

**AGENDA**  
**Transit Committee Meeting**

**December 9, 2021**

**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**

Mayor Ray Marquez  
City of Chino Hills

Mayor Pro Tem Alan Wapner  
City of Ontario

**Vice Chair**

Council Member David Avila  
City of Yucaipa

Mayor L. Dennis Michael  
City of Rancho Cucamonga

Mayor Frank Navarro  
City of Colton

Mayor Deborah Robertson  
City of Rialto

Mayor Acquanetta Warren  
City of Fontana

Mayor John Valdivia  
City of San Bernardino

Mayor Pro Tem Larry McCallon  
City of Highland

Council Member Rick Denison  
Town of Yucca Valley

Mayor John Dutrey  
City of Montclair

Supervisor Dawn Rowe  
County of San Bernardino

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

**AGENDA**

**Transit Committee Meeting**

**December 9, 2021  
9:00 AM**

**Location  
SBCTA Office**

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

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 Ray Marquez)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Betty Pineda

**Possible Conflict of Interest Issues**

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

**1. Information Relative to Possible Conflict of Interest**

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

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

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## CONSENT CALENDAR

Items listed on the Consent Calendar are expected to be routine and non-controversial. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Members.

### Consent - Transit

2. **Contract Change Orders to on-going Contracts with Stadler US, Flatiron West, Inc., and Granite Construction Company** Pg. 16

Receive and file change order report.

**Presenter: Victor Lopez**

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

## DISCUSSION ITEMS

### Discussion - Transit

3. **Mountain Transit Short Range Transit Plan** Pg. 26

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

A. Receive and file a presentation on the Mountain Transit Short Range Transit Plan from Michelle Kirkoff of MK Consulting.

B. Approve the Mountain Transit Short Range Transit Plan for Fiscal Year 2021/2022 - 2025/2026.

**Presenter: Nancy Strickert**

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

4. **San Bernardino County Multimodal Transportation Quarterly Update** Pg. 41

Receive and file the San Bernardino County Multimodal Transportation Quarterly Update.

**Presenter: Nancy Strickert**

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

5. **Ontario International Airport Private Transportation Provider Pilot Program Extension** Pg. 67

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

Approve an extension of the Ontario International Airport Private Transportation Provider Pilot Program for an additional thirteen (13) months from the current end date of January 31, 2022 to March 1, 2023.

**Presenter: Rebekah Soto**

**This item is not scheduled for review by any other policy committee or technical advisory committee. General Counsel has reviewed this item.**

**6. Request for Proposals No. 22-1002744 for On-call Transit and Rail Services**

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

Authorize the Executive Director, or his designee, to release the Request for Proposals No. 22-1002744, for qualified firms to provide On-Call Transit and Rail Services.

**Presenter: Carrie Schindler**

**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 Scope of Work.**

**7. Preview of the Hearing to Consider Resolutions of Necessity for Property Interests for the West Valley Connector Project**

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

A. Conduct public hearings to consider condemnation of interests in real property described more particularly in each of the Resolutions of Necessity described below (referred to below collectively as the “Subject Property Interests”), which are required for the West Valley Connector Project.

B. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-010 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Riad Bacily and Tamer Bacily (APN 1011-121-22). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

C. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-011 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Starbridge (Ontario) Investment, LLC, a California Limited Liability Company (APN 0210-211-33). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

D. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-012 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by NRP Developments, Inc. a California Corporation, (APN 1011-141-06). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

E. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-013 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by William S. Short & Audree L. Short (APNs 1011-141-11, 1011-141-13 & 1011-141-30). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

*(Item 7 cont.)*

F. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-014 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Hamid Reza DiBadj & Telma F. Roshanravan, Trustees of the DiBadj Family 2018 Revocable Trust (APN 1011-141-16). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

G. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-015 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Khang Bao Lieu (APN 1011-141-35). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

H. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-016 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Holt-San Antonio, LLC, a California Limited Liability Company (APN 1048-591-28). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

I. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-017 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by MMOS, Inc. a California Corporation, (APN 1048-604-14). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

J. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-018 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by AJ1 Development, LLC, a California Limited Liability Company (APN 1048-604-15). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

K. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-019 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Annette Marie Durrizague, Trustee of Trust A created under the Durrizague 2003 Revocable Trust dated June 18, 2003, as to an undivided 50% interest; Annette Marie Durrizague, Trustee of Trust B created under the Durrizague 2003 Revocable Trust dated June 18, 2003, as to an undivided 42% interest; and Annette Marie Durrizague, Trustee of Trust C created under the Durrizague 2003 Revocable Trust dated June 18, 2003, as to an undivided 8% interest (APN 1049-011-02). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

L. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-020 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Chi Hong Chiang & Hui-Chuan Wang, Trustees of the Chiang Family Trust dated July 8, 2010 (APNs 1049-021-03 & 1049-021-0304). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

*(Item 7 cont.)*

M. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-022 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Salvador & Maria C. Ayala, (APN 1048-512-17). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

N. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-023 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Albert and Bertha Aleman (APN 1048-512-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

O. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-025 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Yolanda Chavez (APN 1048-512-16). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

P. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-027 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Sen Mou Shih and Wei-Cho Shih, as to an undivided 50% interest; and Chung Hsien Lee & Shu Luan Feng Lee, as to an undivided 50% interest (APN 0110-071-02). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

Q. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-028 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Qu's Holding, LLC, a California Limited Liability Company (APNs 0110-071-06 & 0110-071-07). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

R. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-029 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Anthony Ditommaso, as to an undivided 42.026% interest; Jeanne D. Bruno, as to an undivided 42.026% interest; Deanna P. Brost, (formerly Deanna P. Ditommaso), Trustee of the Deanna P. Brost Separate Property Trust dated June 28, 2005, as to an undivided 5.316% interest; Christopher F. Ditommaso, Trustee of the Christopher F. Ditommaso Separate Property Trust dated August 2, 2005, as to an undivided 5.316% interest; Franklin J. Bruno, Trustee of the Franklin J. Bruno Living Trust, as to an undivided 2.658% interest, and Anthony Ditommaso and Beverly B. Ditommaso, Trustees of the Anthony & Beverly Ditommaso Living Trust dated April 23, 2003 as to an undivided 2.658% interest (APN 0110-081-07). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

*(Item 7 cont.)*

S. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-030 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Holt Blvd. LLC, a California Limited Liability Company (APN 0110-081-08). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

T. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-032 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Holt LPIV 3 LLC, a Delaware Limited Liability Company (APNs 0110-111-02, 0110-111-03, 0110-111-11 & 0110-111-12). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

U. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-034 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Muhammad and Iqbal M. Tremazi (APN 1049-131-06). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

V. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-035 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Patrick F. Grabowski and Janis Grabowski, Trustees of that Certain Revocable Declaration of Trust, known as the 2012 Grabowski Revocable Trust, dated June 21, 2012 (APNs 0110-072-10 & 0110-072-11). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

W. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-036 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Holt Blvd. LLC, A California Limited Liability Company (APN 0110-081-13). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

X. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-037 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Rowlands Properties, a California Partnership (APNs 0110-101-01; 0110-111-09 & 0110-111-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

*(Item 7 cont.)*

Y. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-038 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Ontario CNG Property LLC, a California Limited Liability Company (APN 0110-101-13). The Resolution must be approved by at least a two-thirds vote of the Board of Directors.

**Presenter: Ramie Dawit**

**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 resolutions.**

### **Public Comment**

Brief Comments from the General Public

### **Comments from Board Members**

Brief Comments from Board Members

## **ADJOURNMENT**

### **Additional Information**

Attendance

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Acronym

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Mission Statement

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**The next Transit Committee Meeting is scheduled for January 13, 2022.**



## 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** - The meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or 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](mailto:clerkoftheboard@gosbcta.com) and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at [www.gosbcta.com/board/meetings-agendas/](http://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. 3<sup>rd</sup> 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 by two-thirds vote of the Board of Directors or unanimous vote of members present 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 Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may 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 wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address 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 Chair 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. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board’s authority. Matters raised under “Public Comment” may not be acted upon at that meeting. “Public Testimony on any Item” still applies.

