request for Change 82 Stage 2C Side Street Cross Gutter Tie-ins	\$3,145.11
62	Request for Change 73 Bioretention Basin Inefficiencies	\$5,067.86
64	DS-15 Revisions Per Request for Information 239	(\$17,507.00)
65	Request for Change 83 & 84 Stage 2D Grind to Join Line	\$16,013.66
68	Request for Change 89 Stage 2D Temporary AC Sidewalks	\$10,116.65
69	SCE Conflict 28 and 31 Revisions	\$1,737.01
71	Field Order Directive 32 Driveway Panel Replacement at Post Office	\$1,000.84
73	Request for Change 92.1 Temporary Sidewalk Stage 2A	\$2,684.54
75	Additional Splices and Pull Box Relocation at Pomona Transit Center	\$4,671.52
76	Request for Change 68 Euclid and Holt Rerouting of Conduits	\$18,800.00
78	Field Order Directive SL Conflict at Sta 437+43	\$1,325.52
80	Stage 3 Traffic Handling Revisions	\$7,390.50
83	Melrose Ave Billboard Removal Sta 435+15	\$11,300.00
84	Request for Change 101 Petromat Dump Fee for Bus Pad at North Clark Side Station	\$1,495.00
85	Request for Change 111 Set Up New Temporary Camera at Campus Ave and Configure Detection Zones	\$1,200.00
86	Request for Information 350 and 353 Revisions	\$42,340.00
	CCO Total	\$522,447.88
	Approved Contingency	\$11,995,991.00
	Remaining Contingency	\$11,473,543.12

ZEMU - Arrow Maintenance Facility (AMF) Construction Upgrade Project, Metro Builders & Engineers Group, Ltd. (23-1002922)

	Description	Amount
	CCO Total	\$298,056.70
	Amended Approved Contingency	\$475,099.00
	Remaining Contingency	\$177,042.30

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

Number	Description	Amount
ZEMU - Arrow Maintenance Facility (AMF) Procurement Upgrade Project, Proterra Builders, Inc. (23-1002961)		
	Description	Amount
	CCO Total	\$22,964.98
	Approved Contingency	\$56,280.21
	Remaining Contingency	\$33,315.23
ZEMU- Vehicle Procurement Stadler (20-1002310)		
	Description	Amount
5	Sliding Doorway Step Change	\$441,589.00
	CCO Total	\$3,033,758.12
	Approved Contingency	\$3,487,482.12
	Remaining Contingency	\$453,724.00

Minute Action

AGENDA ITEM: 3

Date: February 12, 2026

Subject:

San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2025/2026
First Quarter

Recommendation:

Receive and file the First 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 provide operations and financial data every month. 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.

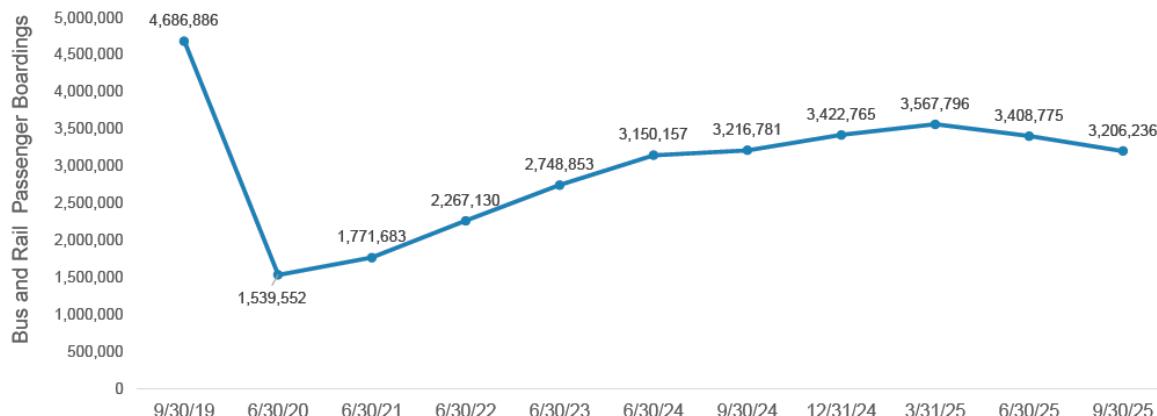
San Bernardino County public transit ridership is showing lower ridership than the previous quarter as well as during the same time period during the first quarter of fiscal year (FY) 2024/2025, a year prior (Exhibit 2 on the following page). The first quarter ridership was affected by a drop in rail trips, but steady performance continued by bus operators, vanpool, and specialized transportation programs.

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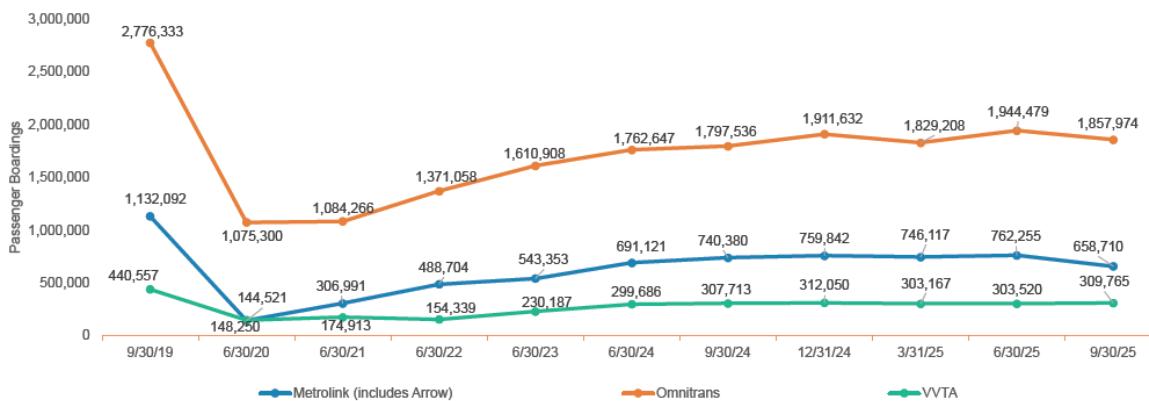
Exhibit 2, San Bernardino County Passenger Trips by Quarter, Fall 2019 to Fall 2025*



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

Ridership for the county's two large bus operators, Omnitrans and Victor Valley Transit Authority (VVTA), and Metrolink, are presented in Exhibit 3 below. Omnitrans' ridership dropped slightly over the last quarter while VVTA increased ridership to its second highest quarterly total since 2019. Metrolink concluded its Student Adventure Pass at the end of June 2025, reducing its free pass to only a 50% discount, contributing to a 13% decrease in Metrolink ridership and a 26% reduction in ridership on Arrow.

Exhibit 3, Larger Operators' Quarterly Ridership, Fall 2019 to Fall 2025*



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

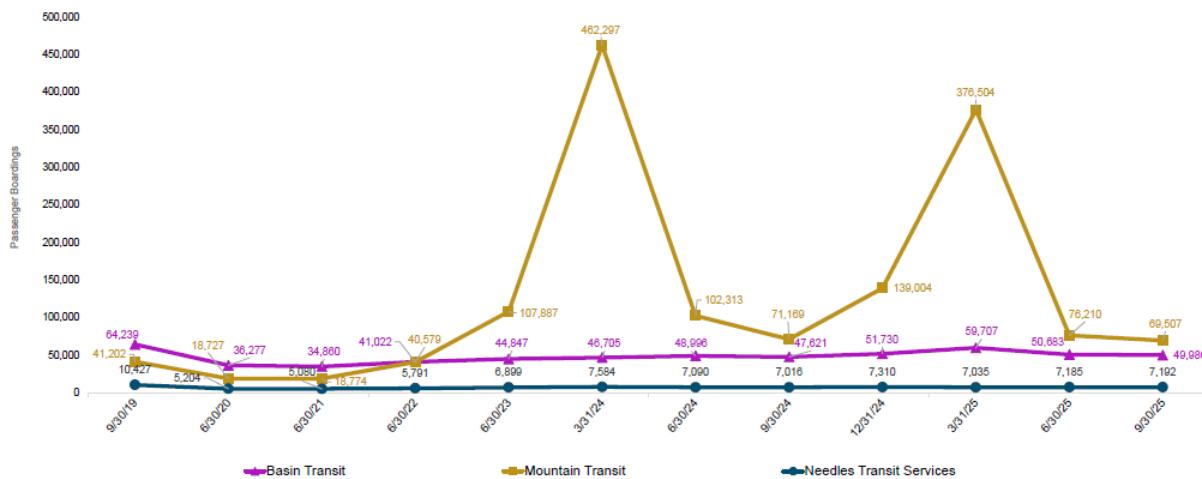
For the smaller bus operators shown in Exhibit 4 on the following page, Mountain Transit service shows the winter and spring ski season peaks and summer and fall season lows, additionally this quarter's approximately 70,000 trips are comparable to ridership levels in the first quarter of FY 2024/2025. Basin Transit's first quarter ridership of almost 50,000 trips is 16% lower than the system's high during the third quarter of FY 2024/2025 but slightly higher than the first quarter period of a year ago. Needles Transit Services continues to hold steady with first quarter ridership that includes the launch of its Fort Mohave/Bullhead Shuttle.

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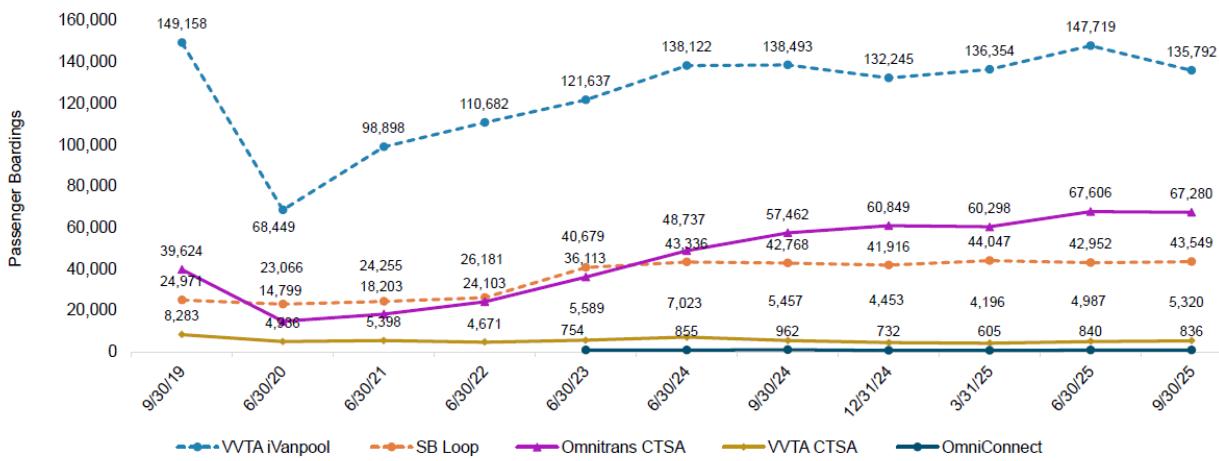
Exhibit 4, Small Operators' Quarterly Ridership, Fall 2019 to Fall 2025



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

Exhibit 5 below, presents the smaller public transportation programs operated in San Bernardino County, including the Consolidated Transportation Services Agency initiatives of Omnitrans and VVTA, the vanpool programs of VVTA's iVanpool and SBCTA's SB Loop, and shuttle services of OmniConnect. Each program is reported individually later in this document but collectively, these programs provided more than 253,000 passenger trips, the second highest combined total over the past six years.

Exhibit 5, Smaller Transportation Programs' Quarterly Ridership, Fall 2019 to Fall 2025



Current Initiatives

VVTA marked a major milestone in sustainable public transportation with a grand ribbon-cutting ceremony on January 14, 2026, unveiling 13 new hydrogen fuel cell buses, an interim hydrogen fueling station, and the agency's bold new branding. Joined by local, regional, and state leaders, industry partners, and community stakeholders, the event highlighted VVTA's continued commitment to innovation, environmental stewardship, and enhanced service across the High Desert.

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The zero-emission hydrogen buses produce only water at the tailpipe, supporting cleaner air while maintaining reliable transit service. Made possible through partnerships with the Federal Transit Administration, San Bernardino County Transportation Authority, California Air Resources Board, GO-BIZ, the California Association for Coordinated Transportation, and numerous industry partners, the project reflects years of collaboration and planning. The event also marked the official transition from “Victor Valley Transit” to “VVTA,” reinforcing a clear regional identity and a modern, forward-motion visual brand that aligns with the agency’s investments in clean technology and its long-term vision for a more sustainable future.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

Reviewed By:

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

Responsible Staff:

Nancy Strickert, Multimodal Manager

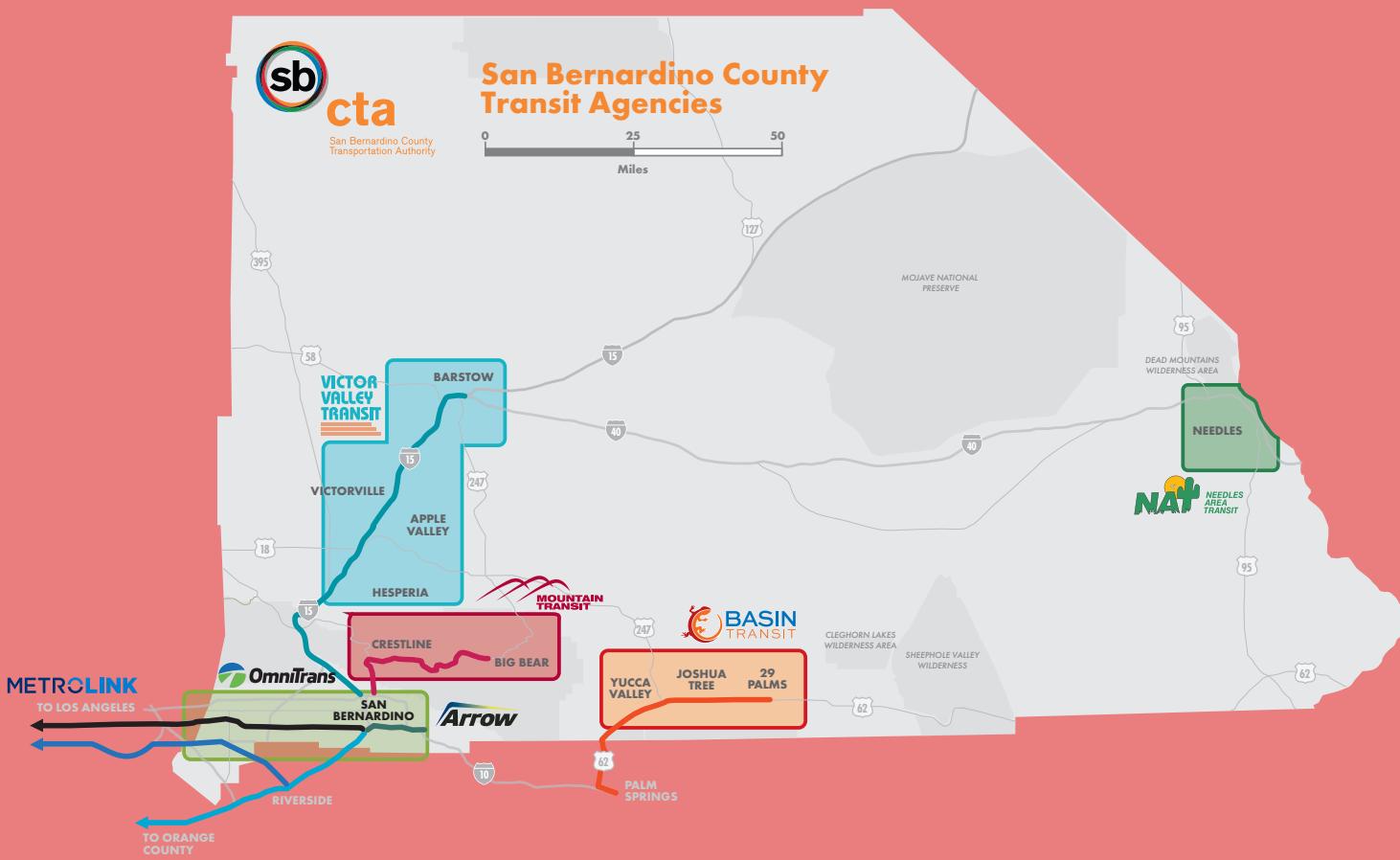
Approved
Transit Committee
Date: February 12, 2026

Witnessed By:



San Bernardino County
Transportation Authority

San Bernardino County Multimodal Transportation Quarterly Update



First Quarter Fiscal Year 2025/2026
Volume 7, Number 1

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Introduction

This quarterly report highlights ongoing efforts to rebuild ridership, reported in this iteration of the SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT (Volume 7, Number 1). The County's public transportation operators report their first quarter experience of July, August and September 2025 of Fiscal Year 2025/2026 (FY 25/26). A countywide picture of more than six 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:

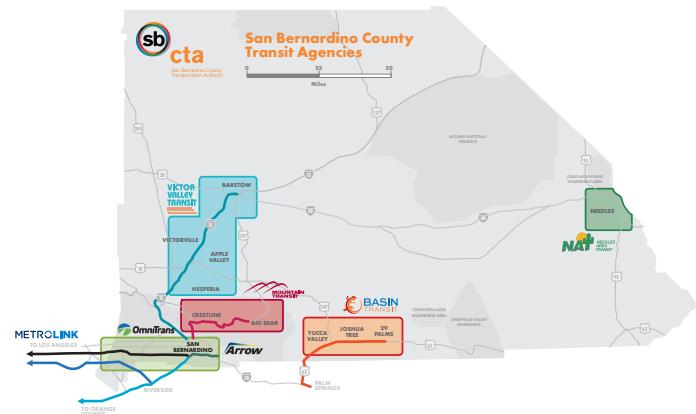
1. Providing high-level information about specific transportation services and programs available.
2. Reporting current initiatives and tracking trends in key performance indicators.

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 new Metrolink Arrow San Bernardino-Redlands train service commenced in October 2022. Its eleventh full quarter of service is presented in this report. The service areas of the County's five bus operators, plus 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.