**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 Chair 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 Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. 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. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.
- 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.

**The Vote as specified in the 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. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

**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 maker of the original motion is asked if he or she would like to amend his or her 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 require deviation from general practice.
- 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*

## *Minute Action*

AGENDA ITEM: 1

**Date:** *December 9, 2021*

**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 \$250 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:

<b>Item No.</b>	<b>Contract No.</b>	<b>Principals &amp; Agents</b>	<b>Subcontractors</b>
2	16-1001531	Stadler US, Inc. <i>Martin Ritter</i>	None
2	17-1001705	Flatiron West, Inc. <i>Dale A. Nelson</i>	All American Asphalt Hayward Baker, Inc. Pacific Steel Group Southwest V-Ditch, Inc. Schuff Steel Company Paramount Metal Supply Perimeter Security Group Alcorn Fence Company BC Traffic Specialist Select Electric, Inc. Mass Electric Const. Co. R. Dugan Construction, Inc. Rock Structures Advanced Geosolutions, Inc. Veolia Transportation Maintenance and Infrastructure
2	19-1002070	Granite Construction Company Brad J. Williams	Pacific Crane and Hoist, Inc. Facility Builders & Erectors, Inc. Beeson Masonry & Concrete, Inc. dba Pacific Pervious Coreslab Structures (LA), Inc. H. Wayne Lewis, Inc. dba Amber Steel Company Ken Curran Electric, Inc. PGC Construction, Inc. H & H Engineering

*Entity: San Bernardino County Transportation Authority*

2 Cont'd			Construction, Inc. CL Coatings, Inc. Crown Fence Co. Air & Lube Systems, Inc. Wine Gardner Masonry, Inc. Meadows Sheet Metal & Air Conditioning, Inc. Db a Meadows Mechanical
5	19-1002051	Lyft, Inc. <i>Gyre Renwick</i>	ButterFli Technology, Inc.
5	18-1001961	AAMCOM, LLC <i>Steven A. Diels</i>	None

**Item No. 7 – Preview of the Hearing to Consider Resolutions of Necessity for Property Interests for the West Valley Connector Project**

<b>APN#</b>	<b>Principals &amp; Agents</b>
1011-121-22	Riad Bacily and Tamer Bacily
0210-211-33	Investment, LLC, a California Limited Liability Company
1011-141-06	NRP Developments, Inc.,
1011-141-11, 1011-141-13 & 1011-141-30	William S. Short & Audree L. Short
1011-141-16	Hamid Reza DiBadj & Telma F. Roshanravan, Trustees of the DiBadj Family 2018 Revocable Trust
1011-141-35	Khang Bao Lieu
1048-591-28	Holt-San Antonio, LLC, a California Limited Liability Company
1048-604-14	MMOS, Inc.,
1048-604-15	AJ1 Development, LLC, a California Limited Liability Company
1049-011-02	Annette Marie Durrizague, Trustee of the Durrizague 2003 Revocable Trust Agreement
1049-021-03 & 1049-021-0304	Chi Hong Chiang & Hui-Chuan Wang, Trustees of the Chiang Family Trust dated July 8, 2010
1048-512-17	Salvador & Maria C. Ayala
1048-512-10	Albert and Bertha Aleman
1048-512-16	Yolanda Chavez
0110-071-02	Sen Mou Shih and Wei-Cho Shih and Chung Hsien Lee & Shu Luan Feng Lee
0110-071-06 & 0110-071-07	Qu's Holding, LLC, a California Limited Liability Company
0110-081-07	Anthony Ditommaso, Jeanne D. Bruno, Deanna P. Brost, (formerly Deanna P. Ditommaso), Trustee of the Deanna P. Brost Separate Property Trust dated June 28, 2005, Christopher F. Ditommaso, Trustee of the Christopher F. Ditommaso Separate Property Trust dated August 2, 2005, Franklin J. Bruno, Trustee of the Franklin J. Bruno Living Trust, and Anthony Ditommaso and Beverly B. Ditommaso, Trustees of the Anthony & Beverly Ditommaso Living Trust dated April 23, 2003

## Transit Committee Agenda Item

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0110-081-08	Holt Blvd. LLC, a California Limited Liability Company
0110-111-02, 0110-111-03, 0110-111-11 & 0110-111-12	Holt LPIV 3 LLC, a Delaware Limited Liability Company
1049-131-06	Muhammad and Iqbal M. Tremazi
0110-072-10 & 0110-072-11	Patrick F. Grabowski and Janis Grabowski, Trustees of that Certain Revocable Declaration of Trust, known as the 2012 Grabowski Revocable Trust, dated June 21, 2012
0110-081-13	Holt Blvd. LLC, A California Limited Liability Company
0110-101-01; 0110-111-09 & 0110-111-10	Rowlands Properties, a California Partnership
0110-101-13	Ontario CNG Property LLC, a California Limited Liability Company

**Financial Impact:**

This item has no direct impact on the annual budget.

**Reviewed By:**

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

**Responsible Staff:**

Carrie Schindler, Director of Transit and Rail Programs

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Approved  
Transit Committee  
Date: December 9, 2021

Witnessed By:

## *Minute Action*

AGENDA ITEM: 2

***Date:*** December 9, 2021

***Subject:***

Contract Change Orders to on-going Contracts with Stadler US, Flatiron West, Inc., and Granite Construction Company

***Recommendation:***

Receive and file change order report.

***Background:***

San Bernardino County Transportation Authority (SBCTA) has two ongoing construction contracts and one vehicle procurement contract related to the Transit and Rail Program. The following Construction Change Orders (CCO) were approved since the last reporting to the Transit Committee:

A. Contract No. 16-1001531 with Stadler US for Redlands Passenger Rail Project (RPRP) Diesel Multiple Units (DMU) procurement has had the following CCOs executed since the last report:

1) CCO 008: Positive train control direct battery supply and acoustic warning (\$16,464.00)

B. Contract No. 17-1001705 with Flatiron West, Inc. (Flatiron) for the RPRP Mainline Construction has had the following CCOs executed since the last report:

1) CCO 054.2: Communication design changes, labor costs (\$98,881.27)

2) CCO 092: Arrowhead Ave additional grind and overlay (\$62,924.95)

3) CCO 107: San Bernardino Flood Control District Closed Maintenance Crossing at Twin Creek (-\$5,036.34)

4) CCO 108: University Street streetlight elimination (-\$7,026.60)

5) CCO 116: Deep soil mix substitution for jet grouting at Santa Ana River Bridge (-101,603.00)

6) CCO 141: Wyatt fire and water service removal (\$49,683.22)

7) CCO 143: Install enhanced welded wire mesh brackets in key areas (\$63,261.58)

8) CCO 144: Warm Creek bridge conduit protection (\$3,992.18)

9) CCO 145: No truck signage for University Street (\$2,966.61)

10) CCO 146: Church Street abandoned storm drain removal (\$8,000.00)

11) CCO 147: Pershing Avenue barricade (\$15,289.00)

12) CCO 148: Twin Creek bridge cable railing (\$5,638.45)

13) CCO 149: Paving Tennessee Street premium time (\$15,349.06)

*Entity: San Bernardino County Transportation Authority*



## Transit Committee Agenda Item

December 9, 2021

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- 14) CCO 150: Southern California Regional Railroad Authority parking lot revisions (-\$90,006.70)
  - 15) CCO 151: Bi-directional derail at spur 2 (\$29,128.47)
  - 16) CCO 152: Replacement of outdoor rated cameras (\$24,063.89)
  - 17) CCO 154: Tennessee Street irrigation meter and backflow relocation (\$54,564.79)
  - 18) CCO 155: Control Point (CP) University signal house access gate (\$5,599.30)
  - 19) CCO 156: SCE metering revisions at Tippecanoe Avenue (\$33,144.45)
  - 20) CCO 157: Revise traffic signal controller foundations in city of Redlands (\$65,600.00)
  - 21) CCO 159: Emergency call box relocation at DMU platform (\$8,500.00)
  - 22) CCO 160: Waterman avenue encasement deletions (\$71,240.34)
  - 23) CCO 162: Tippecanoe Avenue storm drain conflict with SCE ductbank (\$11,533.01)
  - 24) CCO 163: Temporary generators for testing (\$18,531.57)
  - 25) CCO 164: Tippecanoe - Victoria pedestrian ramp rebuild (\$11,320.48)
  - 26) CCO 165: SCE metering revisions Tennessee Street (\$31,869.58)
  - 27) CCO 166: Tippecanoe culvert footing unsuitable material removal (\$11,402.96)
- C. Contract No. 19-1002070 with Granite Construction Company (Granite) for the Redlands Passenger Rail Project Arrow Maintenance Facility has had the following CCOs executed since the last report:
- 1) CCO 030.1: Mezzanine Working Platform Revisions; Re-Negotiated Lump Sum supersedes CO 030 (\$907,600.00)
  - 2) CCO 032.1: Grid Line 1 Door Clearance Retrofit; Re-Negotiated Lump Sum supersedes CCO 032 (\$1,504,300.00)
  - 3) CCO 033.1: Wash Pad pH Neutralizer and Storage Tank; Equipment Only (\$116,624.95)

**Financial Impact:**

This item is consistent with the Fiscal Year 2021/2022 Budget.

**Reviewed By:**

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

**Responsible Staff:**

Victor Lopez, Director of Capital Delivery

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Approved  
Transit Committee  
Date: December 9, 2021  
Witnessed By:

## Rail and Transit Construction Contracts

<b>RPRP- Mainline Construction Flatiron West, Inc (17-1001705)</b>		
<b>Executed Change Orders</b>		
Number	Description	Amount
1	No cost change order, adjusting insurance language for SCRRA's ROE req's	\$0.00
2	Increase Bid Item #23 - Removal and Disposal of contaminated soil with a not-to-exceed value of \$5,300,000 to compensate the contractor for unforeseen contaminated soil levels within the back 6 miles of the RPRP and anticipated levels of contaminated soil within the front 3 miles.	\$5,300,000.00
3	Railroad Signal (existing) at Arrowhead Avenue damaged due to 3rd party traffic incident.	\$4,394.91
4	Increase track subgrade compaction from 90% to 95% along the guideway to comply with SCRRA standards.	\$175,000.00
5	Increase pothole bid item for additional potholes required for the project. Original bid item included 200 potholes and amount of potholes needed has increased to approximately 860 potholes.	\$584,326.00
6	Modifications to the Best Management Practices (BMP) required by the Storm Water Pollution Prevention Plan (SSWPP) at 133 E Street (future parking lot).	\$26,511.09
7	CN 027 - Emergency repairs to Twin Creek Bridge following transient activity.	\$35,077.95
8	CN 027 - Upsize Casing for Pier Protection Wall CIDH due to unforeseen constructability issues.	\$41,650.83
9	CN 017 - Subsurface investigation at Santa Ana River Bridge Cast in Drilled Hole (CIDH) to determine extent of unsuitable material.	\$8,923.65
10	CN 039 - Alt Supplier for Wayside Messaging Server as previous Supplier no longer manufactures it.	\$30,703.15
11	CN 040 - Battery Chargers medel revisions.	\$9,435.76
12	CN 004 - Encasement of City of Riverside 36" Water Transmission Main to bring up to SCRRA standards.	\$131,249.27
13	CN 005 - Storm Drain DS17 Design Revision.	\$3,983.65
14	CN 020 - Revised Signal Vault Layout at Richardson Street.	\$6,863.27
15	CN 041 - Bid Item 532 Increase in QTY.	\$2,369.00
16	CN 015 - Temporary Construction Easement revision at Mad Atom/Pacific Desert Property due to access point change and revised TCE area from owner.	\$36,110.15
17	CN 003 - Flatiron West, Inc. to install 68 linear feet of casing for Frontier at Arrowhead Avenue.	\$71,235.58
18	CN 083 - Increase Bid Item 10 - Permit allowance.	\$90,000.00
19	CN 058 - Arrowhead Avenue SCE conduit and casing installation.	\$207,714.40
20	CN 092 - Increase Bid Item 23 - Removal and disposal of contaminated soil to eliminate remaining contaminated soil along the RPRP.	\$3,300,000.00
21	CN 024 - Confirmation and establishment of new survey control points due to variances and discrepancies with survey design.	\$89,672.02
22	CN 048 - Orange Show Road Utility Protection Slab.	\$32,867.10
23	CN 057 - Arrowhead Avenue sewer bypass and sewer line replacement.	\$26,232.96
25	CN 016 - Easement at Mad Atom Revised TCE.	\$4,151.63
26	CN 022 - Soil Sampling and Analysis at University Station.	\$9,845.51
27	CN 055 - Hanging Scaffolding at Twin Creek Bridge to allow work to commence prior to issuance of the 408 Environmental Permit.	\$51,802.36
24	CN 52 - Elimination of earthen ditch at Tennessee Street.	\$7,665.25
28	CN 89 - 6th Street SCE distribution facility relocation by FWI.	\$119,443.92
29	CN 79 - Install 20" steel casing for SCG at CP Redlands (Stoddard Ave).	\$13,590.42

**Bold**-Construction Change Orders approved since the last reporting to the Transit Committee  
Amounts shown in parentheses represent a credit to the Agency

Attachment: November 2021 TC Change Orders [Revision 3] (8144 : Contract Change Orders to on-going Contracts with Stadler, Flatiron &

## Rail and Transit Construction Contracts

30	CN 49 - FWI to construct return walls at each station per revised design.	\$39,524.11
31	CN 69 - Construct dry utility protection slab at D Street for SCE facility.	\$24,956.12
32	CN 70 - Construct dry utility protection slab at 5th Street for SCE facility.	\$25,254.81
33	CN 71 - SCE metering pedestal location revisions at Sierra Way.	\$1,957.71
34	CN 107 - Waterman 36" water main protection slab precast material costs .	\$96,273.62
35	CN 51 & CN 56 - Welded wire mesh installation at two locations to fill in gaps for protection of ROW.	\$14,469.64
36	CN 073 - SCE metering pedestal location revisions at Orange Show Road.	\$6,882.01
37	CN 84 - Replace existing IJ at CP Redlands due to rail continuity test defect.	\$9,006.27
38	CN 29 - Install 2 headwalls at DS-6 per SCRRRA standards.	\$20,424.41
39	CN 59 - Revised grades at Colton due to changes in survey data.	\$1,800.22
40	CN 36 - Due to Esri adjacent project, increase depth of SCRRRA turndown wall at Downtown Redlands Station platform.	\$33,290.41
41	CN 28 - Revisions to Gage Canal Blow Off Line	\$18,188.39
42	CN 80 - SCE Metering revisions to 7th street	\$41,855.16
43	CN 43 - E Street paving revisions due to ADA compliance.	\$4,083.49
44	CN 132 - SCE Manhole construction at 6th street	\$59,199.57
45	CN 94 - VCP Sewer bypass at Arrowhead Avenue	\$27,384.35
46	CN 82 - Waterman Avenue Waterline Slab Protection	\$184,133.88
47	CN 76 - SCE metering provisions at Waterman Avenue.	\$27,248.73
48	CN 23 - Soil Sampling and Analysis for Front 3.	\$9,359.49
49	CN 116 - Commercial driveway Arrowhead Ave premium time.	\$4,408.05
50	CN 103 - Revised Fencing Alignment	\$33,704.20
51	CN 124 - E Street Signal vault elevation adjustment	\$3,090.07
52	CN 44 - City of Redlands Water Service and connection construction at Redlands stations.	\$34,040.49
53	CN 53 - Mountain View skeleton track construction during IVDA construction	\$64,034.97
54	CN 96 - Operator Change Engineering costs associated with communication systems redesign	\$453,945.69
54.1	CN 105 - Communication design changes, material costs	\$452,027.77
<b>54.2</b>	<b>CN 218 - Communication design changes, labor costs</b>	<b>\$98,881.27</b>
55	CN 101 - Replace Drivable grass with Rip Rap	\$483,544.88
56	CN 117 - Communication Ductbank and Slurry Bid Item #265 increase	\$132,975.00
57	CN 109 - Replace switch block ties for spur 2	\$11,028.03
58	CN 112 - Sta 266+00 Abandoned drainage structure	\$4,411.52
59	CN 035 - Field investigation to locate City of Riverside blow off	\$3,405.64
60	CN 118 - Increase BI 270	\$15,000.00
61	CN 119 - Increase BI 271	\$10,000.00
62	CN 104 - E Street waterline relocation	\$120,052.18
63	CN 145 - Mitten building roof drain erosion protection	\$1,953.99
64	CN 163 - DS-16 Repair Work (IVDA Damage)	\$9,843.25
65	CN 091 - Modifications to the Santa Ana River Bridge at SART abutment	\$130,126.33
66	CN 147- Anchor bolt inspection on existing light foundations	\$952.50
67	CN 067 - SCE Metering provisions Richardson Street	\$56,862.04
68	CN 143 - SCE Metering provisions Stoddard Street	\$23,664.29
70	CN 077 - SCE Metering provisions West Colton Avenue	\$31,040.13
71	CN 093 - Mill Street traffic incident	\$48,973.29