Exhibit 1, San Bernardino County Public Transit Bus Operators



Three additional modes of transportation support San Bernardino County residents:

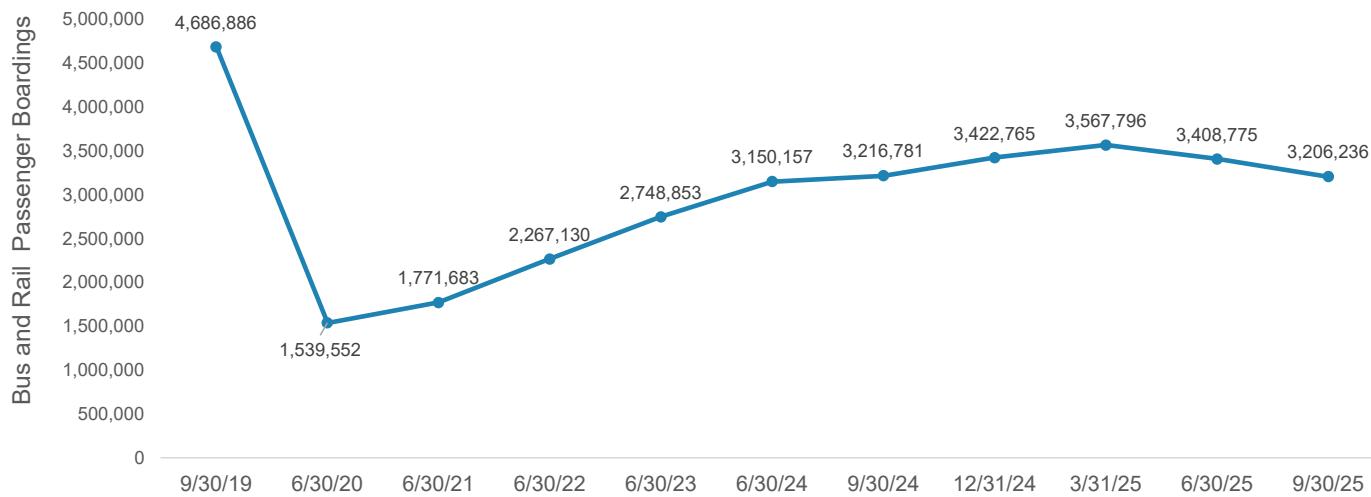
- **Consolidated Transportation Services Agencies (CTSAs) programs** – Specialized transportation services administered by Omnitrans and VVTA.
- **Vanpool programs** – Programs are operated by SBCTA and VVTA – SB Loop and iVanpool.
- **IE Commuter** – A rideshare program in partnership with SBCTA and the Riverside County Transportation Commission (RCTC).

Commentary

Steady Ridership to Begin the New Fiscal Year

San Bernardino County public transit ridership—at 3.2 million trips—experienced a decrease during the first quarter of FY 25/26, a noticeable decline from the highs of winter service but only slightly lower than the comparable first quarter of FY 24/25 (Exhibit 2). This first quarter's countywide ridership was affected by a drop in rail trips but saw steady performance by bus operators, vanpool and specialized transportation programs. Subsequent quarterly reports will continue to monitor countywide ridership and its seasonal variations.

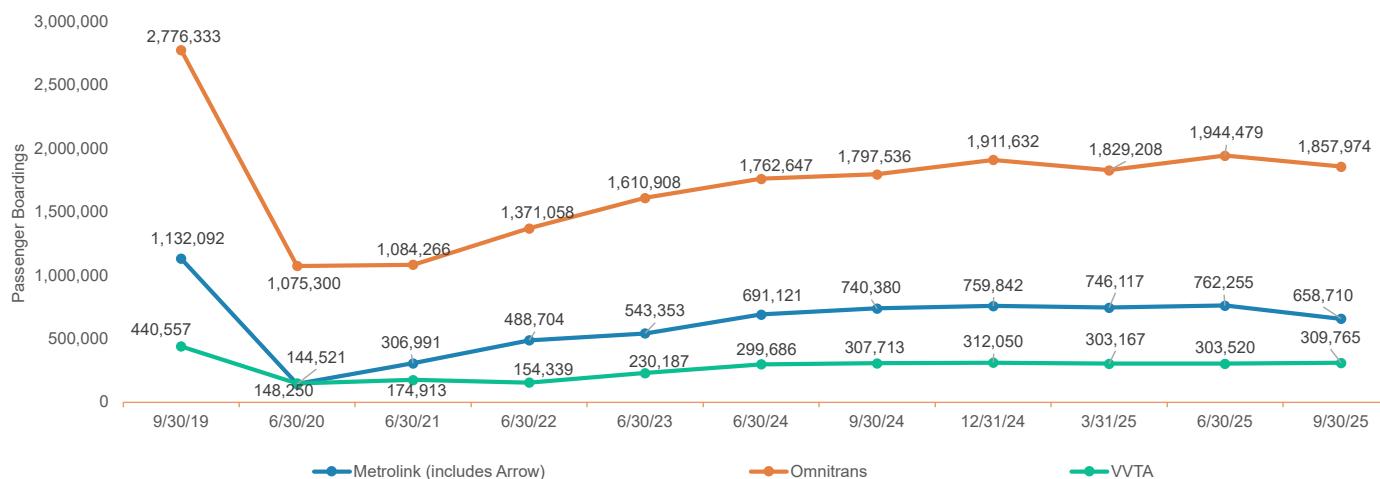
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Ridership for the County's two large bus operators, Omnitrans and VVTA, and Metrolink rail service are presented in Exhibit 3. Omnitrans ridership dropped slightly over the last quarter while VVTA increased ridership to its second highest quarterly total since 2019. Metrolink concluded its Student Adventure Pass at the end of June 2025, reducing its free pass to only a 50% discount, which contributed to a 13% decrease in total Metrolink ridership and a 26% reduction in ridership on the Arrow line.

Exhibit 3, Larger Operators' Quarterly Ridership, Fall 2019 to Fall 2025*

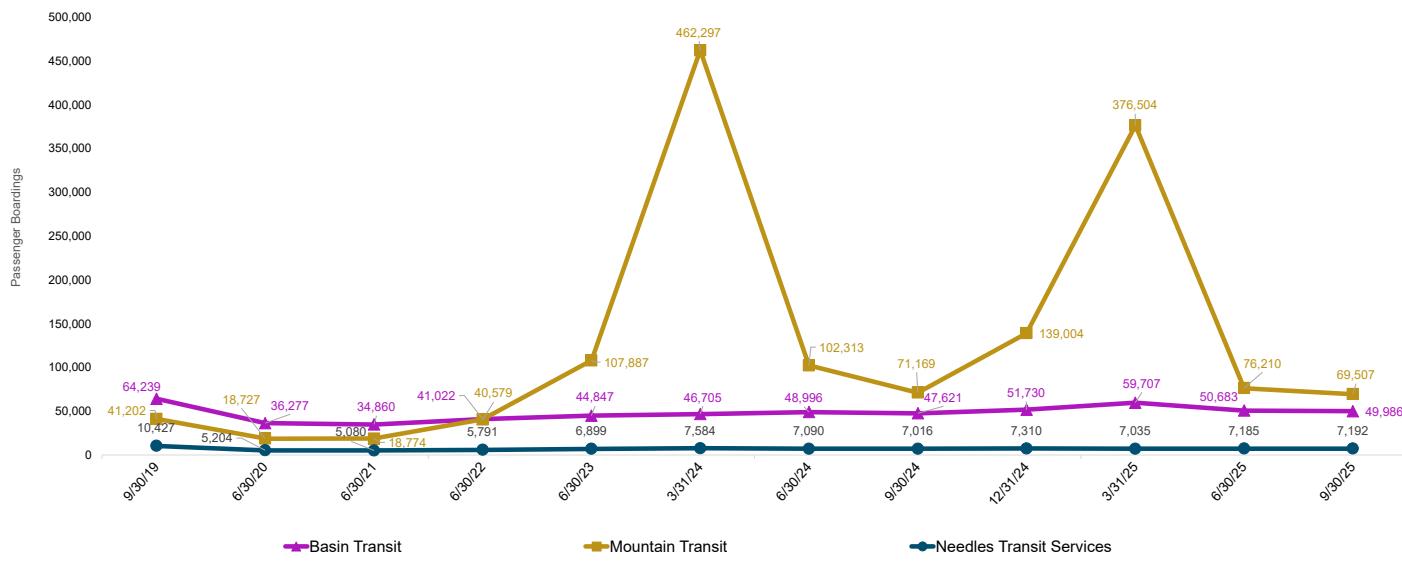


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Commentary

The County's smaller bus operators shown in Exhibit 4 presents the winter and spring ski season peaks and summer and fall season lows of Mountain Transit's service, where this quarter's almost 70,000 trips is comparable to ridership levels in the first quarter of FY 24/25. Basin Transit's first quarter ridership of almost 50,000 trips is 16% lower than the system's high during the third quarter of FY 24/25 but slightly higher than the first quarter period of a year ago. Needles Transit Services continues to hold steady with first quarter ridership that includes the launch of its new Fort Mohave-Bullhead Shuttle.

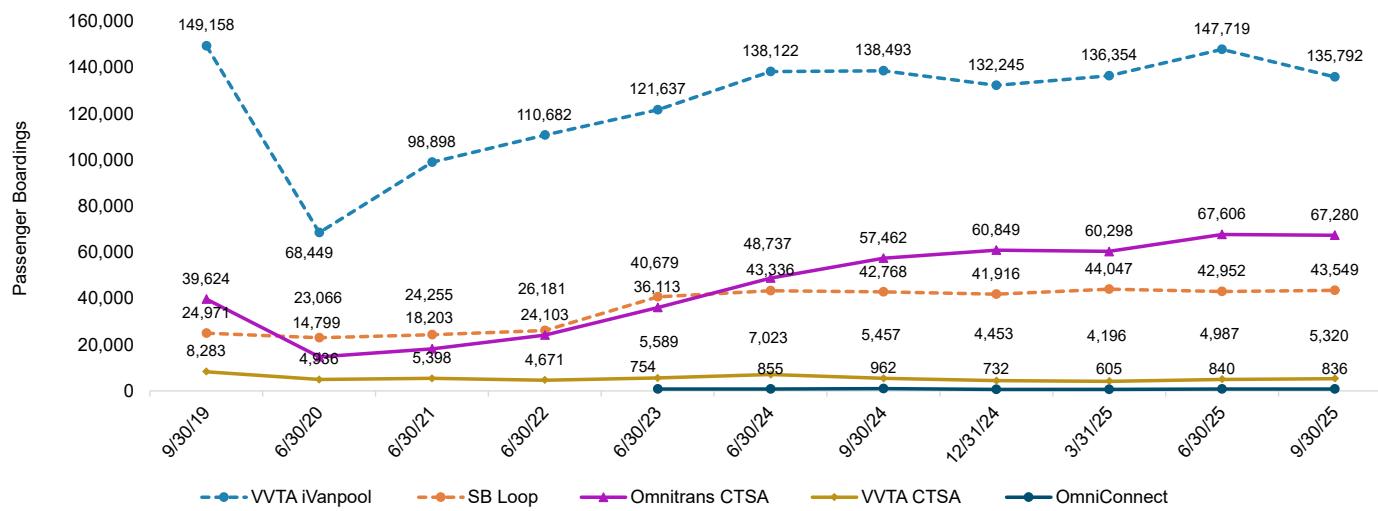
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Exhibit 5, Smaller Transportation Programs' Quarterly Ridership, Fall 2019 to Fall 2025



Current Initiatives

Putting a Human Face on Transit: Stories from San Bernardino County Riders

In honor of the passage of the Americans with Disabilities Act (ADA) on July 26, 1990, we celebrate 35 years of the guarantee of equal rights and access for people with disabilities in the workplace, schools, transportation and public spaces. In recognition of this milestone, SBCTA reached out to transit riders throughout the County to receive testimony about their experiences using public transit. In San Bernardino County, senior and disabled transportation is funded by the Measure I countywide half-cent sales tax, approved by the voters in 1989 and renewed by the voters in 2004 through 2040.

Public transit in San Bernardino County isn't just about getting from point A to point B—it's about enabling independence, fostering community connections and ensuring that all residents can participate fully in daily life. These stories from riders across the County illustrate how accessible transportation opens doors, builds relationships and strengthens communities.

Needles Area Transit: A Web of Community Connections

In Needles, Cindy has been riding Dial-A-Ride for four years, making daily trips to the senior center, St. Vincent de Paul, and County offices. When she doesn't appear at her regular stops, people notice—the senior center calls to check on her. The drivers recognize when she's feeling under the weather. "This is not just the service," Cindy explains. "This is people who really care about you. It's more like family."

For Cindy and others like her, transit combats isolation—a serious problem for elderly residents. She occasionally bakes sugar-free banana muffins to share at the senior center, contributing to her community while receiving the support she needs. The connections have transformed Needles into home. "It's like a spider web—we're all connected here," she says.



Basin Transit: Making Sensible Choices

Verna moved to Yucca Valley from West Virginia in 2009 and quickly learned that California car ownership costs didn't make sense for her. "I prefer transit over the exorbitant amount of money it would take to have a car," she explains. "Transit is more of an economic thing for me."



Basin Transit's Ready Ride service—which picks riders up at home and takes them directly to their destinations—changed everything for Verna. "That's when I started seeing more of Yucca Valley," she says. The door-to-door service accommodates her need for a lift or ramp and offers crucial flexibility for medical appointments. "You don't know how long you're going to be at a doctor's office."

Over the years, Verna has built relationships with the drivers who've gotten to know her well. "They're concerned," she notes. "They pick up on the personalities of their customers." Ready Ride gives her practical access to healthcare, shopping and services without the unnecessary expense—and familiar faces who care about her well-being.

Mountain Transit: Acts of Kindness

Caroline has lived in the mountains for six years and uses both Mountain Transit's fixed routes and Dial-A-Ride service to navigate her community. She rides Routes 2 and 6 to go off the mountain for medical specialists and shopping, while Dial-A-Ride's curb-to-curb service makes it possible for her to attend her regular Tuesday and Thursday senior lunches in Crestline and run errands throughout the Rim area.



"The drivers and staff go out of their way," Caroline says. When she first started using transit and felt nervous about trying something new, driver Sheri guided her through the steps. Now Caroline considers Sheri like an adopted daughter. Another driver, Phillip, helps her with groceries up her steep driveway. Caroline bakes for the drivers in appreciation.

Current Initiatives (Continued)

Before Mountain Transit, Caroline had no experience with public transit and didn't know how to get around with her disability. Now she's a regular rider exploring new destinations. This year, she's planning to visit Big Bear for the first time. She's also an active participant in senior lunches and community activities—she'll even call Goodwin and Sons market early to ask them to save her an apple fritter, which she picks up when the bus stops right at their door.

Omnitrans: Family When It Matters Most

Veronica and her mother have been using OmniAccess since November of last year, shortly after her mother was diagnosed with dementia. "It's made a big difference because it's very convenient," Veronica explains. The door-to-door service means they no longer have to walk far distances, and the lift accommodates her mother's walker.

Before OmniAccess, they depended on other people for rides that sometimes wouldn't come through. Now they can reliably get to doctors and pharmacies. "It's changed our life completely," Veronica says.

Ralph and his brother, both wheelchair users, depend on Omnitrans fixed-route service and call their coach operators their "OmniFamily." After losing their mother, Ralph says his OmniFamily showed up with support like never before, demonstrating that the relationships built through daily transit use extend beyond transportation. Ralph says he has "nothing but gratitude for Omnitrans and the ADA," which make accessible transit possible.



The Ripple Effect

These stories reveal common themes across San Bernardino County's diverse communities. Accessible transit enables independence, provides economic alternatives to costly vehicle ownership, and accommodates physical needs through lifts, ramps and door-to-door service.

Perhaps most importantly, accessible transit creates community participation. Cindy contributes to the senior center. Caroline attends regular lunches and is planning new explorations. Veronica can reliably care for her mother. Ralph and his brother remain engaged even after personal loss.

When transit works well—with flexible scheduling, accessible vehicles and drivers who recognize their passengers—it enables people to contribute to their communities, maintain connections, access healthcare and live with dignity.

The tables and graphs in this report show ridership numbers, revenue and expense, and service coverage. But behind every data point is a person like Cindy, Verna, Caroline, Veronica or Ralph—someone whose daily life, community connections and independence depend on accessible public transportation. Their stories put a human face on why this work matters.



Current Initiatives (Continued)

Return on Social Media Investment

Social media content creation and management provides year-round countywide presence that individual transit systems can't achieve alone—building awareness of the regional transit network while amplifying member agency initiatives to broader audiences.

Countywide brand building: Transit-specific content generated over 42,000 views in the fourth quarter of FY 25/26, raising awareness that public transit exists throughout San Bernardino County and that connections can be made at the San Bernardino Transit Center.

Amplification platform for member agencies: SBCTA social accounts (12,351 combined followers) serve as a megaphone for Omnitrans, Basin Transit, Mountain Transit, VVTA and Needles Area Transit—sharing their posts to audiences they may not otherwise reach.

Cost effective compared to traditional marketing: Social media delivers countywide awareness at a fraction of the cost of regional print, radio or billboard campaigns that would be needed to reach the same geographic spread.

Strategic foundation multiplies paid campaigns: The first quarter of FY 25/26 demonstrated that strong organic presence amplifies paid advertising—a modest \$2K advertising spend generated a 304% Instagram growth and 4,400 clicks because of the strong organic foundation already built.

Proven content improvements: Average engagement per post doubled historic performance in the fourth quarter, showing continuous optimization of messaging and audience targeting.

Select social media campaigns conducted during the fall of 2025 are presented in Exhibits 6 through 9 below.

Exhibit 6, Election Day



Exhibit 7, Metrolink Student

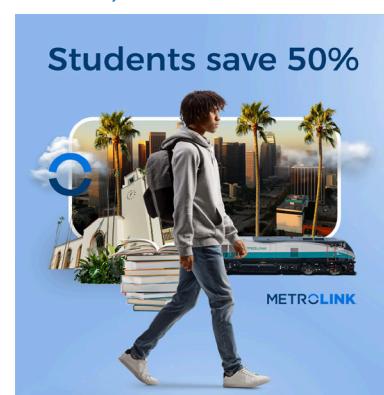
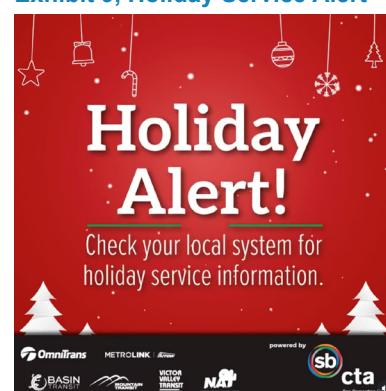


Exhibit 8, ONT Connect



Exhibit 9, Holiday Service Alert



Current Initiatives (Continued)

New Innovation for a Cleaner Future in the High Desert

Victor Valley Transit Authority (VVTA) marked a major milestone in sustainable public transportation with a grand ribbon-cutting ceremony on January 14, 2026, unveiling 13 new hydrogen fuel cell buses, an interim hydrogen fueling station and the agency's bold new branding. Joined by local, regional and state leaders, industry partners, and community stakeholders, the event highlighted VVTA's continued commitment to innovation, environmental stewardship and enhanced service across the High Desert (Exhibit 10).