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## Rail and Transit Construction Contracts

72	CN 072 - SCE Metering provisions Mill Street	\$16,758.16
73	CN 062 - Headblock ties for CP ZEMU	\$7,000.00
74	CN 155 - University Parking lot drainage revisions	\$22,811.14
75	CN 075 - Arrowhead Ave encase existing utilities	\$26,171.45
76	CN 139 - Esri Station Canopy Overhang Support	\$5,651.41
77	CN 159 - UD 29-2 Cleanout conflict with No 14 turnout	\$2,484.74
78	CN 078 - SCE Metering provisions Nevada Street	\$32,931.58
79	CN 064 - SCE Metering provisions University Street	\$45,000.00
80	CN 157 - SCE Metering provisions Orange Street	\$7,237.29
81	CN 081 - SCE Metering provisions Church Street	\$18,947.80
82	CN 110 - Rip rap adjacent to DS-12	\$104,105.01
83	CN 042 - Revised signal WCNSS plans	\$75,000.00
84	CN 074 - SCE Metering provisions Alabama Street	\$36,500.00
85	CN 129 - SBTC Parking Lot Mods	\$99,000.00
86	CN 086 - Warm Creek Channel Revisions	\$14,000.00
87	CN 061 - Tippecanoe Station Frontier Conduit install	\$20,697.85
88	CN 106 - University Street Driveway at Apartments	\$14,000.00
89	CN 128 - Historic Warm Creek Bridge block wall	\$13,500.00
90	CN 046 - DS 24 Catch basin modification	\$3,700.00
91	CN 120 - Increase BI 434 (Continuous Welded Rail)	\$12,233.76
<b>92</b>	<b>CN 099 - Arrowhead Ave additional grind and overlay</b>	<b>\$62,924.95</b>
93	CN 090 - Nevada St SCE Mainline Relocation	\$155,000.00
94	CN 097 - Gage canal floodwall revisions	\$95,000.00
95	CN 133 - SARB Utility Hangars	\$110,000.00
96	CN 150 - SBTC Platform conduit revisions and installation	\$60,000.00
97	CN 102 - UOR Station Revisions	\$50,000.00
99	CN 111 - Install conduit needed for communications services at University of Redlands Station	\$25,500.00
100	CN 151 - Install conduit needed for communications services at Downtown Redlands Station	\$21,481.71
101	CN 135 - SCRRA parking lot blow-off relocation	\$18,583.15
102	CN 162 - Twin Creek guardrail expansion	\$11,170.00
103	CN 149 - Arrowhead Avenue streetlight adjustment	\$11,000.00
104	CN 122 - California Avenue traffic signal pole revisions	\$7,777.25
105	CN 012 - Changes to gravity walls based upon field conditions	\$9,075.40
106	CN 154 - Frontier conduit at Esri station	\$4,704.00
<b>107</b>	<b>CN 100 - SBFCD Closed Maintenance Crossing at Twin Creek</b>	<b>(\$5,036.34)</b>
<b>108</b>	<b>CN 108 - University Street streetlight elimination</b>	<b>(\$7,026.60)</b>
110	CN 169 - Bryn Mawr guard panel	\$12,000.00
111	CN 174 - City of Redlands water service Esri station	\$10,000.00
112	CN 063 - Left hand switch ties #10 cross over at CP Zanja	\$8,000.00
113	CN 153 - Signal Shelter Battery Charging provisions	\$30,309.27
114	CN 166 - CP Redlands signal house fence damage due to 3 <sup>rd</sup> party	\$9,197.40
115	CN 170 - Santa Ana River Bridge flexible conduit protection	\$3,752.49
<b>116</b>	<b>CN 065 - DSM substitution for jet grouting at SARB</b>	<b>(\$101,603.00)</b>
117	Bid item quantity reconciliation	\$98,066.41

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## Rail and Transit Construction Contracts

118	CN 183 - Orange Street Drainage Revisions	\$49,493.43
118.1	CN 183 - Orange Street Landscaping Revisions	\$19,967.48
119	CN 144 - Leaving signal MP 60.24 light aircraft damage and repair	\$31,276.01
120	CN 148 - Sierra Way street light revisions	\$23,000.00
121	CN 172 - SCE Metering revisions at Texas Street	\$8,428.38
122	CN 193 - Central Avenue signal shelter retaining wall	\$13,165.23
123	CN 214 - Mountain View Conduit repair	\$14,117.53
124	CN 161 - Contaminated soil at SCRRA parking lot	\$6,000.00
125	Quantity reconciliation Bid Item 273 Fiber Optic	\$250,722.30
126	CN 095 - U of R station revisions	\$39,089.14
128	CN 213 - Drainage System (DS-18) unknown utility conflict	\$982.20
129	CN 199 - Excel automotive retaining wall	\$40,616.18
130	RFC 016 - pier protection wall 62.37 footing mods	\$9,460.39
131	CN 006 - Temporary storm drain connection Mill St	\$25,114.83
132	CN 006 - Temporary storm drain connection Tippecanoe	\$25,114.83
133	CN 006 - Temporary storm drain connection Nevada SCE	\$25,114.83
134	CN 006 - Temporary storm drain connection Tennessee Frontier	\$25,114.83
135	CN 006 - Temporary storm drain connection 6th Street Frontier	\$25,114.83
136	CN 006 - Temporary storm drain connection Tippecanoe Frontier	\$25,114.83
137	CN 006 - Temporary storm drain connection 6th St SCE	\$25,114.83
138	CN 006 - Temporary storm drain connection Nevada SCG	\$25,114.83
139	CN 178 - Waterman Avenue type A-4 ditch manmade object removal	\$9,785.48
140	CN 220 - Tippecanoe Avenue RCB downstream erosion protection	\$32,600.24
<b>141</b>	<b>CN 216 - Wyatt fire and water service removal</b>	<b>\$49,683.22</b>
142	CN 189 - Ditch B-6 drivable grass revisions	\$69,611.30
<b>143</b>	<b>CN 164 - Install enhanced welded wire mesh brackets in key areas</b>	<b>\$63,261.58</b>
<b>144</b>	<b>CN 206 - Warm Creek bridge conduit protection</b>	<b>\$3,992.18</b>
<b>145</b>	<b>CN 215 - No truck signage for University Street</b>	<b>\$2,966.61</b>
<b>146</b>	<b>CN 182 - Church Street abandoned storm drain removal</b>	<b>\$8,000.00</b>
<b>147</b>	<b>CN 208 - Pershing Avenue barricade</b>	<b>\$15,289.00</b>
<b>148</b>	<b>CN 212 - Twin Creek bridge cable railing</b>	<b>\$5,638.45</b>
<b>149</b>	<b>CN 202 - Paving Tennessee Street premium time</b>	<b>\$15,349.06</b>
<b>150</b>	<b>CN 180 - SCRRA parking lot revisions</b>	<b>(\$90,006.70)</b>
<b>151</b>	<b>CN 196 - Bi-directional derail at spur 2</b>	<b>\$29,128.47</b>
<b>152</b>	<b>CN 217 - P3245-LVE outdoor rated cameras</b>	<b>\$24,063.89</b>
<b>154</b>	<b>CN 085r1 - Tennessee Street irrigation meter and backflow relocation</b>	<b>\$54,564.79</b>
<b>155</b>	<b>CN 187 - CP University signal house access gate</b>	<b>\$5,599.30</b>
<b>156</b>	<b>CN 188 - SCE metering revisions at Tippecanoe Avenue</b>	<b>\$33,144.45</b>
<b>157</b>	<b>CN 197 - Revise traffic signal controller foundations in city of Redlands</b>	<b>\$65,600.00</b>
<b>159</b>	<b>CN 209 - Emergency call box relocation at DMU platform</b>	<b>\$8,500.00</b>
<b>160</b>	<b>CN 167 - Waterman avenue encasement deletions</b>	<b>\$71,240.34</b>
<b>162</b>	<b>CN 176 - Tippecanoe Avenue DS-13 SD conflict with SCE ductbank</b>	<b>\$11,533.01</b>
<b>163</b>	<b>CN 195 - Temporary generators for testing</b>	<b>\$18,531.57</b>
<b>164</b>	<b>CN 221 - Tippecanoe - Victoria ped ramp rebuild</b>	<b>\$11,320.48</b>
<b>165</b>	<b>CN 184 - SCE metering revisions Tennessee Street</b>	<b>\$31,869.58</b>
<b>166</b>	<b>CN 225 - Tippecanoe culvert footing unsuitable material removal</b>	<b>\$11,402.96</b>

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Attachment: November 2021 TC Change Orders [Revision 3] (8144 : Contract Change Orders to on-going Contracts with Stadler, Flatiron &

### Rail and Transit Construction Contracts

	<b>CCO TOTAL</b>	<b>\$15,841,590.25</b>
	<b>APPROVED CONTINGENCY</b>	<b>\$15,423,207.19</b>
	<b>APPROVED CONTINGENCY INCREASE</b>	<b>\$7,711,607.40</b>
	<b>REMAINING CONTINGENCY</b>	<b>\$7,293,224.34</b>

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## Rail and Transit Construction Contracts

<b>RPRP- Arrow Maintenance Facility (AMF) Granite Construction Company (19-1002070)</b>		
<b>Executed Change Orders</b>		
Number	Description	Amount
1	Increase to the contract permit allowance (bid item 3)	\$110,000.00
2	Demolish and rebuild two active junction structures. One structure was unknown and buried beneath the future location of the AMF building footing. The other structure was found in a location that varied from the as-builts and in conflict with a new storm drain construction.	\$127,069.75
3	Sanitary Sewer Relocation - Relocate existing sanitary sewer trunk line per SBMWD approved design revision.	\$470,000.00
4	36" Storm Drain Realignment & Water Quality Revisions.	\$25,727.85
5	Site Domestic & Fire Water Revisions - Implement revisions to site domestic and fire water lines, per design revision.	\$60,000.00
6	Building Footing & Slab Revisions - Increased some building footings and thickened slab dimensions.	\$118,107.28
7	Water quality plan check revisions.	\$649,083.54
8	Site lighting revisions.	\$230,610.38
9	Deductive Change - Deductive credit for elimination of Operations Building, vehicle lifts & landscaping.	(\$1,027,276.00)
11	RPRP Communication Site Redesign - Revisions in site communications due to change in operators (i.e. from Omnitrans to SCRRRA).	\$297,393.47
12	Time Impact Analysis 1.2 (Sewer) - Increase time related overhead for sewer delays.	\$300,000.00
13	Modifications to asphalt concrete paving limits & utility adjustments	\$284,000.65
14	Addition of fire retardant framing in the electrical communication room and detection of a separate air compressor room.	\$40,000.00
15	Miscellaneous electrical revisions for conduit and breakers	\$36,026.30
19	Bumping Post Modifications.	\$4,750.00
20	Addition of phone and internet conduit.	\$27,846.50
21	Perform structural review of preliminary door & mezzanine retrofits (T&M)	\$42,000.00
22	Extension of Site Security	\$81,000.00
23	Relocation of Oil Drip Pan (Lump Sum)	\$17,000.00
24	Modifications to light pole foundations due to unforeseen obstructions.	\$9,323.73
25	Additional door hardware	\$3,805.20
27	Vehicle Jack Disconnect	\$21,469.61
28	Power to BMS VAV CAV and Hand Dryers	\$29,729.94
29	Main Gate Retrofit	\$9,976.37
30	Mezzanine Working Platform Revisions (Superseded)	\$0.00
<b>30.1</b>	<b>Mezzanine Working Platform Revisions (Re-Negotiated Lump Sum)</b>	<b>\$907,600.00</b>
32	Grid Line 1 Door Clearance Retrofit (Superseded)	\$0.00
<b>32.1</b>	<b>Grid Line 1 Door Clearance Retrofit (Re-Negotiated Lump Sum)</b>	<b>\$1,504,300.00</b>
<b>33.1</b>	<b>Wash Pad PH Neutralizer and Storage Tank (Equipment Only)</b>	<b>\$116,624.95</b>
43	Support Unloading Stadler Spare Parts	\$15,000.00
<b>CCO TOTAL</b>		<b>\$4,511,169.52</b>
<b>APPROVED CONTINGENCY</b>		<b>\$1,363,400.00</b>
<b>APPROVED CONTINGENCY INCREASE</b>		<b>\$7,000,000.00</b>
<b>REMAINING CONTINGENCY</b>		<b>\$3,852,230.48</b>

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## Rail and Transit Construction Contracts

<b>RPRP- Vehicle Procurement From Stadler US (16-1001531)</b>		
<b>Executed Change Orders</b>		
1	Additional ADA seating and bicycle storage capacity.	\$118,500.00
2	Engineering and testing for modifications to the SBCTA DMU in preparation for future retractable steps.	\$222,300.00
3	Adjustment of the contract milestone schedule.	\$93,400.00
4	Adjustment of DMU color scheme to match SCRRRA branding.	\$49,434.00
5	Modification of the propulsion master controller.	\$118,890.83
6	Addition of dual end Positive Train Control power cycle functionality	\$54,520.00
<b>8</b>	<b>PTC direct battery supply and acoustic warning</b>	<b>\$16,464.00</b>
<b>CCO TOTAL</b>		<b>\$673,508.83</b>
<b>APPROVED CONTINGENCY</b>		<b>\$3,390,508.00</b>
<b>REMAINING CONTINGENCY</b>		<b>\$2,716,999.17</b>

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## *Minute Action*

AGENDA ITEM: 3

***Date:*** December 9, 2021

***Subject:***

Mountain Transit Short Range Transit Plan

***Recommendation:***

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

- A. Receive and file a presentation on the Mountain Transit Short Range Transit Plan from Michelle Kirkoff of MK Consulting.
- B. Approve the Mountain Transit Short Range Transit Plan for Fiscal Year 2021/2022 - 2025/2026.

***Background:***

San Bernardino County Transportation Authority (SBCTA) requires each transit agency to prepare a Short Range Transit Plan (SRTP), which is a multi-year operating and capital plan. This plan allows for SBCTA to review the operators' future transit projects as well as provides important funding forecast information to ensure transit operators have the resources to operate over the next five years.