The zero-emission hydrogen buses produce only water at the tailpipe, supporting cleaner air while maintaining reliable transit service. Made possible through partnerships with the Federal Transit Administration (FTA), San Bernardino County Transportation Authority (SBCTA), California Air Resources Board (CARB), GO-Biz, CalACT and numerous industry partners, the project reflects years of collaboration and planning. The event also marked the official transition from "Victor Valley Transit" to "VVTA," reinforcing a clear regional identity and a modern, forward-motion visual brand that aligns with the agency's investments in clean technology and its long-term vision for a more sustainable future.

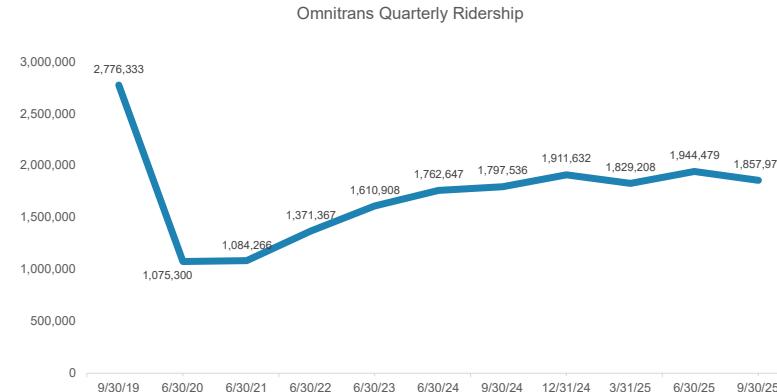
Exhibit 10, Hydrogen Fuel Cell Bus Ribbon-Cutting Ceremony



Commentary and Trends

Omnitrans' fixed-route service ridership fell by 4% from its high in the fourth quarter to just over 1.8 million trips. Demand response trips fell by 3% during the same time period, bringing total system ridership to under 1.9 million trips.

Operating costs fell by 8% while revenue collected from passengers decreased by 7%. The TDA farebox recovery ratio decreased slightly from 29.5% in the fourth quarter, to 23.8% during the first quarter of FY 25/26.



Performance*

	4th Quarter FY 24/25	1st Quarter FY 25/26	
	Prior Year FY 24/25	Current Year FY 25/26	% change from 4th Quarter
SYSTEM Total Passenger Trips	1,944,479	1,857,974	-4%
Fixed-Route Trips**	1,905,635	1,820,416	-4%
Demand Response Trips	38,844	37,558	-3%
SYSTEM Performance			
Revenue Hours	176,781	167,726	-5%
Passengers per Rev Hour	11.0	11.1	1%
Revenue Miles	2,374,319	2,267,130	-5%
Passengers per Rev Mile	0.82	0.82	0%
Passenger Miles	9,988,457	9,472,542	-5%
Average Trip Length (miles)	5.14	5.10	-1%
OPERATIONS Expense			
Total Operating Cost	\$25,753,695	\$23,723,494	-8%
Passenger Revenue (excluding local revenue)	\$2,317,363	\$2,156,235	-7%
Farebox Recovery Ratio	9.0%	9.1%	1%
Passenger Revenue	\$7,601,628	\$5,641,007	-26%
Farebox Recovery (TDA Formula***)	29.5%	23.8%	-19%
Cost per Revenue Mile	\$10.85	\$10.46	-4%
Subsidy/Pass Trip – Systemwide	\$13.24	\$12.77	-4%
Fixed-Route Cost per Trip	\$10.87	\$11.01	1%
Demand Response Cost per Trip	\$129.78	\$98.24	-24%
FLEET Characteristics			
Vehicles in Peak Service	(Includes sbX)		(Includes sbX)
Fixed-Route	125	140	
Demand Response	40	40	
Total Vehicles in Peak Service	165	180	

* Extracted from TransTrack Manager Quarterly Scorecard during January 2026.

** OmniConnect performance data are also counted as fixed-route trips for Omnitrans services and should not be double counted with following pages.

*** The Transportation Development Act (TDA) allows local revenue to be counted as passenger revenue in calculating the farebox recovery ratio.

OmniConnect Shuttle Services:

- SB Connect - Rte. 300
- ONT Connect - Rte. 380

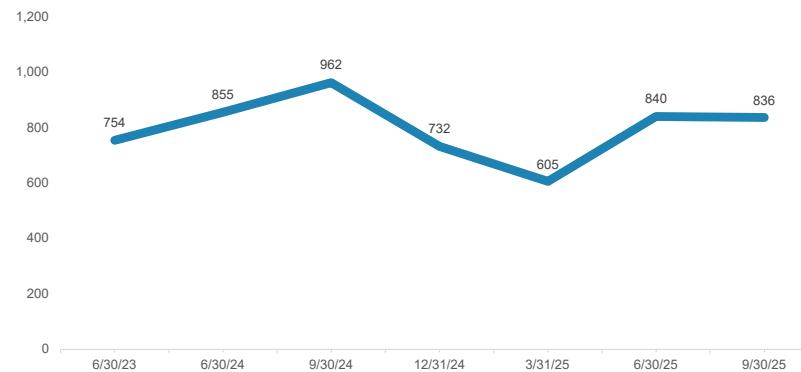
Commentary and Trends

OmniConnect provides shuttle service between the Ontario Airport and Metrolink stations on the ONT Connect and from the San Bernardino Transit Center to Downtown San Bernardino employment locations on the SB Connect.

Route 380 ONT Connect continued to provide the bulk of shuttle service trips, with a 4% increase over the fourth quarter of FY 24/25. Route 300 SB Connect that circulates in Downtown San Bernardino saw its quarterly total drop by 42% to just 50 trips with the termination of service on August 11, 2025. The discontinuation of Route 300 allows Omnitrans to focus on increasing frequency and improving train connection times on Route 380.



OmniConnect Quarterly Ridership



Performance*

	4th Quarter FY 24/25	1st Quarter FY 25/26	% change from 4th Quarter
	Prior Year FY 24/25	Current Year FY 25/26	
Total Passenger Trips**	840	836	0%
Route 300 SB Connect	86	50	-42%
Route 380 ONT Connect	754	786	4%
Performance			
Revenue Hours	2,362	2,550	8%
Passengers per Rev Hour	0.36	0.33	-8%
Revenue Miles	23,000	24,181	5%
Passengers per Rev Mile	0.04	0.03	-5%
OPERATIONS Expense			
Total Operating Cost	\$261,392	\$310,627	19%
Passenger Revenue	\$42,866	\$44,319	3%
Farebox Recovery Ratio (TDA Formula***)	16.4%	14.3%	-13%
Passenger Revenue (excluding local revenue)	\$3,157	\$629	-80%
Farebox Recovery Ratio	1.2%	0.2%	-83%
Subsidy per Pass Trip	\$307.42	\$370.81	21%
FLEET Characteristics			
Vehicles in Peak Service	2	2	

* Extracted from TransTrack Manager Quarterly Scorecard during January 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)

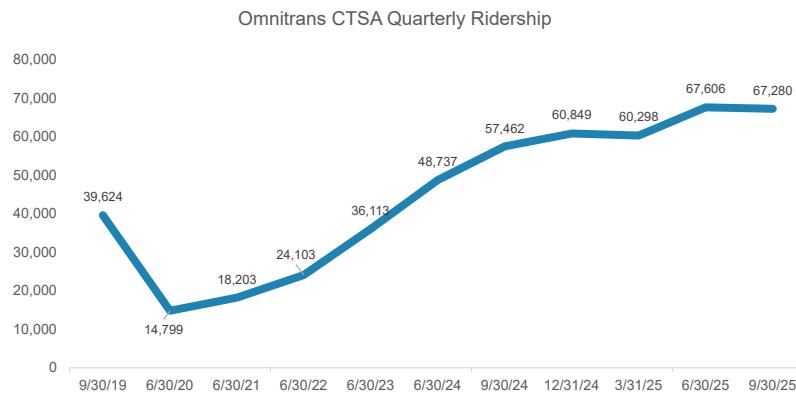


Commentary and Trends

Omnitrans' CTSA programs support transportation to vulnerable populations by providing specialized transit services and funding partnerships with human service agency providers.

Total CTSA ridership held steady during the first quarter of FY 25/26. New reporting from the City of Rialto is included in this quarter's report and data from Loma Linda University Health was not available at the time of this writing. With the addition of these trips, it is assumed that CTSA programs recorded its highest ridership since the pandemic during this first quarter.

The TREP volunteer driver mileage reimbursement program grew by 8% while Uber and Taxi programs increased slightly by 1% compared to the previous quarter. Travel training sessions provided to seniors and persons with disabilities were cut in half at 11 total trainings.



Performance

	4th Quarter FY 24/25	1st Quarter FY 25/26	
	Prior Year FY 24/25	Current Year FY 25/26	% change from 4th Quarter
TOTAL TRIPS	67,606	67,280	0%
TREP Mileage Reimbursement Trips	18,472	19,902	8%
Uber and Taxi Ride Program Trips	9,028	9,155	1%
Travel Training Program*	21	11	-48%
Regional Mobility Partnership (RMP) Trips	40,085	38,212	-5%
<i>Anthesis</i>	12,203	11,891	-3%
<i>Lutheran Social Services</i>	1,332	1,044	-22%
<i>City of Grand Terrace</i>	351	298	-15%
<i>OPARC</i>	9,972	9,682	-3%
<i>City of Chino</i>	2,820	2,831	0%
<i>Highland Senior Center</i>	1,301	1,320	1%
<i>Loma Linda University Adult Day Health</i>	1,201	N/A	
<i>City of Ontario</i>	3,778	3,551	-6%
<i>Foothill AIDS Project</i>	191	191	0%
<i>VIP Inc.</i>	6,936	6,566	-5%
<i>City of Rialto**</i>	—	838	—

* Reporting numbers are for the number of individuals trained.

** New Regional Mobility Partner: This is the first reporting period of service.

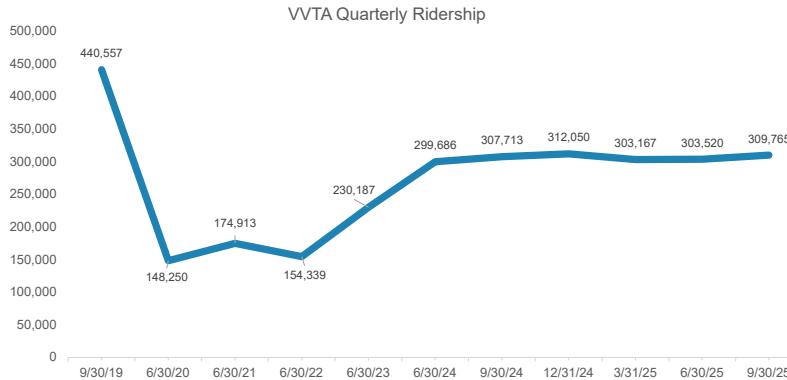
Victor Valley Transit Authority



Commentary and Trends

Ridership for VVTA's transit services increased by 2% during the first quarter, a period that included the return to school for students. Commuter bus ridership grew by 1% while demand response trips, which include VVTA's Direct Access paratransit and general public MicroLink, grew by 4% compared to the previous quarter. In efforts to continue ridership growth, VVTA launched its Ride Time Refresh service changes on November 2, 2025, extending evening service on 16 routes and enhancing weekend service on three routes.

Operating costs decreased by 1% while passenger fares decreased by 7%, contributing to a reduction in farebox recovery from 3.6% in the fourth quarter to 3.3% in this reporting period.

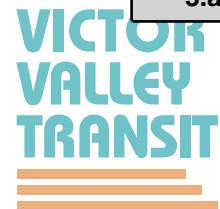


Performance*

	4th Quarter FY 24/25		1st Quarter FY 25/26	
	Prior Year FY 24/25	Current Year FY 25/26	% change from 4th Quarter	
SYSTEM Total Passenger Trips	303,520	309,765	2%	
Fixed-Route Trips	261,391	266,215	2%	
Commuter Bus Trips	8,008	8,074	1%	
Demand Response Trips	34,121	35,476	4%	
SYSTEM Performance [excludes vanpool revenue hours & miles]				
Revenue Hours	71,600	74,289	4%	
Passengers per Rev Hour	4.2	4.2	-2%	
Revenue Miles	1,111,491	1,043,471	-6%	
Passengers per Rev Mile	0.27	0.30	9%	
OPERATIONS Expense [excludes vanpool expense & revenue]				
Total Transit Operating Cost	\$12,434,974	\$12,335,451	-1%	
Passenger Revenue	\$441,474	\$410,758	-7%	
Farebox Recovery Ratio Systemwide	3.6%	3.3%	-6%	
Cost per Revenue Mile	\$11.19	\$11.82	6%	
Subsidy/Pass Trip – Systemwide	\$39.51	\$38.50	-3%	
Fixed-Route Cost per Trip	\$33.98	\$32.42	-5%	
Commuter Bus Cost per Trip	\$35.86	\$34.10	-5%	
Demand Response Cost per Trip	\$95.68	\$96.67	1%	
FLEET Characteristics				
Vehicles in Peak Service	Includes 12 Electric Vehicles		Includes 12 Electric Vehicles	
Fixed-Route	49	49		
Commuter	6	6		
Demand Response	40	38		
Total Vehicles in Peak Service	95	93		
Service Area Square Mileage	1,082	1,082		

* Extracted from TransTrack Manager Quarterly Scorecard during January 2026.

Victor Valley Transit Consolidated Transportation Services Agency (CTSA)

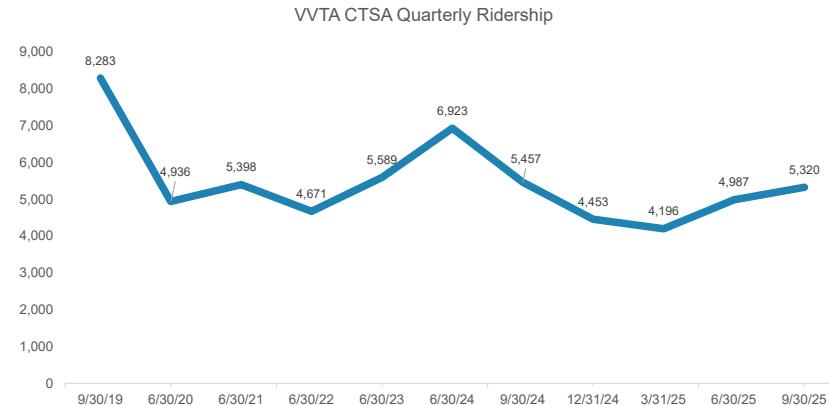


Commentary and Trends

VVTA's CTSA programs include a range of projects that provide specialized service for seniors and persons with disabilities.

Overall, the CTSA programs experienced an increase of 7% in total ridership, mostly driven by an increase in mileage reimbursement trips. The nonprofit providers ridership fell by 5% from the fourth quarter of FY 24/25.

The TRIP volunteer driver program experienced the largest increase in the first quarter, growing by 26% in ridership and reimbursing 17% more miles. The Travel Training and Transit Ambassador programs are both on hold due to staffing shortages.



Performance

	4th Quarter FY 24/25	1st Quarter FY 25/26	% change from 4th Quarter
	Prior Year FY 24/25	Current Year FY 25/26	
TOTAL TRIPS	4,987	5,320	7%
TRIP Program	2,752	3,474	26%
Nonprofit Providers	1,363	1,298	-5%
Foothill AIDS Project	427	388	-9%
Abundant Living Church	508	474	-7%
Heart's Extended	0	0	0%
Trona Community and Senior Center	367	382	4%
Bonnie Baker Senior Center	61	54	-11%
Travel Training Program	0	0	0%
Fare Media Scholarship Program	872	548	-37%
TOTAL MILES	103,488	121,154	17%
TRIP Program	103,488	121,154	17%
TOTAL HOURS	0	0	0%
Transit Ambassador Program	0	0	0%

Victor Valley Transit iVanpool



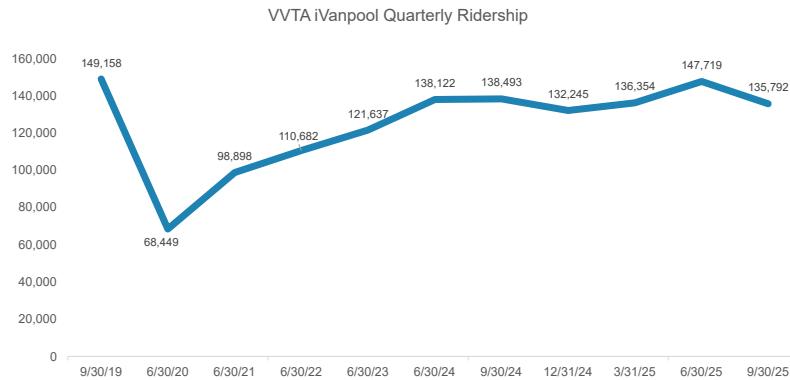
Commentary and Trends

VVTA's regional vanpool program provides a subsidy to support coworker groups with the cost of renting and maintaining a vehicle for the purpose of commuting to and from work. All vanpools are eligible to receive up to \$600 per month in program subsidy toward the cost of a vanpool.

The iVanpool program added 50 more vans over the previous quarter, growing to 259 total vanpools, an increase of 24% during the first quarter. However, unlinked passenger trips decreased by 8%.

Passenger Miles, the sum of the distances ridden by each passenger—a useful measure of the scale of vanpool activity—fell by almost 40% during the fourth quarter.

Disbursed subsidies increased by 3% while the fees collected from the vanpool participants decreased by 37% to just over \$200,000.



Performance

	4th Quarter FY 24/25	1st Quarter FY 25/26	
	Prior Year FY 24/25	Current Year FY 25/26	% change from 4th Quarter
Performance			
Number of Vanpools	209	259	24%
Revenue Miles	1,565,991	1,538,070	-2%
Revenue Hours	37,450	31,816	-15%
Unlinked Passenger Trips	147,719	135,792	-8%
Passenger Miles	7,512,899	4,577,358	-39%
Subsidies Disbursed	\$448,740	\$463,385	3%
Participation Fees	\$318,293	\$200,305	-37%

Basin Transit



Commentary and Trends

Basin Transit's total ridership decreased by 1% during the first quarter. While fixed-route trips held steady, commuter bus and demand response trips both fell by 9%, respectively.