Operators typically update their SRTP every five years based on the funding projections given by SBCTA staff, as well as performance trends analyzed through the SRTP process. Through the period of the SRTP, they will amend the plan to incorporate updated cost estimates and funding, and to respond to changing needs. The SRTP is presented to the SBCTA Board of Directors for review and approval, and any updates necessary to account for actuals will be presented in conjunction with the annual funding allocations, at minimum.

The Mountain Transit (MT) SRTP provides a thorough review of existing transit services currently provided in the MT service area, reflecting an in-depth look at the transit system currently in place and an evaluation of the optimal manner in which transit can meet the public's needs within this dynamic area. This time period is unique as work on the SRTP began during the COVID-19 pandemic. MT with their consultant, MK Consulting, worked at balancing their present needs, and those in the future, while being mindful of the uncertainty of the coming years.

The following are highlights of the resulting recommendations and are outlined in the attached SRTP in Chapter 8: *Action Plan*.

**Fiscal Year (FY) 2021/2022**

- A. Management and Finance: Evaluate the benefits and impacts from the Big Bear Valley (BBV) free fares demonstration. If deemed a success, and based on increases in costs due to inflation or increases in ridership, seek out and finalize FY 2022/23 partner contributions so as to sustain the BBV free fare program.

*Entity: San Bernardino County Transportation Authority*

## B. Marketing:

1. Given the significant changes to BBV fixed route services, develop a plan to survey riders and stakeholders to gather additional information to assist in fine tuning future service changes, and determine if agency-approved goals are being met.
2. Along with assistance from partners and stakeholders, develop a marketing plan and budget to inform the public of service changes, new services and changes to fare policies, and changes to the Dial-a-Ride (DAR) service becoming an Americans with Disabilities Act (ADA) only service.
3. Due to the system re-design and implementation, determine incremental costs and needs to bus stop signage and customer outreach materials.

## C. Service and Schedule:

1. Upon completion of the Stater Bros bus turnout/shelter project, reroute/adjust schedules to move all bus activity from in front of Stater Bros to the new turnout on Big Bear Boulevard.
2. BBV DAR: Create eligibility criteria, develop procedures to vet and approve riders to use the new service, and fine tune scheduling, dispatch and operational procedures.
3. Solidify plans to incorporate the following service enhancements into the FY 2022/23 budget:
  - a. Big Bear Lake (BBL) Off the Mountain (OTM)/#6: Add Wednesdays to the schedule and adjust for Arrow Service.
  - b. Rim of the World (RIM) #4: Add Sundays to the schedule.
  - c. RIM #8/Weekend Trolley: Coordinate with sponsors on event centers so as to develop a route and schedule service to commence in FY 2022/23 and coordinate a marketing and outreach plan with the sponsors.

## D. Capital:

1. Complete the bus turn-out and shelter in front of the Stater Bros Center. Seek reimbursement for funds expended.
2. Purchase seven revenue buses and seek reimbursement for funds expended.

**FY 2022/2023**

## A. Management and Finance:

1. Evaluate new partnerships implemented in the prior FY and as needed, modify policies, agreements and guidelines.
2. Seek out and finalize partner contributions for next FY so as to sustain the BBV free fare program. If feasible, seek multi-year commitments from partners.
3. Seek out potential RIM partners to consider a free fare demonstration program in the RIM service area.

## B. Marketing: Continue to improve on outreach as implemented in the prior FY and plan for the next FY.

## C. Service and Schedule:

1. Implement new service:
  - a. BBL OTM Route (Rt.) #6: Add Wednesdays and incorporate service to Arrow Service.
  - b. RIM OTM Rt. #5: Adjust service to incorporate Arrow Service.
  - c. RIM Rt. #4: Add a 4th day (Sundays) to the schedule.
  - d. Reinstate RIM Rt. #8/Weekend Trolley
2. Solidify plans to incorporate the following service enhancements into next year's budget:
  - a. BBL RIM Rt. #4: Add a 5th day (Wednesday) to the schedule.

3. BBV fixed routes/DAR/Airport Connexx Services: Monitor services and ridership to ensure smooth running headways and minimize any overcrowding impacts as a result of free fares.

D. Capital: Purchase one revenue bus and seek reimbursement for funds expended.

#### **FY 2023/2024**

A. Management/Finance: Based on impact of ridership due to BBV free fares and negotiations in FY 2022/23, the agreements and partnerships should be in place with BBV funding partners so as to sustain services for the next three fiscal years.

B. Marketing: continue to improve on outreach as implemented in the prior FY and plan for the next FY.

C. Service and Schedule:

1. Implement new service: RIM Rt. #4: Add a 5th day (Wednesdays) to the schedule.
2. Solidify plans to incorporate the following service enhancements into next year's budget:
  - a. BBV Gold Line: Increase headways to 30 minutes and expand service hours to match the Red Line.
  - b. BBV Airport Connexx: Add additional days to the service.

D. Capital: Purchase six revenue buses and seek reimbursement for funds expended.

#### **FY 2024/2025**

A. Management and Finance:

1. Consider reporting performance data on the MT website, for public view.
2. Prepare and release a Request for Proposals (RFP) for the FY 2026/27 through FY 2031/32 SRTP.

B. Marketing: Continue to improve on outreach as implemented in the prior FY and plan for the next FY.

C. Service and Schedule:

1. Implement new service:
  - a. BBV Gold Line: Increase headways to 30 minutes and expand hours of service to match the Red Line.
  - b. BBV Airport Connexx: Add additional days to the service.
2. Solidify plans to incorporate the following service enhancements into next year's budget: RIM Rt. #4: Expand service to seven days a week.

D. Capital:

1. Purchase seven revenue buses and seek reimbursement for funds expended.
2. Seek and apply for grants to offset electric infrastructure costs needed to introduce battery electric buses into the fleet in Year 5.

#### **FY 2025/2026**

A. Management and Finance:

1. Conduct the FY 2026/27 through FY 2031/32 SRTP.
2. Seek out and finalize next fiscal year's partner contributions so as to sustain the BBV free fare program. If feasible, seek multi-year commitments from partners.

B. Marketing: Continue to improve on outreach as implemented in the prior FY and plan for the next FY.

C. Service and Schedule: Implement: RIM Rt. #4: expand to seven days a week.

Transit Committee Agenda Item

December 9, 2021

Page 4

D. Capital

1. Purchase seven gasoline buses and two electric buses.
2. Install one charger to service the two electric buses, along with backup generators at both bases. Seek reimbursement for funds expended
3. Purchase two non-revenue trucks.

***Financial Impact:***

This item is consistent with the Fiscal Year 2021/2022 Budget.

***Reviewed By:***

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

***Responsible Staff:***

Nancy Strickert, Transit Program Manager

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Approved  
Transit Committee  
Date: December 9, 2021

Witnessed By:

San Bernardino County Transportation Authority



# MOUNTAIN TRANSIT SHORT RANGE TRANSIT PLAN FY 2021-22 to FY 2025-26

Attachment: MT Executive Summary\_2021 SRTP 20Oct2021 (7174 : Mountain Transit Short Range Transit Plan)

*OCTOBER 2021*

**PREPARED FOR:**



**PREPARED BY:**



# Executive Summary



In order for Mountain Transit (MT) to apply for and receive local, State and Federal funding, MT is required to prepare, adopt and submit a Short Range Transit Plan (SRTP) to the county transportation commission, the San Bernardino County Transportation Authority (SBCTA). Projects contained within the SRTP provide the basis for the Regional Transportation Improvement Program, which is the programming instrument for Federal funds that implement the Regional Transportation Plan.

An up to date SRTP is also the tool that drives the Agency’s guiding vision and mission for service provision and future investments. It is a living document that uses current information, financial resources, and performance targets to plan for local public transit services. The Fiscal Year (FY) 2022 through FY 2026 SRTP balances MT’s projected costs and revenues over a five-year timeframe.