The TREP volunteer driver mileage reimbursement program experienced a ridership decrease of 8%, or a total of 91 fewer trips. Operating costs are up slightly while passenger revenue increased by 11%, growing farebox recovery from 6.3% in the fourth quarter to 6.9% in this first quarter report.



Performance*

	4th Quarter FY 24/25	1st Quarter FY 25/26	% change from 4th Quarter
	Prior Year FY 24/25	Current Year FY 25/26	
SYSTEM Total Passenger Trips	50,683	49,986	-1%
Fixed-Route Trips	45,858	45,607	-1%
Commuter Bus Trips	2,000	1,818	-9%
Demand Response Trips	2,825	2,561	-9%
SYSTEM Performance			
Revenue Hours	8,722	8,627	-1%
Passengers per Rev Hour	5.8	5.8	0%
Revenue Miles	159,512	161,450	1%
Passengers per Rev Mile	0.32	0.31	-3%
OPERATIONS Expense			
Total Operating Cost	\$1,234,091	\$1,247,427	1%
Passenger Revenue	\$77,689	\$86,528	11%
Farebox Recovery Ratio Systemwide	6.3%	6.9%	10%
Cost per Revenue Mile	\$7.74	\$7.73	0%
Subsidy/Pass Trip – Systemwide	\$22.82	\$23.22	2%
Fixed-Route Cost per Trip	\$18.84	\$19.11	1%
Commuter Bus Cost per Trip	\$56.97	\$70.91	24%
Demand Response Cost per Trip	\$95.08	\$96.52	2%
TREP Mileage Reimbursement Program			
TREP Clients	127	127	0%
TREP Trips	1,179	1,088	-8%
TREP Miles Reimbursed	24,013	22,914	-5%
Mileage Reimbursement Cost	\$9,605	\$9,165	-5%
FLEET Characteristics			
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	

* Extracted from TransTrack Manager Quarterly Scorecard during January 2026.

Mountain Transit

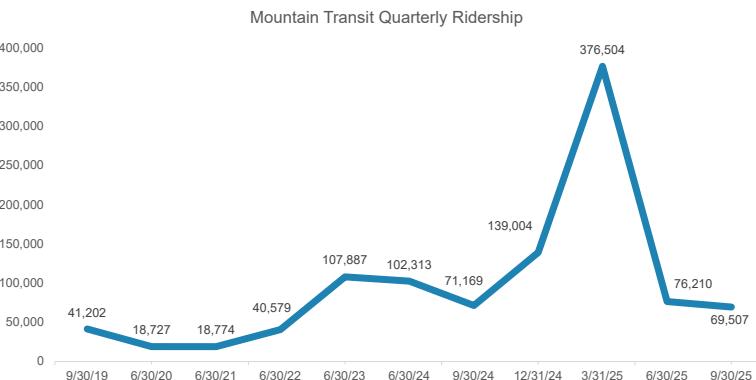


Commentary and Trends

Mountain Transit's total ridership decreased by 9% during the first quarter, with a 9% decrease in fixed-route trips and a 14% reduction in commuter trips. Commuter service was impacted in part by a September road closure on Highway 38. Demand response trips grew by 9% during the first quarter despite the introduction of the new Premium Dial-A-Ride service that brought back paid fares to non-ADA passengers using the service.

Operating costs grew by 21% during the first quarter while passenger revenue, which fluctuates by season, decreased by 60% for a quarterly farebox recovery of 9.3%.

Performance*



SYSTEM Total Passenger Trips

	4th Quarter FY 24/25	1st Quarter FY 25/26	% change from 4th Quarter
	Prior Year FY 24/25	Current Year FY 25/26	
SYSTEM Total Passenger Trips	76,210	69,507	-9%

Fixed-Route Trips

70,598

63,973

-9%

Commuter Bus Trips

2,641

2,281

-14%

Demand Response Trips

2,971

3,253

9%

SYSTEM Performance

Revenue Hours	11,928	12,639	6%
Passengers per Rev Hour	6.4	5.5	-14%
Revenue Miles	182,820	186,231	2%
Passengers per Rev Mile	0.42	0.37	-10%

OPERATIONS Expense

Total Operating Cost	\$1,566,717	\$1,895,053	21%
Passenger Revenue	\$435,272	\$175,578	-60%
Farebox Recovery Ratio Systemwide	27.8%	9.3%	-67%
Costs per Revenue Mile	\$8.57	\$10.18	19%
Subsidy/Pass Trip – Systemwide	\$14.85	\$24.74	67%
Fixed-Route Cost per Trip	\$16.27	\$21.41	32%
Commuter Bus Cost per Trip	\$53.28	\$72.86	37%
Demand Response Cost per Trip	\$93.29	\$109.89	18%

FLEET Characteristics

Vehicles in Peak Service			
Fixed-Route	10	10	
Demand Response	2	2	
Off the Mountain	2	2	
Seasonal Service	14	14	
Airport Shuttle	1	1	
Total Vehicles in Peak Service	29	29	
Service Area Square Mileage	269	269	

* Extracted from TransTrack Manager Quarterly Scorecard during January 2026.

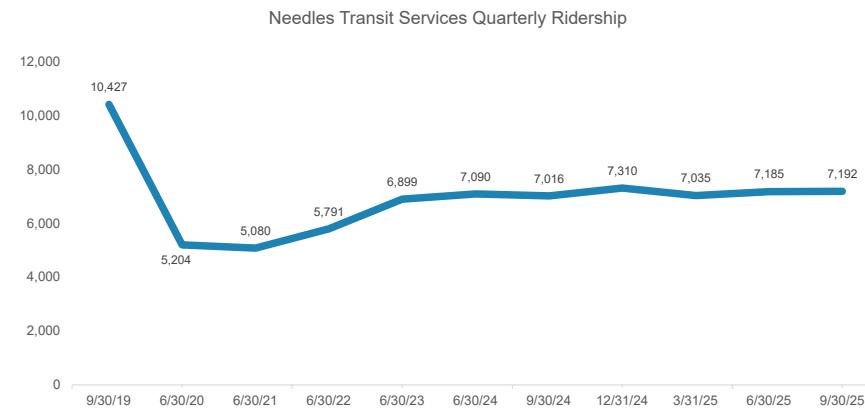
Needles Transit Services



Commentary and Trends

Total ridership for Needles Transit Services was flat in this quarter-to-quarter comparison, across both transportation modes. Demand response trips include the launch of the new Fort Mohave-Bullhead Shuttle, which combined the previously operated Shopper Shuttle and Dial-A-Ride Medical programs that traveled into Arizona to access retail and medical locations not available in Needles.

Operating costs grew slightly by 4% while passenger revenue was reported at 55% below the previous fourth quarter. The systemwide farebox recovery ratio fell to 4.9% of operating costs compared to the 11.3% ratio of the fourth quarter.



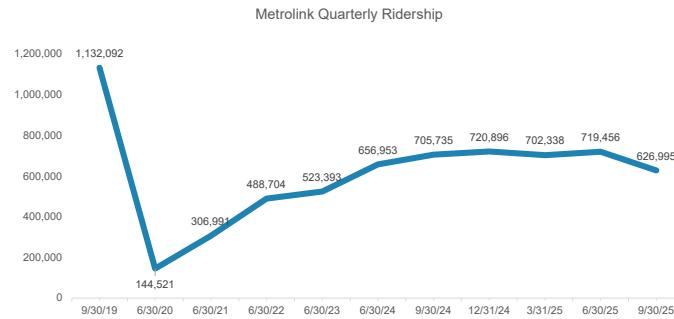
Performance*

	4th Quarter FY 24/25	1st Quarter FY 25/26	
	Prior Year FY 24/25	Current Year FY 25/26	% change from 4th Quarter
SYSTEM Total Passenger Trips	7,185	7,192	0%
Fixed-Route Trips	5,574	5,589	0%
Demand Response Trips	1,611	1,603	0%
SYSTEM Performance			
Revenue Hours	1,202	1,240	3%
Passengers per Rev Hour	6.0	5.8	-3%
Revenue Miles	15,842	16,511	4%
Passengers per Rev Mile	0.45	0.44	-4%
OPERATIONS Expense			
Total Operating Cost	\$144,397	\$150,475	4%
Passenger Revenue	\$16,286	\$7,394	-55%
Farebox Recovery Ratio Systemwide	11.3%	4.9%	-56%
Costs per Revenue Mile	\$9.11	\$9.11	0%
Subsidy/Pass Trip – Systemwide	\$17.83	\$19.89	12%
Fixed-Route Cost per Trip	\$21.39	\$21.53	1%
Demand Response Cost per Trip	\$16.95	\$18.81	11%
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 January 2026.

Commentary and Trends

Metrolink ridership fell by 13% during the first quarter, with the largest reduction observed on the San Bernardino Line. The decrease in ridership is a result of the Student Adventure Pass concluding in June 2025. Beginning July 1st, 2025, the discount was reduced to a 50% discount. The discount can be coupled with the Mobility-4-All program (low income) for an additional 25% on top of the 50% discount.



Performance

	4th Quarter FY 24/25	1st Quarter FY 25/26	% change from 4th Quarter
	Prior Year FY 24/25	Current Year FY 25/26	
SYSTEM Passenger Boardings by Line	719,456	626,995	-13%
TOTAL San Bernardino Line (SBL)	533,696	446,943	-16%
TOTAL Inland Empire Orange County Line (IEOCL)	185,760	180,052	-3%
Boardings at San Bernardino County Stations	195,067	186,115	-5%
San Bernardino Line	175,844	165,229	-6%
IEOC Line	10,884	12,124	11%
Riverside Line	8,339	8,762	5%
FINANCIAL - Total San Bernardino Line w/ MOW1			
Operating Cost Per Train Mile SB Line	N/A	N/A	
Farebox Revenue Per Train Mile SB Line			
Farebox Recovery Ratio SB Line			
FINANCIAL - Total IEOC Line w/ MOW1			
Operating Cost Per Train Mile IEOC Line	N/A	N/A	
Farebox Revenue Per Train Mile IEOC Line			
Farebox Recovery Ratio IEOC Line			
PERFORMANCE MEASURES - San Bernardino Line			
Passenger Miles	19,173,938	16,360,677	-15%
Average Passenger Trip Length	35.9	36.7	2%
PERFORMANCE MEASURES - IEOC Line			
Passenger Miles	6,551,949	6,923,593	6%
Average Passenger Trip Length	35.3	38.4	9%
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	

Metrolink Arrow



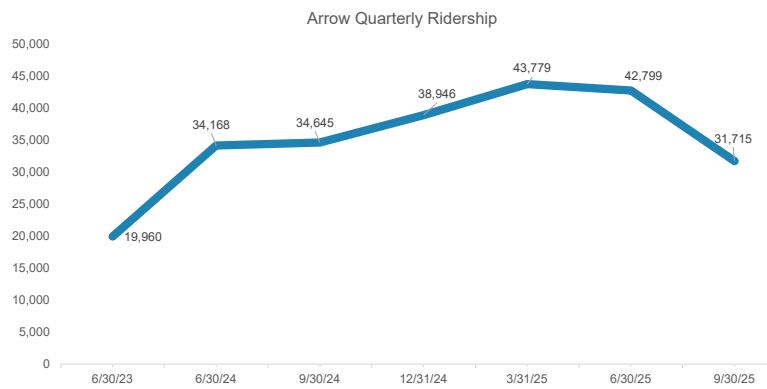
Commentary and Trends

Metrolink's Arrow service is in its third year of operation, servicing four rail stations between the downtown San Bernardino Transit Center and Redlands University.

Ridership during the first quarter experienced a significant decrease, dropping 26%, or approximately 11,000 trips. Passenger miles also decreased by 20% compared to the fourth quarter, resulting in an average passenger trip length of 7.3 miles.

While Metrolink has discontinued free fares for students on its other rail lines, Arrow service is continuing free rides for students in partnership with the University of Redlands, San Bernardino Valley College and Crafton College, and Cal State San Bernardino. Additionally, a new fare structure pilot began on July 1, 2025, that simplifies the existing ticket menu to reduce confusion at the point of purchase, lower the price of most monthly passes and introduce new deals and discounts.

Financial information and additional performance measures will be reported here as it becomes available.



Performance*

	4th Quarter FY 24/25		1st Quarter FY 25/26	
	Prior Year FY 24/25	Current Year FY 25/26	% change from 4th Quarter	
Passenger Boardings				
Total Passenger Boardings	42,799	31,715	-26%	
FINANCIAL				
Operating Cost			N/A	
Farebox Revenue			N/A	
Farebox Recovery Ratio				
PERFORMANCE MEASURES - Arrow				
Passenger Miles	286,937	228,508	-20%	
Average Passenger Trip Length	6.7	7.3	9%	
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		

* Excludes Metrolink Full-Length Train to Downtown Redlands in FY 24/25.

SBCTA Multimodal Programs

SB Loop

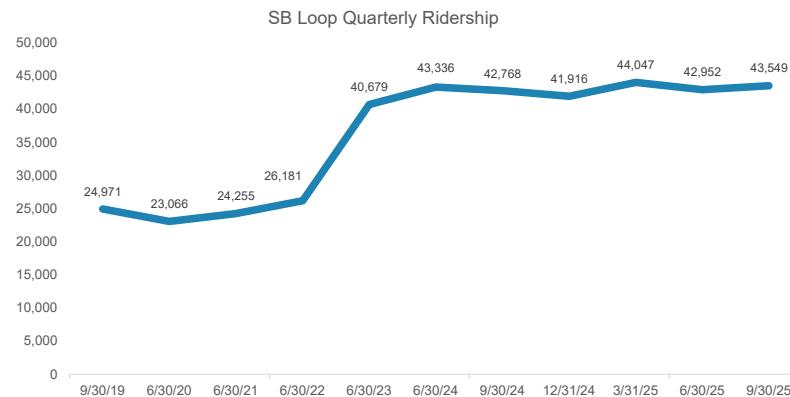


Commentary and Trends

SB Loop is a vanpool program for the County that provides up to 50%, or a maximum of \$600 per month, to organized vanpools toward the lease of a qualifying vehicle. The service area includes trips with destinations in the Valley, the Mountain Communities, the Colorado River Basin and the Morongo Valley.

SB Loop lost a single vanpool during the first quarter of FY 25/26, bringing the total to 79 vanpools while increasing ridership to 43,549 passenger trips.

SBCTA provided \$140,493 in disbursed subsidies to offset the costs of vanpool participation while total passenger fees received was largely unchanged from the fourth quarter. The average subsidy per passenger trip for the first quarter was \$3.23, with a total cost per passenger of \$10.60.



Performance

	4th Quarter FY 24/25		1st Quarter FY 25/26	
	Prior Year FY 24/25	Current Year FY 25/26	Prior Year FY 24/25	Current Year FY 25/26
SYSTEM Totals				
Number of Vanpools	80	79	80	-1%
Vanpool Passenger Trips	42,952	43,549	42,952	1%
SYSTEM Performance				
Passenger Miles	1,616,741	1,633,712	1,616,741	1%
Passengers/Miles	37.6	37.5	37.6	0%
OPERATIONS Expense				
Subsidies Disbursed	\$140,291	\$140,493	\$140,291	0%
Participation Fees	\$321,884	\$320,939	\$321,884	0%
Subsidy per Passenger Trip	\$3.27	\$3.23	\$3.27	-1%
Average Cost per Passenger Trip	\$10.76	\$10.60	\$10.76	-2%

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 in the region by helping businesses develop employee rideshare programs.

During the first quarter, IE Commuter worked with 112 employers, encompassing 845 worksites and almost 79,000 IE Commuter accounts. Between the fourth quarter and the end of the first quarter of FY 25/26, the IE Commuter platform conducted a data purge that deleted inactive user accounts, accounting for the decrease in the number of accounts.

Surveys were conducted of four employers and almost 24,000 commuters. It is estimated that rideshare services reduced more than 5 million vehicle miles traveled and more than 4 million pounds of greenhouse gas emissions. More than 800 commuters participated in the incentive program where they can earn monthly prizes or gift cards with a \$5/day incentive.

Performance	4th Quarter FY 24/25		1st Quarter FY 25/26	
	Prior Year FY 24/25	Current Year FY 25/26	Prior Year FY 24/25	Current Year FY 25/26
PROGRAM Totals				
Total Number of Employers	115	112		
Total Number of Employer Worksites	871	845		
Total Number of IE Commuter Accounts	83,772	78,938		
Number of Accounts Active for Ridematching	12,860	11,991		
EMPLOYER Totals				
Total Employers Surveyed	18	4		
Total Commuters Surveyed	13,051	23,670		
Vehicle Trip Reductions (VTR)	192,101	240,493		
Vehicle Miles Traveled (VMT) Reduced	4,900,859	5,014,521		
Greenhouse Gas Emissions (GHG) Reduced (lbs)	3,977,178	4,069,418		
INCENTIVE Totals				
Total Participants	725	808		
Vehicle Trip Reductions (VTR)	21,749	14,843		
Vehicle Miles Traveled (VMT) Reduced	601,158	484,744		
Greenhouse Gas (GHG) Emissions Reduced (lbs)	487,856	393,383		

Minute Action

AGENDA ITEM: 4

Date: February 12, 2026

Subject:

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

Recommendation:

Receive and file the first half of Fiscal Year 2025/2026 (July 2025 through December 2025) Right-of-Way Grants of Right of Use Report.

Background:

The San Bernardino County Transportation Authority 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 first 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	\$89,366.60
License	874	\$139,811.15
Master License	6	\$56,234.46
TOTAL	931	\$285,412.21

Grantee Type	Number of Grantees
Government/Public Agencies	274
CPUC Governed Utilities	462
Private/Developer/Telecom	195

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026. Presentation of the Bi-Annual Right-of-Way report demonstrates compliance with the Real Property Policy No. 31602.

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

Transit Committee Agenda Item

February 12, 2026

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Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

Attachment A

Bi-annual Fiscal Year 2025-2026 (July to December 2025) 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	Southern California Edison Co.	25-1003271	Right of Entry Permit	n/a	12/8/2025	1/31/2026	\$ 2,230	\$ -	\$ 727	\$ -		n/a	n/a
Issued	Spectrum Pacific West LLC	24-1003159	License Agreement	n/a	12/17/2025	year to year	\$ 2,230	\$ 1,500				n/a	n/a
Issued	San Bernardino County	24-1003157	License Agreement	n/a	8/5/2025	Month to Month	\$ 2,230	\$ 1,200	\$ -	\$ -	\$ -	n/a	n/a
Issued	San Bernardino County Flood Control District	24-1003101	License Agreement	n/a	10/21/2025	Month to Month	\$ 2,230	\$ 1,500				n/a	n/a
Grand Total							\$ 8,920	\$ 4,200	\$ 727	\$ -	\$ -		

Minute Action

AGENDA ITEM: 5

Date: February 12, 2026

Subject:

Resolution No. 26-009 Update Fee Schedule for Use of Electric Vehicle Charging Stations

Recommendation:

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

- A. Conduct a public hearing pursuant to California Government Code Section 66018 to consider an increase to Electric Vehicle charging fees charged by SBCTA at the Santa Fe Depot and San Bernardino Transit Center.
- B. Adopt Resolution 26-009, establishing a fee schedule for use of Electric Vehicle charging stations.

Background:

The San Bernardino County Transportation Authority (SBCTA) provides Electric Vehicle (EV) charging stations and maintains a collection of twelve (12) Level 2 chargers and two (2) Level 3 chargers, also known as Direct Current (DC) Fast Chargers, at the San Bernardino Santa Fe Depot and the San Bernardino Transit Center. Currently, EV charging station users are charged \$0.25 per kWh for Level 2 chargers and \$0.30 for Level 3 chargers. Additionally, users are granted a two-hour grace period after charging is complete on Level 2 chargers and a one-hour grace period on Level 3 chargers. After the grace period, Level 2 charger users are charged a \$2 per hour parking fee and Level 3 charger users are charged a \$10 per hour parking fee.

The 2025 calendar year saw a marked increase in EV charging station use with the commissioning of the new DC Fast Chargers in January of 2025. For the 2025 calendar year, the EV charging stations distributed 275,000 kilowatt-hours (kWh) of energy across 11,000 charging sessions and charged drivers over \$80,000. ChargePoint, SBCTA's service provider, collects a fee of 10% of each session total, which means that SBCTA's net revenue was around \$72,000. In the same period, electrical costs for the EV charging stations were around \$83,000, and network service and maintenance costs for the EV charging stations totaled about \$24,000, meaning that SBCTA received \$35,000 less than the electricity and maintenance costs to run the program.

The current fees were last updated on January 5, 2022, and based upon an in-depth cost analysis, need to be updated to cover the actual cost of electricity and other costs mentioned above. Staff anticipate that the variance between revenue and expenses will continue to grow in the coming year so to align with the increasing costs, staff recommends moving to a different fee structure that includes a fixed per-session demand surcharge fee in addition to a Time-Of-Use (TOU) per kWh fee to cover the elements as described below.

1. TOU charge per kWh for energy delivered based upon the current Southern California Edison (SCE) TOU rates.
2. SCE demand charges based upon peak kilowatt (kW) usage during each billing period.
3. Fixed monthly SCE meter charges.
4. Pro-rated annualized network and maintenance costs for the EV Charging Program.
5. ChargePoint's 10% transaction fee.

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

February 12, 2026

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Fee Allocation	SCE costs			ChargePoint Costs			Total Cost	Recommend EV FEE
	Time of Use	Demand	Meter	Network	Maintenance	Transaction		
Summer	per kWh			per kWh			per kWh	
On-Peak	0.89973	0.06636	0.00726	0.03359	0.05467	0.11796	1.17957	1.18
Mid-Peak	0.38971	0.06636	0.00726	0.03359	0.05467	0.06129	0.61288	0.62
Off-Peak	0.24250	0.06636	0.00726	0.03359	0.05467	0.04493	0.44931	0.45
Winter	per kWh			per kWh			per kWh	
Mid-Peak	0.21522	0.06636	0.00726	0.03359	0.05467	0.04190	0.41900	0.42
Off-Peak	0.14789	0.06636	0.00726	0.03359	0.05467	0.03442	0.34419	0.35
Super Off-Peak	0.12362	0.06636	0.00726	0.03359	0.05467	0.03172	0.31722	0.32
Demand Surcharge	per Session			per Session			per Session	
Level 3		1.63454				0.18162	1.81616	1.82

Staff also recommends that the parking fees charged to drivers who have finished charging their vehicles remain the same as they are today, \$2 per hour for Level 2 and \$10 per hour for Level 3, except for an update to the grace period for Level 2 chargers to match the grace period for Level 3 chargers, which is one hour.

Staff recommendations are based on the following:

Electrical Rate Analysis: Roughly 94% of the total electricity dispensed by SBCTA's EV charging stations came from the Santa Fe Depot, with less than 6% of the total energy dispensed coming from the San Bernardino Transit Center. Therefore, to maintain uniform prices across all Level 2 chargers, the analysis of electricity rates focuses on the electricity dispensed at the Santa Fe Depot. On October 1, 2025, SCE updated the tariff rate for the electricity supplied to EV charging stations. A summary of the current SCE rates is listed in the table below.

TOU-GS-2-E* Tariff Rates by Season

	Summer	Winter
Per kWh		
On Peak	0.89973	-
Mid Peak	0.38971	0.21522
Off Peak	0.24250	0.14789
Super Off Peak	-	0.12362
Per kW		
Time Related Demand	6.33	2.45
Facility Related Demand	14.81	14.81
Per Month		
Fixed Monthly Meter Cost	260.05	260.05

SCE Time-Of-Use by Season

Time of Use	Summer	Winter
Midnight		
	Off-Peak	Off-Peak
8:00 AM		
	Off-Peak	Super Off-Peak
4:00 PM		
Weekday	On-Peak	Mid-Peak
Weekend	Mid-Peak	
9:00 PM		
	Off-Peak	Off-Peak
Midnight		

*Time-Of-Use, General Service, Maximum Demand Tier 2, Option E

Electrical Delivery Costs: By moving to a TOU fee structure per kWh, SBCTA can collect the direct costs of energy that the program incurs at the time of use or when energy is delivered. Staff recommendation to collect fees based upon TOU cost will preserve cost recovery of the per kWh charges independent of any shifts in EV driver usage of EV charging stations.

Electrical Demand-based Cost: Analysis of the calendar year 2025 utilization of the EV charging stations at the Santa Fe Depot shows that the system collectively has an average peak demand of approximately 137 kW each month and, during the 4 PM to 9 PM peak demand hours when seasonal costs are at the highest, an average of 124 kW during the Summer Season and 116 kW, respectively during the Winter Season. The projected annual cost for Facility and Time

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Related Demand charges, together with the flat monthly charge per month for an electrical meter, is nearly \$29,800.

Projected Demand Cost	\$/kW	Average Peak kW	Months	Demand Cost
Facility Related Demand				
Billing Period Peak	\$ 14.81	137	12	\$ 24,347.64
Time Related Demand				
Summer On-Peak	\$ 6.33	124	4	\$ 3,139.68
Winter Mid-Peak	\$ 2.45	116	8	\$ 2,273.60
Total Annual Demand Cost				\$ 29,760.92

Analysis of the 15-minute peak demand times over the course of a year shows that the ratio between the Level 2 chargers contribution to the peak demand periods and the Level 3 chargers contribution to the peak demand periods was 14% to 86%, respectively. The demand costs were apportioned between Level 2 and Level 3 in accordance with the observed ratio and then the respective Level 2 and Level 3 demand costs were converted into a per kWh cost based upon the total energy dispensed via Level 2 and Level 3 stations. To keep the per kWh rates equal between Level 2 and Level 3 chargers, the lower increase to the per kWh rate is used. The remaining share of the demand cost allocated to the Level 3 chargers that are not recovered in the per kWh rates is averaged over the projected number of Level 3 charging sessions over the course of the year to set a per-session Demand Surcharge fee that will only be charged to Level 3 users. In summary, the demand costs contribute \$0.06636 to SBCTA's per kWh costs and \$1.63454 per session cost for the Level 3 chargers.

Projected Demand Cost	Demand Cost	kWh	Cost per kWh	Nominal Per kWh	Recovery via per kWh	Residual Cost	Sessions	Cost per Session
Level 3	\$ 25,609.28	212,548	\$ 0.12049	\$ 0.06636	\$ 14,105.37	\$ 11,503.91	7,038	\$ 1.63454
Level 2	\$ 4,151.64	62,559	\$ 0.06636	\$ 0.06636	\$ 4,151.64	\$ -	3,955	\$ -
Totals	\$ 29,760.92	275,107						10,993

The costs below are converted and distributed into per kWh costs based upon the assumption that the EV charging stations will dispense 275,107 kWh over the course of a year based on historical data. Cost recovery for the following costs will be proportional to the ratio of the actual kWh dispensed to the assumed kWh dispensed over the course of a year.

Fix Metering Costs: The EV charging stations at the Santa Fe Depot are all on a single SCE meter with shared use with the pedestrian bridge and station platform lighting for which the City of San Bernardino (City) is responsible. Distributing the metering costs across all kWh delivered via the meter places the average share between the City and the EV charging stations at roughly a 66% share for EV charging. This results in an estimated metering cost share for EV charging at \$0.00726 per kWh.

Network Services Cost: The network service cost to maintain the EV Charging Program is estimated to be \$9,240 per year based upon an approximately \$440 per year per charging station port with a system total of 21 charging ports. The network service costs amount to \$0.03359 in costs per kWh.

Maintenance Costs: SBCTA maintains twelve (12) Level 2 chargers and two (2) Level 3 chargers through maintenance service warranties purchased through ChargePoint. These warranties cover parts and labor for regular maintenance to keep the stations available to the public at a cost of approximately \$860 per station per year. Warranty services do not cover the cost of replacement parts damaged by vandalism. For 14 stations, the maintenance service warranties amount to \$12,040 per year, and the annualized cost of replacement parts for

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vandalized units amount to \$3,000 per year. In total, the maintenance costs amount to \$0.05467 in costs per kWh.

Attached to this agenda item are tables with the recommended fees for Resolution 26-009, a model of projected annual expenses, and projected annual revenues assuming Resolution 26-009 is adopted. Total costs per kWh are rounded up to the cent. Excluded from these tables are the parking fees, which were nominal relative to the annualized program costs, amounting to just over \$1,300 for the past year. The reduction of the grace period from two hours to one hour for the Level 2 chargers is projected to increase parking fees collected by approximately 30% if one assumes that drivers are inflexible in how long they need to overstay however based upon the average overstay after charging is complete, staff believes that driver behavior will adjust to avoid the parking fee, resulting in greater availability of the Level 2 chargers.

If utilization of the SBCTA charging stations remains the same, the one year total fees charged is estimated to be \$138,000, of which SBCTA would receive \$124,000 after ChargePoint collects their 10% fee which is sufficient to cover the total program cost of \$124,000 per year, broken out into electrical cost estimated to be \$100,000, and the network and maintenance costs estimated to be \$24,000. The model-projected revenue is less than 1% in excess of model-projected expenses.

Staff will continue to analyze EV charging station usage and the projected costs of electricity, network services, and maintenance and repairs on an annual basis and return to the Board of Directors as needed to adjust the fee schedule for use of the EV charging stations to maintain cost neutrality.

Financial Impact:

The recommended action to increase the Electric Vehicle charging fees equates to an annual increase in the net revenue of approximately \$45,000. Revenue from the Electric Vehicle charging fees goes into the EV charging stations Fund. If approved, the fee change will be incorporated into the projected revenue in the proposed Fiscal Year 2026/2027 Budget.

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:

Ryan Aschenbrenner, Right of Way Manager

Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

Modeled Expense Summary

	Cost	Qty	Months	Expense
Summer				
On-Peak	0.89973	22,102		19,886.08
Mid-Peak	0.38971	7,588		2,957.19
Off-Peak	0.24250	80,836		19,602.63
Winter				
Mid-Peak	0.21522	41,536		8,939.40
Off-Peak	0.14789	47,546		7,031.53
Super Off-Peak	0.12362	75,499		9,333.24
Demand				
General	14.81	137	12	24,347.64
Summer	6.33	124	4	3,139.68
Winter	2.45	116	8	2,273.60
Meter Cost	260.05	64%	12	1,997.18
Subtotal Electricity				99,508.17
Network				
Network	440	21		9,240.00
Mainteance	860	14		12,040.00
Replacment Parts	6000	0.5		3,000.00
Subtotal Non-Electric				24,280.00
Projected Annual Cost				123,788.17

Modeled Revenue Summary

Description	Charge	Qty	Collected
Summer			
On-Peak	1.18	22,102	26,080.68
Mid-Peak	0.62	7,588	4,704.67
Off-Peak	0.45	80,836	36,376.01
Winter			
Mid-Peak	0.42	41,536	17,445.16
Off-Peak	0.35	47,546	16,640.98
Super Off-Peak	0.32	75,499	24,159.82
Session Surcharge			
L3 Demand	1.82	7,038	12,809.16
Total Collected			138,216.48
10% ChargePoint Fee			13,821.65
Projected Annual Received			124,394.83

RESOLUTION NO. 26-009

A RESOLUTION OF SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY ESTABLISHING A FEE SCHEDULE FOR USE OF ELECTRIC VEHICLE CHARGING STATIONS

WHEREAS, San Bernardino County Transportation Authority (SBCTA) received funding from the Mobile Source Air Pollution Reduction Review Committee (MSRC) to install Level 2 and Level 3 electric vehicle (EV) charging stations in SBCTA's east parking lot, the San Bernardino Metrolink Station, and the San Bernardino Transit Center; and

WHEREAS, SBCTA's Board of Directors authorized the MSRC grant for the EV charging stations on October 5, 2016; and

WHEREAS, pursuant to the MSRC grant, the EV charging stations will be available to the public; and

WHEREAS, the proposed fee is intended to recover SBCTA's energy costs (electricity and demand charges), network service fees, maintenance, and transaction fees associated with operating the EV charging stations; and

WHEREAS, the revenue generated from the fee will be applied to offset such operational costs; and

WHEREAS, SBCTA wants to encourage those using the EV charging stations to make them available to others when charging is complete; and

WHEREAS, pursuant to Government Code Section 66018 and the notice requirement in Government Code section 6062a, SBCTA must notice and hold a public hearing prior to adoption of these specific fees.

NOW, THEREFORE, BE IT RESOLVED by SBCTA, as follows:

Section 1. The foregoing recitals are true and correct and are incorporated into this Resolution.

Section 2. Definitions

“Summer Season” means the months of June, July, August, and September

“Winter Season” means the months of January, February, March, April, May, October, November, and December.

“On-Peak Hours” means the weekday hours from 4 PM to 9 PM during the Summer Season, only.

“Mid-Peak Hours” means the weekend hours from 4 PM to 9 PM during the Summer Season and any day of the week the hours from 4 PM to 9 PM during the Winter Season.

“Off-Peak Hours” means the hours from 9 PM to 4 PM during the Summer Season and the hours from 9 PM to 8 AM during the Winter Season.

“Super Off-Peak Hours” means any day of the week the hours from 8 AM to 4 PM during the Winter Season, only.

Section 3. EV Charging Fees. Fees for use of the EV charging stations in SBCTA's east

parking lot, San Bernardino Metrolink Station and San Bernardino Transit Center are established as follows:

- Summer Season
 - On-Peak Hours \$1.18 per kWh
 - Mid-Peak Hours \$0.62 per kWh
 - Off-Peak Hours \$0.45 per kWh
- Winter Season
 - Mid-Peak Hours \$0.42 per kWh
 - Off-Peak Hours \$0.35 per kWh
 - Super Off-Peak Hours \$0.32 per kWh

Section 4. Additional Fees. Additional fees for use of the EV charging stations in SBCTA's east parking lot, San Bernardino Metrolink Station and San Bernardino Transit Center, are established as follows:

- a. For Level 2 chargers - \$2.00 per hour will be charged for any vehicle continuing to occupy an EV charging space sixty (60) minutes after the vehicle is completely charged; and
- b. For Level 3 chargers - \$10.00 per hour will be charged for any vehicle continuing to occupy an EV charging space sixty (60) minutes after the vehicle is completely charged; and a fixed session fee of \$1.82 each charging session.

Section 5. Exhibit A, contains a summary of the time of use schedules defined in Section 2 presented in table format and a summary of the Schedule of EV Charging fees described in Section 3 and Section 4, is attached hereto and incorporated hereby for the purposes of illustration.

Section 6. This resolution shall take effect immediately upon its adoption, and all prior resolutions concerning fees for the use of the electric vehicle charging stations are hereby superseded.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on March 4, 2026.

Rick Denison, Board President
San Bernardino County Transportation Authority

ATTEST:

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

DRAFT

Exhibit A**Time of Use**

Time of Use	Summer	Winter	
Midnight			
	Off-Peak	Off-Peak	
8:00 AM			
	Off-Peak	Super Off-Peak	
4:00 PM			
	Weekday	Weekend	Mid-Peak
	On-Peak	Mid-Peak	
9:00 PM			
	Off-Peak	Off-Peak	
Midnight			

Schedule of EV Charging Fees**Summer Energy Fees**

On-Peak \$1.18 per kWh

Mid-Peak \$0.62 per kWh

Off-Peak \$0.45 per kWh

Winter Energy Fees

Mid-Peak \$0.42 per kWh

Off-Peak \$0.35 per kWh

Super Off-

Peak \$0.32 per kWh

Energy Demand Additional Fee

Level 3 \$1.82 per session

Overstay Additional Fees after Charging has Stopped

Level 2 \$2.00 per hour after 1 hour

Level 3 \$10.00 per hour after 1 hour

Minute Action

AGENDA ITEM: 6

Date: February 12, 2026

Subject:

Amendment No. 3 to Contract No. 21-1002658 with CPM Partners, Inc. for the AMF Hydrogen Fuel Upgrade Project

Recommendation:

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

Approve Amendment No. 3 to Contract No. 21-1002658 with CPM Partners, Inc., for Construction Management Services related to the Arrow Maintenance Facility Hydrogen Fuel Upgrade Project, increasing the contract amount by \$862,750 for a new not-to-exceed amount of \$3,374,569.05 to be funded with Transit and Intercity Rail Capital Program funds, and extending the contract termination date to June 30, 2027, to align with the project anticipated completion date.

Background:

On May 4, 2022, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved the award of Contract No. 21-1002658 to CPM Partners, Inc. (“CPM”), for Construction Management Consultant (CMC) Services for the construction of the hydrogen fueling station and the retrofit needed to support hydrogen vehicle operations, also referred to as the Arrow Maintenance Facility (AMF) Hydrogen Fuel Upgrade Project (Project), for a not-to-exceed amount of \$1,041,815.21, and a contract term through June 30, 2024, with two one-year option terms.