As such, the SRTP process has included the following activities:

1. Opportunities for current transit riders (“riders”), the public and stakeholder input into the future of public transportation services throughout the MT service area.
2. Market research that provides a profile of current MT patrons, their satisfaction level with services provided and priorities for improvements.
3. Review of current service and recommendations for future service.
4. Development of five-year Operating, Capital and Financial Plans, that uses conservative, anticipated expenses matched with likely revenue sources.

Mountain Transit is a unique transit agency in that it serves two very different mountain communities. The Big Bear Valley (BBV) encompasses the communities in the eastern portion of the San Bernardino Mountains, including, but not limited to the City of Big Bear Lake as well as the unincorporated communities of Big Bear City, Erwin Lake, Fawnskin, Lake Williams and Sugarloaf. The communities in the western portion of the San Bernardino Mountains (RIM area), includes but is not limited to the unincorporated communities of Lake Arrowhead, Blue Jay, Twin Peaks, Rim Forest, Top Town, Crestline, Cedar Pines and Running Springs. When the document refers to the “Mountain Communities”, this is a reference to both the BBV and the RIM communities.

**Service Plan.** The process that created the SRTP used feedback from riders, the public and stakeholders, to craft the following recommended service strategies. These strategies are presented in detail in [Chapter 4: Service Plan](#) and are key service enhancements that have been budgeted for and included in the financial portion of the five-year SRTP.

**BBV Service.** All existing routes will be enhanced, streamlined, and re-imagined starting in FY 2021-22, with the key transfer point being in the Big Bear Lake Village (“Village”) and with two of the three fixed route' schedules are timed so as to minimize transfer delays at the Interlaken/Staters' shopping centers. The near- and long-term changes include:

1. BBV fixed route 1 and 11: will increase headways to 30 minutes seven days a week, and in October 2021 will no longer charge fares directly to the riders. The Blue Line (former Route 1) will travel between the Village to Boulder Bay, and the Red Line (former Route 11) will travel from the Village to Erwin Lake.
2. BBV fixed route 3: will begin with 60-minute headways seven days a week, and in October 2021 will no longer charge fares directly to the riders. The Gold Line (former Route 3) will expand its travel on the North Shore of the Valley between Paradise Way to Stanfield Cutoff, to the Village. Beginning in FY 2024-25, the Gold Line will increase its headways to 30 minutes.
3. BBV fixed route 9: this seasonal route will now provide all transit services from the Big Bear Mountain Resorts (BBMR) remote parking lots, to and from Bear Mountain and Snow Summit resorts. The Green Line (former Route 9) will operate from November through April with 15 minute headways seven days a week and will be offered at no charge to the riders.
4. BBV Dial-a-Ride (DAR): with other BBV fixed route service provided at no charge to the rider in October 2021, BBV DAR will no longer charge a fare; however, at this time the service will be limited to individuals who meet the Americans with Disabilities Act (ADA) guidelines for companion services to fixed route transit services.
5. Airport Connexx: is an on-demand service between the BBV Airport to the Village or Resorts, at no charge to the riders, on weekends and holidays. In FY 2024-25, the service will expand further adding more hours mid-week and during holiday periods.
6. BBV Off The Mountain (OTM) / Route 5: there are currently two trips on Mondays and Fridays which provide long distance connections to the San Bernardino Valley. In FY 2022-23, a third day will be added to the schedule and the route will be adjusted to provide connectivity to Redlands Passenger Rail (branded as “Arrow”), which is scheduled to begin service on the nine-mile rail route from Redlands to San Bernardino, in 2022.

**RIM Service.** All current routes and fare structures will remain but will be streamlined and improved during the five-year planning period. The near- and long-term changes include:

1. RIM fixed route 2: although there are no planned changes to the route or headways, MT will continue to work with local stakeholders and employers to continue to refine the route.
2. RIM fixed route 4: currently operating on Thursdays, Friday and Saturdays, at 100-minute headways, MT will work towards adding additional days each FY so that by FY 2025-26, the route will be seven days a week.
3. RIM fixed route 8 “Weekend RIM Trolley”: due to the pandemic and cancellation of most of the weekend events in Lake Arrowhead, this route was suspended in May of 2020 and has continued to not operate. Beginning in FY 2022-23, the Route will resume on weekends from May until October.



4. RIM OTM / Route 6: this service will continue to provide three trips a day, Mondays through Fridays, to target RIM commuters that use OTM to travel to and from work, in the San Bernardino Valley.
5. RIM DAR: this service will continue to be open to the public, seven days a week, with slightly reduced hours of operations on weekends.

**Operating Plan.** The SRTP Operating Plan has been developed to support the services proposed in the [Chapter 4: Service Plan](#). The key recommendations from the [Chapter 5: Operating Plan](#), include:

1. **Expenditure Assumptions.** The COVID-19 pandemic created an employee and materials shortage, which has impacted the expense side of this Plan. Although the increases in salaries and supplies are not expected to continue to increase at the current pace during the five-years, it has resulted in a marked increase in expenditures for FY 2021-22. Beyond the first FY, the rate of increase for operational expenses will be between 1% to 3% (wages, benefits, insurance and maintenance activities).
2. **Ridership Projections.**
  - a. **BBV:** due to the introduction of free fares, BBMR service, additional service, as well shorter headways on fixed routes, the anticipated increase in ridership from FY 2020-21 to FY 2021-22 is anticipated to increase over 400%. This increase is projected based on the performance of the routes pre-pandemic, as well as research on transit systems that introduced free fares. Beyond FY 2021-22, the growth will slow between 5% to 14.5% year over year.
  - b. **RIM:** due to adjustments to routes in FY 2021-22, MT will work towards recovering ridership to pre-pandemic levels, by the end of year three of the SRTP. With minor improvements and additional VSHs added to RIM routes starting each year beginning in FY 2022-23, ridership is projected to increase between years three and four by 8%, then an additional 12% between years four and five.
3. **Staffing.** Hiring and retaining employees has become a challenge during the pandemic period. The RIM staffing compliment will remain relatively stable during the five-year period; however, there will be marked increases to the BBV staff beginning in FY 2021-22, and the driver compliment will increase when the seasonal BBV Green Line service begins in November 2021. There were slight adjustments to the organizational structure in FY 2020-21, and it is anticipated that this structure will remain during the Plan period.

**Capital Plan.** The SRTP [Capital Plan \(Chapter 6\)](#) has been developed to support the [Chapter 4:Service Plan](#) and includes a program of projects in five categories: revenue buses (which includes gasoline, diesel, and battery electric buses or BEBs), facilities, transit enhancement (bus stops and shelters), equipment and agency support vehicles. The focus of is to introduce enough revenue buses to provide for increases in service, while looking to the future when the fleet must transition to zero emission BEBs. The other high capital priority is the completion of administrative and maintenance facilities in RIM and BBV. There are issues surrounding all major capital projects, creating delays and increases to construction costs. During the pandemic, the manufacturing of all buses (gasoline and BEB) has been severely impacted, with a lack of product availability resulting in large price increases. The same manufacturing issues have impacted construction prices, where MT has been working with the current design teams to ensure that the new facilities will meet their short- and long-term needs, all the while delivered within the budget parameters set by MT and its funding partner, SBCTA. Last, the

Agency has concerns that based on current BEB product availability, it will be a challenge for electric buses to accommodate the Agency’s needs, including vehicle reliability with an ability to navigate and travel through the windy mountain roads, in grade conditions, during four seasons weather conditions. This concern is on top of the BEB product availability for cutaway buses (which MT primarily utilizes) and the large increases in price these buses now cost as a result of the pandemic.

**Financial Plan.** The SRTP combines the expenses from the Operating and Capital Plans and matches them with a revenue stream to ensure that the Agency can implement the service strategies outlined in Chapter 4 throughout the five-year period.