On October 26, 2023, Amendment No. 1 to Contract No. 21-1002658 was executed to replace the Exhibit B Fee Schedule in its entirety to include additional personnel to align with the specified work required to adequately support the CMC project task and to clarify the breakdown of the yearly billing rate cap. Additionally, the amendment extended the contract expiration date to June 30, 2025, without a change to the total contract value.

Since the issuance of Amendment No. 1, the Project has experienced delays and challenges, pushing the completion for the AMF Retrofit Project from September 2024, the forecasted completion date when the CMC Services contract was executed, to December 2025, and the completion date for the Hydrogen Fuel System (HFS) from September 2023 to June 2026. As a result of this delay, the Board approved Amendment No. 2, increasing the contract amount by \$1,370,000 for a not-to-exceed amount of \$2,511,819.05, and increased the contract contingency by an additional \$137,000, for a total contract contingency in a not-to-exceed amount of \$241,181.52.

In May 2025, SBCTA signed a contract with Trillium USA Company, Inc., to develop the HFS. Staff have been through numerous procurements for the HFS since the spring of 2022, and the challenges in securing a contractor to deliver the HFS contributed to the further delay of the Project and put the completion date of the fuel system in early 2027. SBCTA requires CPM’s services during design and construction of the fuel system; therefore, staff recommends the Board approve Amendment No. 3 to extend the contract term to June 30, 2027; increase the

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contract amount by \$862,750, for a total contract amount not-to-exceed \$3,374,569.05. The increase is funded by Transit and Intercity Rail Capital Program.

Financial Impact:

Contract No. 21-1002658 is included in the adopted Budget for Fiscal Year 2025/2026 and funded with Transit and Intercity Rail Capital Program 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 and the draft amendment.

Responsible Staff:

Joy Buenaflor, Deputy Director of Transit & Rail Programs

Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

Contract Summary Sheet

6.a

General Contract Information

Contract No: 21-1002658 Amendment No.: 3

Contract Class: Payable Department: Transit

Vendor No.: 03774 Vendor Name: CPM Partners, Inc.

Description: Construction Management Services Arrow Maintenance Facility Hydrogen Fuel Upgrade Project

List Any Related Contract Nos.:

Dollar Amount					
Original Contract	\$	1,041,815.21	Original Contingency	\$	104,181.52
Prior Amendments	\$	1,370,000.00	Prior Amendments	\$	137,000.00
Prior Contingency Released	\$	100,003.84	Prior Contingency Released (-)	\$	(100,003.84)
Current Amendment	\$	862,750.00	Current Amendment	\$	-
Total/Revised Contract Value	\$	3,374,569.05	Total Contingency Value	\$	141,177.68
			Total Dollar Authority (Contract Value and Contingency)	\$	3,515,746.73

Contract Authorization

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

Contract Management (Internal Purposes Only)

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

Accounts Payable

Accounts Payable

Estimated Start Date: 5/18/2022 Expiration Date: 6/30/2026 Revised Expiration Date: 6/30/2027

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

Joy Buenaflor

Project Manager (Print Name)

Victor Lopez

Task Manager (Print Name)

Additional Notes:

AMENDMENT NO. 3 TO CONTRACT NO. 21-1002658

BY AND BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CPM PARTNERS, INC.

FOR

ARROW MAINTENANCE FACILITY HYDROGEN FUEL UPGRADE PROJECT

(“PROJECT”)

This AMENDMENT No. 3 to Contract No. 21-1002658 (“Contract”) is made and entered into by and between San Bernardino County Transportation Authority (“SBCTA”), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and CPM Partners, Inc., (“CONSULTANT”), whose address is 535 Encinitas Blvd., Suite 114, Encinitas, California 92024. SBCTA and CONSULTANT are each a “Party” and collectively “Parties”.

RECITALS:

- A. On May 16, 2022, SBCTA and CONSULTANT entered into Contract No. 21-1002658 for Construction Management Services for the Arrow Maintenance Facility Hydrogen Fuel Upgrade Project; and
- B. On October 26, 2023, SBCTA and CONSULTANT executed Contract Amendment No. 1 to replace the Exhibit B Fee Schedule with the Amendment No. 1 Exhibit B Fee Schedule and to exercise SBCTA’s first option to extend the Contract Period of Performance through June 30, 2025; and
- C. The Parties added \$20,003.84 to the contract through contingency release on March 22, 2024, for insurance coverage attributed to schedule delay, and again on October 23, 2024, in the amount of \$80,000.00, for continued Construction Management services; and
- D. On December 9, 2024, SBCTA and CONSULTANT executed Contract Amendment No. 2 to remove and replace the Contract Amendment No. 1, Exhibit B Fee Schedule with Contract Amendment No. 2 Exhibit B.1 Fee Schedule, to exercise SBCTA’s second option to extend the contract Period of Performance through June 30, 2026, and to increase the Contract amount by \$1,370,000.00, for a total contract amount not to exceed \$2,411,815.21; and
- E. The Parties desire to amend the Contract to remove and replace the Contract Amendment No. 2, Exhibit B.1 Fee Schedule with Contract Amendment No. 3 Exhibit B.2 Fee Schedule, attached hereto, to extend the contract Period of Performance through June 30, 2027, to align with the project anticipated completion date, and to increase the Contract amount by \$862,750.00, for a total contract amount not to exceed \$3,374,569.05.

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

1. ARTICLE 2 CONTRACT TERM is deleted and replaced in its entirety to read as follows;

“The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA’s Procurement Analyst and shall continue in effect through June 30, 2027, or until otherwise terminated, unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any work performed or cost incurred prior to issuance of the NTP.”

2. ARTICLE 3.12 is deleted and replaced in its entirety to read as follows;

“The total amount payable by SBCTA to CONSULTANT including the fixed fee shall not exceed Three Million, Three Hundred Seventy-Four Thousand, Five Hundred Sixty-Nine Dollars and Five Cents (\$3,374,569.05).”

3. Exhibit B.2 Fee Schedule is replaced with Exhibit B.2, which is attached hereto and incorporated herein. All Contract references to “Exhibit B” shall mean Exhibit B.2, which is hereto and incorporated into the Contract.
4. The Recitals set forth above are incorporated herein by this reference.
5. Except as amended by this Amendment No. 3, all other provisions of the Contract, as previously amended, shall remain in full force and effect.
6. This Amendment No. 3 is effective upon execution by SBCTA.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 3 below.

CPM PARTNERS, INC.

By: _____

Maribel Janecek
Secretary

Date: _____

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____

Rick Denison
President, Board of Directors

Date: _____

APPROVED AS TO FORM:

By: _____

Alex Janecek
Vice President

By: _____

Julianne K. Tillquist
General Counsel

CONCURRENCE:

By: _____

Alicia J. Bullock
Procurement Manager

EXHIBIT B.2

Specific Rate of Compensation (Use for on call or As-Needed contracts)
 (Construction Engineering and Inspection Contracts)
 Contract Totals

	Firm Name	Hours	Costs
Sub Total	CPM Partners Labor Costs Other Direct Costs	17,527	\$ 2,923,124.53 \$ 140,867.40 \$ 3,063,991.93
Sub Total	A1 Management & Inspection Labor Costs Other Direct Costs	886	\$ 228,475.39 \$ - \$ 228,475.39
Sub Total	Twining, Inc. Labor Costs Other Direct Costs	100	\$ 36,101.73 \$ 15,000.00 \$ 51,101.73
Sub Total	Guida Labor Costs Other Direct Costs	100	\$ 25,000.00 \$ 6,000.00 \$ 31,000.00
Contract Grand Total Amount		18,613	\$ 3,374,569.05

Minute Action

AGENDA ITEM: 7

Date: February 12, 2026

Subject:

Amendment No. 4 to CTO No. 7 Contract Task Order under Contract 23-1002904 with Mott MacDonald

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 execute Amendment No. 4 to Contract Task Order (CTO) No. 7 under Contract No. 23-1002904 with Mott MacDonald Group, Inc., in the amount of \$600,000 for a new CTO No. 7 not-to-exceed amount of \$4,100,000 for the Zero-Emission Multiple Unit (ZEMU) Program Management Services Project.
- B. Authorize the Executive Director, or her designee, to execute amendments to CTO No. 7 over \$500,000, for the ZEMU Program Management Services, for a combined not-to-exceed CTO amount of \$4,300,000.
- C. Approve a contingency in the amount of \$200,000 for a new CTO No. 7 not-to-exceed amount of \$4,300,000 which would be released by the Department Director as necessary in compliance with SBCTA Contracting and Procurement Policy No. 11000.
- D. Allocate \$1,350,000 in Valley State Transit Assistance-Population funds to the ZEMU effort to accommodate project management services and construction management services related to the hydrogen fueling infrastructure project for a new project budget of \$65,179,861.

Background:

Contact Task Order (CTO) No. 7 was issued on February 16, 2024, in the amount of \$500,000 under the on-call Contract No. 23-1002904 as a continuation of CTO No. 64 that was issued for Zero-Emission Multiple Unit (ZEMU) Program Management Services, which was issued under the prior on-call Contract No. 00-1000939. CTO No. 7 allowed for the continuation of support services while the ZEMU vehicle went through the critical period of getting Federal Rail Administration (FRA) approval to use hydrogen as an alternative fuel and preparation to test on the Arrow corridor. With the level of effort needed to prepare all FRA required reports and plans, procurement, design, permitting support for the hydrogen fueling station, testing in San Bernardino, and pre-revenue service tasks, staff determined that the additional effort needed to get the project through closeout necessitated an amendment increase to CTO No. 7.

Amendment No. 1 to CTO No. 7 was issued on May 1, 2024, with an increase of \$250,000 for a total not-to-exceed amount of \$750,000 to add Soteria to the contract to perform Operational Hazard Analysis, complete vehicle safety certification, and to add a vehicle testing advisor to assist with FRA revenue service requirements. Simultaneously, staff took a separate agenda item to the May 1, 2024, Board of Directors (Board) meeting to increase CTO No. 7 to complete the task through project closeout, up to a not-to-exceed amount of \$3,500,000. To prepare all FRA required reports and plans, procurement, design, permitting support for the hydrogen fueling station, testing in San Bernardino, and pre-revenue service tasks, staff determined that the additional effort needed to get the project through the anticipated project completion date of June 30, 2026 required an additional amendment to increase CTO No. 7 in the amount of \$2,500,000, for a total not-to-exceed amount of \$3,250,000.

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Since the issuance of Amendment No. 2 to CTO No. 7, the project experienced delays and challenges, including additional FRA requirements to complete the Operational Hazard Analysis, a requisite in obtaining the Letter of Concurrence for Hydrogen Use in Passenger Rail. Besides the delay in the start of revenue service, the delay in the completion of the AMF Retrofit Project from September 2024 to January 2026, and the completion date for the Hydrogen Station from September 2023 to February 2027, contributed to the need for additional project management support and the extension of closeout to June 2027.

The additional cost to complete the project, including closeout, through June 30, 2027, is \$850,000, which exceeds the CTO budget authority approved by the Board in May 2024 by \$600,000. Although the Board approved the Executive Director to execute amendments to CTO No. 7 over \$500,000, for the ZEMU Program Management Services, at the same meeting, the combined CTO amount cannot exceed \$3,500,000. Therefore, staff processed Amendment No. 3 to CTO No. 7 in the amount of \$250,000 under the Executive Director's authority to ensure uninterrupted project management services.

Considering the overall estimated increased cost for management support through the ZEMU Project completion, staff recommend that the Board authorize the Executive Director, or her designee, to execute Amendment No. 4 under CTO No. 7 in the amount of \$600,000. In addition, staff recommends approval of \$200,000 in contingency for a total not-to-exceed CTO amount of \$4,300,000, to be released in accordance with SBCTA Contract and Procurement Policy No. 11000.

To accommodate the increased cost for the project management and construction management support, staff recommends allocating an additional \$1,350,000 in Valley State Transit Assistance-Population funds to the ZEMU project, increasing the total ZEMU project budget to \$65,179,861.

Financial Impact:

The DMU to ZEMU project is included in the adopted Budget for Fiscal Year 2025/2026 and funded with a mixture of previously allocated State Transit Assistance funds, Transit and Intercity Rail Capital Program (TIRCP) grant funds, and TIRCP Senate Bill 125 funds in Program 30, Transit.

Reviewed By:

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

Responsible Staff:

Joy Buenaflor, Deputy Director of Transit & Rail Programs

Approved
Transit Committee
Date: February 12, 2026

Witnessed By:



Mott MacDonald Team - Detailed Labor and Fee Breakdown
San Bernardino County Transportation Authority (SBCTA)
Task Order 7 - ZEMU Project - Phase 3 Engineering, Testing and Commissioning
Program Management - On-Call Transit and Rail Services Project, Contract No. 23-1002904

EXHIBIT "B" : Summary

Task Description	TOTAL FEE Mott MacDonald (MM)	TOTAL FEE HDR	TOTAL FEE DB	TOTAL FEE Willdan	TOTAL FEE Jacobs	TOTAL PROJECT FEE
Task 1.0: Project Management, Meetings and Coordination	\$281,837	\$3,800	\$0	\$0	\$5,600	\$291,237
Task 2.0: Phase 3 Project Implementation Schedule	\$870	\$0	\$0	\$0	\$0	\$870
Task 3.0: Grant Administration	\$0	\$0	\$0	\$0	\$0	\$0
Task 4.0: Not Used – Environmental Clearance Completed	\$0	\$0	\$0	\$0	\$0	\$0
Task 5.0: Not Used – Combined with Task 7 & 8	\$0	\$0	\$0	\$0	\$0	\$0
Task 6.0: Not Used – Combined with Task 7 & 8	\$0	\$0	\$0	\$0	\$0	\$0
Task 7.0: Stadler Vehicle Delivery Oversight & FRA Approval	\$190,000	\$40,350	\$0	\$0	\$5,400	\$235,750
Task 8.0: AMF Final Design, HFS & Third-Party Approval	\$295,525	\$0	\$21,000	\$2,750	\$0	\$319,275
Task 9.0: ZEMU Operations and Maintenance Planning	\$0	\$0	\$0	\$0	\$0	\$0
TASK 10: Public Outreach Program	\$0	\$0	\$0	\$0	\$0	\$0
BUDGET FOR ODC'S	\$1,608	\$0	\$0	\$0	\$1,260	\$2,868
TOTAL ESTIMATED FEE	\$769,840	\$44,150	\$21,000	\$2,750	\$12,260	\$850,000



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 San Bernardino County Transportation Authority (SBCTA)
 Task Order 7 - ZEMU Project - Phase 3 Engineering, Testing and Commissioning
 Program Management - On-Call Transit and Rail Services Project, Contract No. 23-1002904

EXHIBIT "B" : Mott MacDonald Team

MM TEAM - PROJECT FEE BY TASK BY PERSONNEL

Task Description	PROGRAM MANAGEMENT & CONTROLS						Civil						Technical Development Team						Fire Protection						
	Contract Manager	Senior Project Manager	Project Controls (Scheduler/Estimator)	QA Manager	Document Control	Project Administrator	Supervision	Principal Engineer (Infrastructure Lead)	Managing Engineer	Principal Engineer	Senior Engineer	Engineer	Technical Advisor	Principal Engineer (Rollingstock)	Senior Engineer (Rollingstock - Vehicle)	Senior Engineer (Rollingstock - Maintenance)	Engineer (Rollingstock)	Principal Engineer (Systems)	Principal Engineer (Fire Prot & Det)	Senior Engineer (Fire Prot & Det)	Engineer (Fire Prot & Det)	Principal Engineer (Mechanical)	Senior Engineer (Mechanical)	Engineer (Mechanical)	
Burdened Average Hourly Rate	\$325.00	\$375.00	\$290.00	\$350.00	\$185.00	\$130.00	\$250.00	\$300.00	\$290.00	\$240.00	\$175.00	\$390.00	\$300.00	\$215.00	\$215.00	\$145.00	\$275.00	\$265.00	\$230.00	\$200.00	\$295.00	\$225.00	\$170.00		
Task 1.0: Project Management, Meetings and Coordination																									
Task 1.1 - Project Management	20	180																							
Task 1.2 - Project Administration																									
Task 1.3 - Project Implementation Plan		70																							
Task 1.4 - Project Controls																									
Task 1.5 - Project Assurance		30																							
Task 1.6 - Cost Estimate Updates																									
Task 1.7 - Project Meetings		175																							
Task 1.8 - Close out		70																							
SUBTOTAL	\$6,500	\$196,762	\$0	\$0	\$19,425	\$59,150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Task 2.0: Phase 3 Project Implementation Schedule																									
Task 2.1 - Project Schedule																									
SUBTOTAL	\$0	\$0	\$870	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Task 7.0: Stadler Vehicle Delivery Oversight & FRA Approval																									
Task 7.1 - Stadler Design Oversight																									
Task 7.2 - Risk and Hazard Assessment																									
Task 7.3 - Review and Update of RRRP System Safety Plans																									
Task 7.4 - ZEMU Vehicle Testing and Commissioning																									
Task 7.5 - FRA Regulatory Approval Support																									
Task 7.6 - Stadler Inspections and Quality Audits																									
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$18,200	\$0	\$0	\$0	\$0	\$3,900	\$57,000	\$64,500	\$0	\$46,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Task 8.0: AMF Final Design, HFS & Third-Party Approval																									
Task 8.1 - AMF Modifications																									
Task 8.1.6 - Design Services During Construction, AMF EPP and AMF OHA																									
Task 8.1.7 - CFD Modeling																									
Task 8.7 - Trillium Support																									
		88																							
SUBTOTAL	\$0	\$33,000	\$0	\$0	\$0	\$0	\$5,200	\$0	\$0	\$89,900	\$0	\$55,125	\$0	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Task 9.0: ZEMU Operations and Maintenance Planning																									
Task 9.1 - Review and Update of RRRP Operating and Maintenance Plans																									
Task 9.2 - Operational Hazard, PTEPP																									
Task 9.3 - ZEMU/DMU Maintenance																									
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TASK 10: Public Outreach Program																									
Task 10.1 - Public Outreach Support																									
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
BUDGET FOR ODC'S																									
Roundtrip Travel for In-person Meetings in CA																									
Roundtrip Travel for ZEMU Testing in CA																									
Mileage (to SB @ \$0.67/mile)																									
Sotera OHA																									
SUBTOTAL	\$0	\$1,608	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SUB-TOTAL HOURS	20	542.6999	3	0	105	515	0	0	310	0	315	10	210	300	0	320	0	0	0	0	195	5	50		
SUB-TOTAL ESTIMATED FEE	\$ 6,500	\$ 231,370	\$ 870	\$ -	\$ 19,425	\$ 82,550	\$ -	\$ -	\$ 89,900	\$ -	\$ 55,125	\$ 3,900	\$ 63,000	\$ 64,500	\$ -	\$ 46,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,525	\$ 1,125	\$ 8,500	
OPTIONAL TASKS																									





MM Team - Detailed Labor and Fee Breakdown
San Bernardino County Transportation Authority (SBCTA)
Task Order 7 - ZEMU Project - Phase 3 Engineering, Testing and Commissioning
Program Management - On-Call Transit and Rail Services Project, Contract No. 23-1002904

EXHIBIT "B" : HDR Engineering, Inc.

MM TEAM - PROJECT FEE BY TASK BY PERSONNEL	PROGRAM MANAGEMENT & CONTROLS		Technical Development Team		TOTAL	
	Project Director	Project Controls/ Administrator	Principal Engineer (Rollingstock)	Transit Vehicle Specialist	TOTAL HOURS HDR	TOTAL FEE HDR
Task Description						
Burdened Average Hourly Rate	\$425.00	\$190.00	\$405.00	\$195.00		
Task 1.0: Project Management, Meetings and Coordination						
Task 1.1 - Project Management					0	\$0
Task 1.2 - Project Administration		20			20	\$3,800
SUBTOTAL	\$0	\$3,800	\$0	\$0	20	\$3,800
Task 7.0: Stadler Vehicle Delivery Oversight & FRA Approval						
Task 7.1 - Stadler Design Oversight			90	20	110	\$40,350
Task 7.2 - Risk and Hazard Assessment					0	\$0
Task 7.3 - Review and Update of RPRP System Safety Plans					0	\$0
Task 7.4 - ZEMU Vehicle Testing and Commissioning					0	\$0
Task 7.5 - FRA Regulatory Approval Support					0	\$0
Task 7.6 - Stadler Inspections and Quality Audits					0	\$0
SUBTOTAL	\$0	\$0	\$36,450	\$3,900	110	\$40,350
Task 8.0: AMF Final Design, HFS & Third-Party Approval						
BUDGET FOR ODC'S						
#3 Roundtrip Travel for In-person Meetings in CA						\$0
#3Roundtrip Travel for ZEMU Testing in CA						\$0
SUBTOTAL	\$0	\$0	\$0	\$0		\$0
SUB-TOTAL HOURS	0	20	90	20		\$0
SUB-TOTAL ESTIMATED FEE	\$ -	\$ 3,800	\$ 36,450	\$ 3,900		\$44,150



MM Team - Detailed Labor and Fee Breakdown
San Bernardino County Transportation Authority (SBCTA)
Task Order 7 - ZEMU Project - Phase 3 Engineering, Testing and Commissioning
Program Management - On-Call Transit and Rail Services Project, Contract No. 23-1002904

EXHIBIT "B" : DB E.C.O. North America

MM TEAM - PROJECT FEE BY TASK BY PERSONNEL	Task Description	PROGRAM MANAGEMENT & CONTROLS		Technical Development Team	TOTAL	
		Project Manager	Project Administrator	Technical Advisor Rollingstock	TOTAL HOURS DB	TOTAL FEE DB
	Burdened Average Hourly Rate	\$350.00	\$190.00	\$350.00		
Task 1.0: Project Management, Meetings and Coordination						
Task 1.1 - Project Management				0	\$0	
Task 1.2 - Project Administration				0	\$0	
SUBTOTAL		\$0	\$0	\$0	0	\$0
Task 7.0: Stadler Vehicle Delivery Oversight & FRA Approval						
Task 7.1 - Stadler Design Oversight				0	\$0	
Task 7.2 - Risk and Hazard Assessment				0	\$0	
Task 7.3 - Review and Update of RPRP System Safety Plans				0	\$0	
Task 7.4 - ZEMU Vehicle Testing and Commissioning				0	\$0	
Task 7.5 - FRA Regulatory Approval Support				0	\$0	
Task 7.6 - Stadler Inspections and Quality Audits				0	\$0	
SUBTOTAL		\$0	\$0	\$0	0	\$0
Task 8.0: AMF Final Design, HFS & Third-Party Approval						
Task 8.1 - AMF Modifications				0	\$0	
Task 8.1.0 - AMF Modifications - Building Renovations (30%) Wrap up				0	\$0	
Task 8.7 - Trillium Support				60	60	\$21,000
SUBTOTAL		\$0	\$0	\$21,000	60	\$21,000
BUDGET FOR ODC'S						
#1 Roundtrip Travel to Switzerland						\$0
#2 Roundtrip Travel for In-person Meetings in CA						\$0
#1 Roundtrip Travel for ZEMU Testing in CA						\$0
SUBTOTAL		\$0	\$0	\$0		\$0
SUB-TOTAL HOURS						
SUB-TOTAL ESTIMATED FEE		\$ -	\$ -	\$ 21,000		\$21,000



MM Team - Detailed Labor and Fee Breakdown
San Bernardino County Transportation Authority (SBCTA)
Task Order 7 - ZEMU Project - Phase 3 Engineering, Testing and Commissioning
Program Management - On-Call Transit and Rail Services Project, Contract No. 23-1002904

EXHIBIT "B" : Willdan Energy Solutions

MM TEAM - PROJECT FEE BY TASK BY PERSONNEL

	Technical Development Team			TOTAL	
	Willdan - H2 DETECTION			TOTAL HOURS Willdan	TOTAL FEE Willdan
Task Description	Principal Engineer Infrastructure - H2DET-CONTROL	Senior Engineer H2DET CONTROL	Engineer H2DET- CONTROL		
Burdened Average Hourly Rate	\$358.00	\$275.00	\$220.00		
Task 8.0: AMF Final Design, HFS & Third-Party Approval					
Task 8.1 - AMF Modifications				0	\$0
Task 8.1.6 - Design Services During Construction, AMF EPP and AMF OHA		10		10	\$2,750
SUBTOTAL	\$0	\$2,750	\$0	10	\$2,750
SUB-TOTAL HOURS					
SUB-TOTAL ESTIMATED FEE	\$ -	\$ 2,750	\$ -		\$2,750



MM Team - Detailed Labor and Fee Breakdown
San Bernardino County Transportation Authority (SBCTA)
Task Order 7 - ZEMU Project - Phase 3 Engineering, Testing and Commissioning
Program Management - On-Call Transit and Rail Services Project, Contract No. 23-1002904

EXHIBIT "B" : Jacobs Engineering Group, Inc.

MM TEAM - PROJECT FEE BY TASK BY PERSONNEL

	Testing Team				TOTAL	
	Testing at San Bernardino				TOTAL HOURS JACOBS	TOTAL FEE JACOBS
Task Description	Principal Project Manager	Project Controls Specialist	Rolling Stock Engineer (Task Manager)	Rolling Stock Engineer (Test Engineer)		
Burdened Average Hourly Rate	\$410.00	\$150.00	\$180.00	\$92.00		
Task 1.0: Project Management, Meetings and Coordination						
Task 1.1 - Project Management	10				10	\$4,100
Task 1.4 - Project Controls		10			10	\$1,500
SUBTOTAL	\$4,100	\$1,500	\$0	\$0	20	\$5,600
Task 7.0: Stadler Vehicle Delivery Oversight & FRA Approval						
Task 7.4 - ZEMU Vehicle Testing and Comissioning			30		30	\$5,400
SUBTOTAL	\$0	\$0	\$5,400	\$0	30	\$5,400
BUDGET FOR ODC'S						
Mileage (1,800 miles at \$0.70 unit cost)			1,260			\$1,260
SUBTOTAL	\$0	\$0	\$1,260	\$0		\$1,260
SUB-TOTAL HOURS	10	10	0	0		\$0
SUB-TOTAL ESTIMATED FEE	\$ 4,100	\$ 1,500	\$ 6,660	\$ -		\$12,260

Minute Action

AGENDA ITEM: 8

Date: February 12, 2026

Subject:

Fiscal Year 2025/2026 Senate Bill 125 Transit and Intercity Rail Capital Program Funding

Recommendation:

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

Approve the apportionment of Fiscal Year 2025/2026 Senate Bill 125 Transit and Intercity Rail Capital Program funds to the Valley and the Mountain/Desert area operators as shown in Table 1.

Background:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015) to provide competitive grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems, and that significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Assembly Bill (AB) 398 (Chapter 135, Statutes of 2017) extended the Cap-and-Trade Program from 2020 to 2030, thereby also extending TIRCP through 2030. SB 1 (Chapter 5, Statutes of 2017) continues to provide a historic funding increase for transportation with funds directed to the TIRCP from the Public Transportation Account (PTA).

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4 million of General Funds to the TIRCP over two Fiscal Years (FY) as well as \$910 million of GGRF funding and \$190 million of PTA funding over four FYs to establish the Zero-Emission Transit Capital Program (ZETCP). These funds are formula funds that are administered by the San Bernardino County Transportation Authority (SBCTA). AB 173 (Chapter 53, Statutes of 2024), SB 108 (Chapter 35, Statutes of 2024), and SB 109 (Chapter 36, Statutes of 2024) amended the Budget Act of 2024 to make adjustments to the timing of the availability of funds for both the TIRCP and the ZETCP. This agenda item only considers the TIRCP portion of SB 125, as per statute, ZETCP is not available for FY 2025/2026.

Formula TIRCP funds included under SB 125 are distributed to SBCTA based on a population formula. The total amount to be received by SBCTA through FY 2027/2028 is estimated at \$221,992,634. The guidelines for managing these funds were approved by the California State Transportation Agency (CalSTA) on September 29, 2023, and amended on January 10, 2025.

As outlined in SB 125, it is the intent of the Legislature for formula TIRCP to:

1. Provide one-time multi-year bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are identified.
2. Assist transit operators in preventing service cuts and increasing ridership.
3. Prioritize the availability of transit for riders who are transit-dependent.
4. Prioritize transit agencies that represent a significant percentage of the region's ridership.

The formula TIRCP is appropriated over three FYs. SB 125 authorizes the funds to be used for high-priority transit capital projects consistent with the uses allowed in the 2024 Cycle 7 of the competitive TIRCP. Uses include existing projects seeking to maintain or obtain Federal or local funding commitments, project development for major projects that are seeking to enter or have

Entity: San Bernardino County Transportation Authority

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already entered project development with Federal partners, or for new TIRCP projects. All capital projects must increase ridership and reduce greenhouse gas emissions. The funding may also be used to fund transit operating expenses that prevent service cuts and increase ridership, subject to compliance with requirements.

These formula TIRCP funds are transferred to SBCTA after CalSTA approves an Allocation Package submitted by SBCTA. Allocation Packages can be submitted on a rolling basis to incorporate changes to projects and costs. The funds must be transferred to SBCTA within four years of appropriation in the State budget, and there is no expenditure deadline. Because SBCTA receives the funds prior to expenditure and SBCTA is the only direct recipient of these funds, SBCTA developed funding agreements with transit operators for TIRCP funds.

The Board of Directors (Board) approved the apportionment of the FY 2023/2024 TIRCP funds on April 3, 2024, and FY 2024/2025 TIRCP funds on July 2, 2025, for the Valley subarea and to the Mountain/Desert operators by population. Staff recommends the apportionment of the FY 2025/2026 TIRCP funds using the same methodology. Table 1 below outlines the recommended apportionment of the formula TIRCP funds. This apportionment uses the 2025 Measure I population estimates, approved by the Board in July 2025.

Table 1 – FY 2025/2026 TIRCP Formula Apportionments

			TIRCP Year 3 Total
Fiscal Year 2025/2026 Apportionment			\$ 55,567,944
Apportionment Area	Population	Percentage	TIRCP Apportionment
Valley	1,596,120	72.31%	\$ 40,179,461
Mountain/Desert	611,304	27.69%	\$ 15,388,483
MBTA	70,889	11.60%	\$ 1,784,504
Mountain Transit	49,929	8.17%	\$ 1,256,873
VVTA	485,695	79.45%	\$ 12,226,501
City of Needles	4,791	0.78%	\$ 120,605
TOTAL	2,207,424	100.00%	\$ 55,567,944

After approval of the proposed apportionment in Table 1, SBCTA staff will develop an allocation recommendation in collaboration with the operators to be presented for review and approval by the Board at a future meeting.

Financial Impact:

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

Reviewed By:

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

Responsible Staff:

Brianna Martinez, Management Analyst III

Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

Minute Action

AGENDA ITEM: 9

Date: February 12, 2026

Subject:

State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2026/2027

Recommendation:

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

Approve the State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2026/2027 of \$26,325,031 based on the State Controller's Office estimate received on January 30, 2026; \$19,034,815 to be apportioned to the Valley and \$7,290,215 to be apportioned to the Mountain/Desert areas, based on the population estimates approved by the SBCTA Board of Directors in July 2025.

Background:

Pursuant to the California Public Utilities Code (CPUC) Section 99312, the San Bernardino County Transportation Authority (SBCTA) receives State Transit Assistance (STA) funds, which are derived from the statewide sales tax on diesel fuel, from the State Controller's Office (SCO). This funding is allocated as follows: 1) 50% for CPUC Section 99313 STA-Population (STA-Pop) Share based on the ratio of the population of the area under its jurisdiction to the total population of the state and 2) 50% for CPUC Section 99314 STA-Operator (STA-Op) Share, which is specific monies for operators and allocated based on the ratio of the total prior year transit operator passenger fare and local support revenues, as well as member agencies, to the total revenue of all operators in the state and member agencies. The amount of STA-Op Share funds available to each transit operator on an annual basis is determined by the State, and SBCTA functions as a pass-through agency for this portion of STA.

SBCTA apportions STA-Pop Share funds to the Valley and Mountain/Desert areas based on the population of these larger subareas to the population of the county as a whole. Historically, STA funds were allocated to specific projects as needs were identified because revenues had been unstable, and operators need to meet efficiency standards to use STA for operating expenses. This "pass or fail" efficiency standard could result in operators that are eligible for operations funding in one year not being eligible the next. However, changes to State law concerning the use of these funds for operations provided additional flexibility to use STA for operating expenses.

For annual apportionments, SBCTA uses the estimates published each January by the SCO. For Fiscal Year (FY) 2026/2027, the SCO estimates revenues of \$24,301,901 (\$20 million STA-Pop, \$4.2 million STA-Op), which is a decrease of nearly 10% over the previous year's estimate.

The total annual STA apportionment is a function of three components.

1. Projected annual revenue
2. Prior year audited, unrestricted balance
3. Fund Reserve

Entity: San Bernardino County Transportation Authority

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Table 1 below shows the staff-recommended STA-Pop apportionment for FY 2026/2027 of \$26,325,031. The total apportionment includes a STA-Pop revenue estimate of \$20,064,436, consistent with the STA estimate that was made available on January 30, 2026, by the SCO. The prior year audited, unrestricted balance represents the difference between actual revenue received versus the estimate that was approved by the SBCTA Board of Directors (Board) for that FY, including interest. The prior year unrestricted balance included is \$6,049,702. The apportionment also includes a return of the previous year's reserve, less a new reserve equal to 10% of the current year's STA-Pop revenue estimate per Policy No. 31010 adopted by the Board in December 2017. The resulting apportionments to the Valley and Mountain/Desert areas are based on the population estimates approved by the Board in July 2025.

TABLE 1
San Bernardino County State Transit Assistance Fund – Population Share
FY 2026/2027 Apportionment

			APPORTIONMENT⁵
Prior Year Audited Unrestricted Fund Balance ¹			\$ 6,049,702
Estimated Annual STA-Population Receipts ²			\$ 20,064,436
Returned FY 2025/2026 Fund Reserve			\$ 2,217,336
Proposed FY 2026/2027 Fund Reserve ³			\$ (2,006,444)
Total Estimated Funds Available			\$ 26,325,031
Apportionment Area	Population⁴	Percentage	APPORTIONMENT⁵
Valley	1,596,120	72.31%	\$ 19,034,815
Mountain/Desert	611,304	27.69%	\$ 7,290,215
Total	2,207,424	100.00%	\$ 26,325,031

¹The difference between the FY24/25 revenue estimate and the actual amount received + interest.

²Estimated Annual STA Receipts based on SCO estimate for FY26/27 received January 30, 2026.

³Reserve is 10% of annual estimated STA revenue per Policy 31010.

⁴Population Source: California Department of Finance January 2025.

⁵Due to rounding, some totals may not sum exactly.

SBCTA is the designated agency responsible for the administration of the STA-Pop Share apportionment for San Bernardino County. Adoption of the STA-Pop Share apportionment will provide SBCTA and the transit operators with revenue estimates to use for FY 2026/2027 budgeting purposes.

Financial Impact:

SBCTA is the designated agency responsible for the administration of the STA-Population Share apportionment for San Bernardino County. Adoption of the STA-Population Share apportionment will provide SBCTA and the transit operators with revenue estimates to use for Fiscal Year (FY) 2026/2027 budgeting purposes. This item will be in the FY 2026/2027 SBCTA budget under Task 0310 Transit Allocations/Pass-throughs, Sub-Task 0507 STAF Allocation, and has no financial impact on the adopted Budget for FY 2025/2026.

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Reviewed By:

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

Responsible Staff:

Brianna Martinez, Management Analyst III

Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

Minute Action

AGENDA ITEM: 10

Date: February 12, 2026

Subject:

Local Transportation Fund Apportionment for Fiscal Year 2026/2027

Recommendation:

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

- A. Maintain Fiscal Year (FY) 2025/2026 Local Transportation Fund (LTF) apportionment of \$160,680,803, as approved by the SBCTA Board of Directors (Board) on March 5, 2025.
- B. Approve a FY 2026/2027 Fund Reserve of \$15,155,153, representing 10% of the estimated annual revenues for unexpected financial need per Policy No. 31010.
- C. Approve an LTF estimated apportionment of \$167,542,126 for FY 2026/2027, as detailed in Attachment A, based on \$151,551,534 in estimated receipts plus a carryover of \$16,153,666 from actual revenue and interest received in FY 2024/2025 over the estimate the Board approved on March 6, 2024, the return of the unused FY 2025/2026 Fund Reserves, less the Fund Reserves in Recommendation B.

Background:

As required by the Transportation Development Act (TDA), the San Bernardino County Transportation Authority (SBCTA) must analyze and evaluate the total amount of Local Transportation Fund (LTF) revenue anticipated to be available and relative needs and annually determine the amount to be allocated to each claimant. The first step in this process is to determine how much apportionment each area receives based on population data.

Pursuant to Section 6620 of the California Code of Regulations (CCR), the San Bernardino County Auditor/Controller (Auditor) is to provide SBCTA with an estimate of LTF revenue available for apportionment and allocation during the ensuing year, Fiscal Year (FY) 2026/2027, and, if requested, a revised or updated estimate of revenues for current FY 2025/2026 prior to February 1, 2026. Section 6644 of the CCR requires that SBCTA determine and advise all prospective claimants of the amount of all area apportionments for the next FY by March 1, 2026.

The total annual LTF apportionment is a function of three components:

1. Projected annual revenue
2. Prior audited, unapportioned fund balance
3. Fund reserve

Annually, SBCTA staff analyzes LTF receipts and revenue trends and presents the Auditor with an estimate of current year and subsequent year LTF revenue projections. SBCTA received concurrence with the SBCTA estimate and methodology for FY 2026/2027 from the Auditor on January 29, 2026; therefore, SBCTA staff is recommending the approved FY 2026/2027 revenue estimate of \$151,551,534.

Any difference between actual revenue received versus the estimate that was approved by the SBCTA Board of Directors (Board) for that FY is captured in the second component of the annual apportionment calculation, the prior year audited and unapportioned fund balance.

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The difference, including interest and investment earnings/losses, is included in the fund balance in the annual financial audit. In this instance, the unapportioned amount of \$16,153,666 is made up of actual revenue plus interest received above the FY 2024/2025 estimate approved by the Board on March 6, 2024.

Finally, the third component of the apportionment is the fund reserve. In the proposed FY 2026/2027 LTF apportionment, staff is recommending a fund reserve of \$15,155,153, calculated as 10% of the annual estimated LTF revenue, consistent with Policy No. 31010 adopted by the Board on December 6, 2017. This reserve is to be maintained for operators based on a population pro-rata share and is intended to remedy an immediate economic shortfall or address extreme or unusual circumstances. The prior year's fund reserve of \$14,992,079 gets returned as part of the overall funds available for apportionment.

The total proposed FY 2026/2027 LTF apportionment is included in Attachment A. The three components of revenue are included at the top of the table. The resulting total apportionment is \$167,542,126, an increase of 4.2 percent compared to the prior year, which is a result of a higher prior year audited unrestricted fund balance and increase in interest earned. If the total apportionment is approved, the individual amounts of apportionment that would be provided to eligible claimants are outlined in Attachment A. The first section pertains to administration and planning, the second section pertains to non-motorized transportation, and the third section pertains to the Valley and Mountain/Desert jurisdictions for eligible expenditures.

Pursuant to Section 99233.1 of the California Public Utilities Code (CPUC), SBCTA and the Auditor shall allocate such sums as are necessary for the administrative responsibilities under the TDA. The Auditor is requesting an allocation of \$22,680, which is a decrease of \$1,512 from what was allocated in FY 2025/2026. SBCTA's administrative costs include conducting the LTF and State Transit Assistance Funds financial and performance audits; staff time associated with processing allocations and disbursements, fiscal tracking, and conducting Public and Specialized Transportation Advisory and Coordination Council meetings and unmet needs hearings when needed; and a portion of SBCTA's indirect costs. Staff is requesting 1% of the estimated funds available, or \$1,675,421 for SBCTA's administrative costs in FY 2026/2027, consistent with the indirect methodology outlined in Policy No. 20600.

Pursuant to Section 99233.2(b)(1) of the CPUC, up to 3% of the annual LTF revenues may be allocated to SBCTA for its transportation planning and programming functions. The amount of LTF planning funds available for this purpose for FY 2026/2027 is \$5,026,264. This is a critical component of funding for staff activities that are not directly related to Measure I and a portion of SBCTA's administrative costs.

Further, pursuant to Section 99233.2(b)(2) of the CPUC, Southern California Association of Governments (SCAG) is to be allocated up to 3/4% of the annual LTF revenues. For FY 2026/2027, the allocation to SCAG is \$1,256,566.

Lastly, in accordance with Section 99233.3 of the CPUC (Article 3), 2% of the remaining balance following allocations for administration and planning is made available to counties, cities, and transit operators, through a competitive grant process, for facilities provided for the exclusive use of pedestrians and bicycles. The allocation for pedestrian and bicycle related projects for FY 2026/2027 is \$3,191,224. SBCTA conducts an Article 3 call-for-projects every two years. The next call-for-projects is tentatively scheduled for summer 2027.

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The balance of LTF is available for apportionment to the Valley and to each individual city and county area in the Mountain/Desert subareas based on the population estimates approved by the Board in July 2025.

Financial Impact:

SBCTA is the designated agency responsible for the administration of LTF for San Bernardino County. Adoption of the LTF apportionment will provide SBCTA, SCAG, transit agencies, and local jurisdictions with revenue estimates to use for Fiscal Year (FY) 2026/2027 budgeting purposes. This item will be in the FY 2026/2027 SBCTA Budget under Task 0310 Transit Allocations/Pass-throughs, Sub-Task 0506 LTF Allocation, and has no financial impact on the adopted Budget for FY 2025/2026.

Reviewed By:

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

Responsible Staff:

Brianna Martinez, Management Analyst III

Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

San Bernardino County Local Transportation Fund
Fiscal Year 2026/2027 Apportionment

		APPORTIONMENT¹	
Prior Year Audited Unrestricted Fund Balance ²		\$	16,153,666
Estimated Annual LTF Receipts ³		\$	151,551,534
Returned FY 2025/2026 Fund Reserve		\$	14,992,079
Proposed FY 2026/2027 Fund Reserve ⁴		\$	(15,155,153)
Proposed Additional Fund Reserve ⁵		\$	-
<i>Allocation of Transit Reserves:</i>			
<i>Valley</i>	\$ 10,958,222		
<i>VVTA</i>	\$ 3,334,557		
<i>MARTA</i>	\$ 342,789		
<i>MBTA</i>	\$ 486,691		
<i>City of Needles</i>	\$ 32,893		
Total Estimated Funds Available		\$	167,542,126
Auditor's Administrative Cost ⁵		\$	22,680
SBCTA's Administrative Cost Set-Aside ⁶		\$	1,675,421
SBCTA Planning ⁷		\$	5,026,264
SCAG Planning ⁸		\$	1,256,566
Resulting Balance		\$	159,561,195
Article 3 (SB821) Program ⁹		\$	3,191,224
Balance Available for Apportionment		\$	156,369,971
Apportionment Area	Population¹⁰	Percentage¹	APPORTIONMENT¹
Valley	1,596,120	72.31%	\$ 113,066,288
Adelanto	37,150	1.68%	\$ 2,631,640
Apple Valley	75,262	3.41%	\$ 5,331,426
Barstow	24,811	1.12%	\$ 1,757,567
Big Bear Lake	4,953	0.22%	\$ 350,862
Hesperia	101,792	4.61%	\$ 7,210,763
Needles	4,791	0.22%	\$ 339,386
Twenty-nine Palms	24,257	1.10%	\$ 1,718,323
Victorville	141,013	6.39%	\$ 9,989,109
Yucca Valley	22,027	1.00%	\$ 1,560,353
County - Unincorporated			
<i>Colorado River (VVTA)</i>	2,170	0.10%	\$ 153,719
<i>Morongo Basin (MBTA)</i>	24,605	1.11%	\$ 1,742,974
<i>Mountains (MARTA)</i>	44,976	2.04%	\$ 3,186,019
<i>North Desert (VVTA)</i>	33,392	1.51%	\$ 2,365,430
<i>Victor Valley (VVTA)</i>	70,105	3.18%	\$ 4,966,113
Total	2,207,424	100.00%	\$ 156,369,971

¹ Due to rounding, some totals may not correspond with the sum and/or products of the figures displayed.

² Difference between the FY 2024/2025 revenue estimate and the actual amount received + interest.

³ Estimate calculated as 1% escalation over actual FY 2024/2025 revenue received.

⁴ Reserve is 10% of annual estimated LTF revenue per Policy 31010.

⁵ Cost provided by County Auditor in January 2026.

⁶ SBCTA's Administrative Cost set-aside is 1% of Total Estimated Funds Available. Expenditures includes staff time associated with administration of TDA funds, audits, TDA update work, unmet needs hearings and a portion of agency indirect costs.

⁷ SBCTA Planning set-aside is 3% of Total Estimated Funds Available.

⁸ SCAG Planning set-aside is 3/4% of Total Estimated Funds Available.

⁹ Article 3 (SB821) Program set-aside is 2% of Resulting Balance.

¹⁰ Population Source: California Department of Finance and County Demographic Research Unit January 2025

Minute Action

AGENDA ITEM: 11

Date: February 12, 2026

Subject:

Fiscal Year 2026/2027 State of Good Repair Program Apportionment

Recommendation:

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

- A. Approve the State of Good Repair – Population Share Apportionment for Fiscal Year 2026/2027 of \$4,481,892 based on the State Controller's Office estimate received on January 31, 2026; \$3,240,718 to be apportioned to the Valley and \$1,241,174 to be apportioned to the Mountain/Desert areas, based on the population estimates approved by the SBCTA Board of Directors in July 2025.
- B. Authorize staff to release State of Good Repair - Operator Share funds received in excess of the allocated amount to operators as the funds are received.

Background:

Senate Bill (SB) 1, also known as the Road Repair and Accountability Act of 2017, was approved on April 28, 2017, and is estimated to provide over \$50 billion in new transportation funding over a decade to improve transit service and repair highways, bridges, and local roads. The State of Good Repair (SGR) Program, derived from the approval of SB 1, is funded from a portion of a Transportation Improvement Fee on vehicle registrations and provides approximately \$105 million annually to transit operators in California for eligible maintenance, rehabilitation, and capital projects. While SB 1 addresses a variety of transportation needs, the SGR Program has a specific goal of keeping transit systems in a state of good repair, including the maintenance and rehabilitation of transit facilities and vehicles and the purchase of new transit vehicles.

Administered by the California Department of Transportation (Caltrans), SGR Program funds are apportioned to eligible agencies using the State Transit Assistance Program formula. The formula apportions 50 percent of the available SGR funds by population and the remaining 50 percent by operator revenues from the prior Fiscal Year (FY), in accordance with California Public Utilities Code (CPUC) Section 99313 (Population Share) and CPUC Section 99314 (Operator Share), respectively. The State Controller's Office (SCO) is responsible for determining the estimated funding levels for Population Share and Operator Share funds. San Bernardino County Transportation Authority (SBCTA), as the regional transportation planning agency, receives direct allocations of SGR funds in accordance with CPUC Section 99312.2(c) and is responsible for allocating SGR-Population Share funds to projects based on local need and sub-allocating SGR-Operator Share funds to the transit operators in the region based on the amounts published by the SCO. SBCTA is further responsible for providing a list annually to Caltrans of all projects proposed to be funded with SGR funds made available to San Bernardino County. Agencies eligible to receive SGR funds include SBCTA, Omnitrans, Victor Valley Transit Authority (VVTA), Basin Transit, Mountain Transit, the City of Needles, and the Southern California Regional Rail Authority (SCRRA).

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The SCO estimates a FY 2026/2027 apportionment of \$3,931,906 in Population Share funds and \$833,705 in Operator Share funds, for a total of \$4,765,611. An additional \$549,986 will be added to the Population Share, composed of \$163,565 from excess FY 2024/2025 Population Share revenue when compared to the estimated apportionment, and \$386,421 from interest earned on the SGR fund balance in FY 2024/2025. Consistent with the Population Share funding formula used by the SCO, staff recommends apportioning FY 2026/2027 SGR-Population Share funds to the Valley and Mountain/Desert subareas based on the ratio of the population of these subareas to the total population of San Bernardino County. Staff recommends further apportioning the Mountain/Desert SGR-Population Share apportionment to the Mountain/Desert transit operators in accordance with the population of their respective service areas. The Valley SGR-Population Share apportionment is available to Omnitrans, SBCTA, and SCRRA. Project recommendations for the Valley Share are based on identified need, project schedules, and the availability of alternate fund sources and will be presented to the SBCTA Board of Directors at a later date. The total SGR amount available for allocation for the FY 2026/2027 apportionment, including the additional \$549,986 is indicated in Table 1 below.

Table 1 – FY 2026/2027 SGR-Population Share Apportionment

Prior Year Excess Population Revenue & Accrued Interest ¹		\$549,986
Estimated FY 2026/2027 Population Formula Share ²		\$3,931,906
Total Estimated Funds Available		\$4,481,892
Apportionment Area	Population³	Percentage
Valley	1,596,120	72.31%
Mountain/Desert	611,304	27.69%
<i>Basin Transit</i>	70,889	11.60%
<i>Mountain Transit</i>	49,929	8.17%
VVTA	485,695	79.45%
<i>City of Needles</i>	4,791	0.78%
Total⁴	2,207,424	100.00%
		\$4,481,892

¹Apportionment includes revenue over the FY 2024/2025 estimate + interest.

²Formula Share amount is determined by the SCO.

³Population Source: California Department of Finance and County Demographic Research Unit January 2025.

⁴Numbers may not foot due to rounding.

As required, SGR-Operator Share funds will be allocated to the transit operators based on the amounts determined by the SCO. For information, the Operator Share Estimate for all operators is shown in Table 2 below.

**Table 2 – FY 2026/2027 SGR-Operator Share Allocations
(Provided by SCO)**

Operator	Operator Share Estimate
Omnitrans	\$424,965
SCRRA	\$332,114
VVTA	\$56,162
Basin Transit	\$12,742
Mountain Transit	\$7,001
City of Needles	\$721
Total	\$833,705

San Bernardino County Transportation Authority

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Because the apportionment amounts are estimates, there will be variances in the final amounts received. If Population Share apportionments are less than the estimate, every allocation will be reduced proportionally, and the operator will have the option to backfill the amount with a future year allocation. Any Population Share apportionments received in excess of the estimate will be apportioned and allocated in a subsequent FY. As in previous years, staff recommends that any Operator Share apportionments received in excess of the estimate be immediately released to the operators as SBCTA has no discretion in the apportionment of these funds. Additionally, Caltrans does not require revised allocation documents to account for differences between estimates and actuals; any variances are noted in required annual reports. The original and final FY 2024/2025 allocations are presented in Table 3 below for information.

Table 3 – FY 2024/2025 SGR-Population Share and Operator Share Allocations

Agency	Approved FY 2024/2025 SGR Allocations			Actual FY 2024/2025 SGR Allocations		
	Population Share	Operator Share	Total Allocation	Actual Population Share	Actual Operator Share	Total Actual Allocation
Omnitrans	\$2,500,000	\$389,306	\$2,889,306	\$2,500,000	\$410,469	\$2,910,469
SCRRA	\$0	\$304,246	\$304,246	\$0	\$320,785	\$320,785
SBCTA	\$231,844	\$0	\$231,844	\$231,844	\$0	\$231,844
VVTA	\$831,217	\$51,449	\$882,666	\$831,217	\$54,246	\$885,463
Basin Transit	\$125,110	\$11,672	\$136,782	\$125,110	\$12,307	\$137,417
Mountain Transit	\$86,486	\$6,414	\$92,900	\$86,486	\$6,763	\$93,249
City of Needles	\$8,245	\$661	\$8,906	\$8,245	\$696	\$8,941
Total	\$3,782,902	\$763,748	\$4,546,650	\$3,782,902	\$805,266	\$4,588,168

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

Disbursement or expenditure of these funds will be based on allocations approved by the SBCTA Board of Directors at a future meeting.

Reviewed By:

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

Responsible Staff:

James Mejia, Management Analyst III

Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

Minute Action

AGENDA ITEM: 12

Date: February 12, 2026

Subject:

Fiscal Year 2025/2026 Low Carbon Transit Operations Program Apportionment - Population Share

Recommendation:

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

Approve the Low Carbon Transit Operations Program - Population Share Apportionment for Fiscal Year 2025/2026 in the amount of \$3,631,768, to be apportioned \$2,626,019 to the Valley and \$1,005,749 to the Mountain/Desert areas based on the population estimates approved by the SBCTA Board of Directors in July 2025.

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.

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), Basin Transit, Mountain Transit, Victor Valley Transit Authority (VVTA), City of Needles, Omnitrans, and Southern California Regional Rail Authority (SCRRA). While SBCTA is responsible for allocating LCTOP-Population Share funds to projects in the San Bernardino region, the transit operators eligible to receive LCTOP-Operator Share funds must work directly with Caltrans to receive their LCTOP-Operator Share allocations.

Entity: San Bernardino County Transportation Authority

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-Population Share funds available to SBCTA is estimated at \$3,631,768 based on auction proceeds resulting from the CARB Cap-and-Trade Program. Should the SCO final apportionments become available prior to the March Board meeting, staff will update the apportionment estimates. Otherwise, final SCO apportionments will be included as part of the subsequent LCTOP Allocations and Project List item slated for Board consideration later this year. 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-Population Share Apportionment¹

Apportionment Area	Population²	Percentage	Total FY 2025/2026 Apportionment³
Valley	1,596,120	72.31%	\$2,626,019
Mountain/Desert	611,304	27.69%	\$1,005,749
<i>Basin Transit</i>	70,889	11.60%	\$116,630
<i>Mountain Transit</i>	49,929	8.17%	\$82,146
VVTA	485,695	79.45%	\$799,091
<i>City of Needles</i>	4,791	0.78%	\$7,882
Total	2,207,424	100.00%	\$3,631,768

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

²Population Source: California Department of Finance and County Demographic Research Unit July 2025.

³Total 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-Operator Share Estimate (Provided by SCO)

Operator	Operator Share Estimate¹
Omnitrans	\$392,006
SCRRA	\$306,356
Basin Transit	\$11,753
Mountain Transit	\$6,458
VVTA	\$51,806
City of Needles	\$665
Total	\$769,045

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

The total FY 2025/2026 LCTOP-Population Share apportionment for the Valley totals \$2,626,019 and for the Mountain/Desert totals \$1,005,749 for a total FY 2025/2026 Population Share apportionment of \$3,631,768.

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Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

Disbursement or expenditure of these funds will be based on allocations approved by the SBCTA Board of Directors at a future meeting.

Reviewed By:

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

Responsible Staff:

James Mejia, Management Analyst III

Approved
Transit Committee
Date: February 12, 2026

Witnessed By:

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												
Eunice Ulloa City of Chino												
Ray Marquez City of Chino Hills												
Frank Navarro City of Colton												
Aquanetta Warren City of Fontana												
Bill Hussey City of Grand Terrace												
Larry McCallon City of Highland												
John Dutrey City of Montclair												
Alan Wapner City of Ontario												
L. Dennis Michael City of Rancho Cucamonga												
Rick Denison Town of Yucca Valley												
Joe Baca, Jr. Board of Supervisors												

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-ATT25

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/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 Principles
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

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