1. The revenue streams proposed are the traditional funding sources the Agency has received in the past. Many of the funds that are passed through or allocated by SBCTA, and those annual funding estimates were provided by SBCTA and incorporated into the five-year plan.
2. The most significant change to the Financial Plan is the introduction of free fares in the BBV. This has been developed in partnership with key private and public sector agencies (“Partners”), that also share MT’s vision that free fares can stimulate the economy and assist employees with a solution to travel to/from work and activities, all the while reducing traffic and improving air quality. The BBV Partners will contribute 10% to the cost of fixed route (Red, Blue and Gold Lines), DAR and airport on demand services (Airport Connexx) with BBMR providing 100% of the cost of transportation to and from the resorts (Green Line).
3. The RIM fare structure has been more challenging to address, in that the current routes travel long distances with a zonal fare structure. Over the years, both drivers and riders have found the zones to be confusing; however, changing to a flat fare structure would disadvantage a portion of the current riders. Therefore, based on the success of the BBV free fare structure, Staff will pursue partnerships in the RIM area with the goal that a free fare fixed route strategy may be applied to the RIM area. Should this not come to fruition, it is recommended MT restructure the RIM fixed routes to shorten the route lengths and introduce a flat rate fare structure (as currently done in the BBV).
4. With the introduction of BBV Partners that provide revenue to replace fares with partnership contributions, this strategy will also assist with the Agency’s overall farebox return where in FY 2021-22, MT anticipates a system-wide return of 20.0%.

**SRTP Organization.** The FYs 2022-2026 SRTP is organized in the following manner:

1. [Chapter 1](#) is an introduction to MT service, administration, and capital projects, as well as a review of the fares and standards.
2. [Chapter 2](#) provides a summary of key population, employment and demographic trends and compares those trends to the 2021 Rider/Public Survey, as well as other observations from the Stakeholder Survey.
3. [Chapter 3](#) revisits the recommended performance standards from the 2016 SRTP and provides recommendations to monitor the ongoing performance of all transit services.
4. [Chapter 4](#) is the Service Plan, which provides an evaluation of MT transit services and needs, provides recommendations to improve upon existing service and options for service expansion and future opportunities.
5. [Chapter 5](#) provides the Operating Plan, including assumptions for staffing and expenses over the five-year period.
6. [Chapter 6](#) outlines the Capital Plan, with assumptions for costs over the SRTP period.

7. [Chapter 7](#) contains the Financial Plan for the five-year period, describing sources and uses of funding for the operating and capital programs, in an anticipated and conservative funding environment.
8. [Chapter 8](#) is an Action Plan with recommendations itemized by fiscal year. The Action Plan is broken down further by grouping strategies into four functional areas.
9. [Appendices](#) are at the end of this document and are identified and referenced throughout the Plan.

# Mountain Transit Short Range Transit Plan FYs 2022 to 2026



December 9, 2021

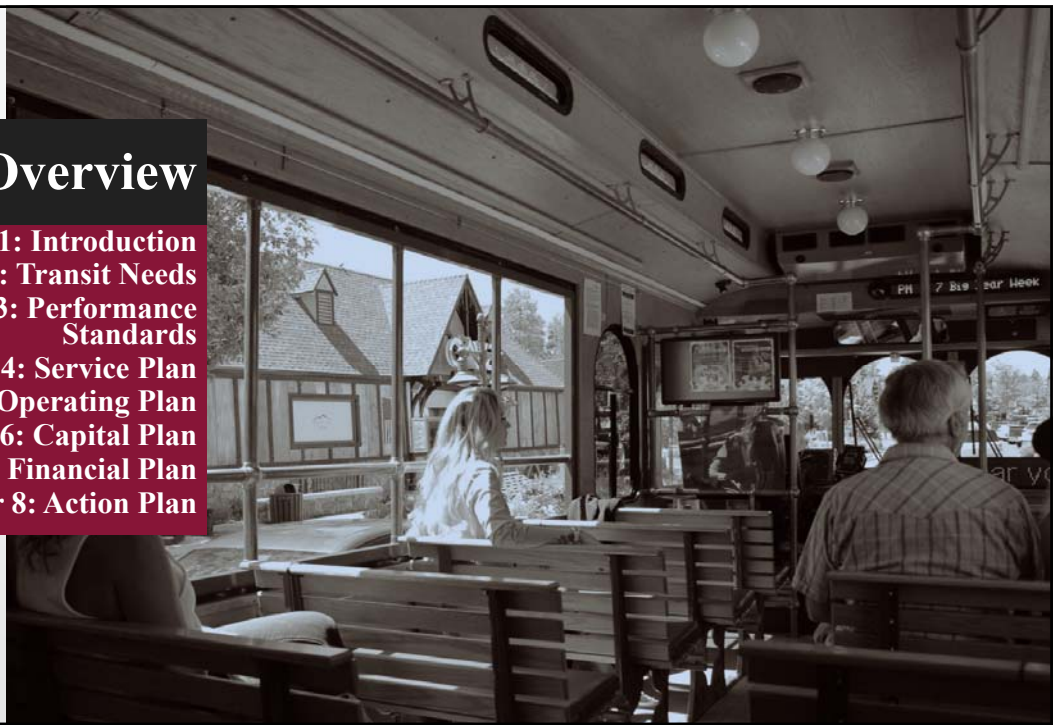
Presented to the SBCTA Transit Committee

Prepared for:  MOUNTAIN  
TRANSIT

Prepared by:  mk  
consulting llc

## SRTP Overview

- Chapter 1: Introduction
- Chapter 2: Transit Needs
- Chapter 3: Performance Standards
- Chapter 4: Service Plan
- Chapter 5: Operating Plan
- Chapter 6: Capital Plan
- Chapter 7: Financial Plan
- Chapter 8: Action Plan



Attachment: MT SRTP PDF (7174 : Mountain Transit Short Range Transit Plan)



## Chapter 2: Transit Needs

### Challenges:

- ▶ Multiple communities and needs
- ▶ Expansive areas with low population density
- ▶ Lack of employment centers
- ▶ Variety of jurisdictions
- ▶ Seasonal roadway congestion
- ▶ Economic uncertainties

### Strengths:

- ▶ Ridership is slowly improving
- ▶ Federal financial assistance
- ▶ Proactive, looking to the future
- ▶ Developing partnerships
- ▶ New technology
- ▶ Lean & mean staff

## Highlights from Both Surveys

## Chapter 2

- ▶ More Stakeholders have ridden MT
- ▶ Satisfaction level: All riders (6.1), BBV (5.9), RIM (6.3), Stakeholders (5.8)
- ▶ Requested service increases/expansion:
  - BBV: Redlands, Discovery Center and North Shore communities/attractions
  - RIM: Redlands, Sky Park, Rim Forest
- ▶ Improvements: earlier/late service; more weekend service; bus stop improvements



# Rider/Public Survey Results

# Chapter 2

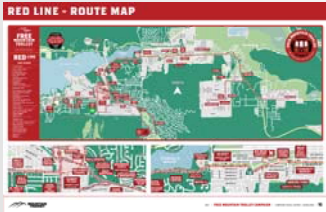
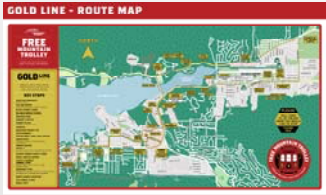
- ▶ 81 surveys: 49 (BBV) & 32 (RIM); of which 84% residents
- ▶ 40% use MT for shopping/errands & 36% use MT for work
- ▶ 51% say MT is ONLY transportation
- ▶ Get info about MT incorporating more technology (website & DoubleMap)
- ▶ COVID-19 impacts:
  - 42% stated no impact
  - 9 respondents were uncomfortable taking MT




MKC1

# Chapter 4

# Big Bear Valley Service Plan



- Routes with Free Fares:**
- ▶ Blue Line: between the Village & Boulder Bay
  - ▶ Gold Line: between the Village & North Shore
  - ▶ Green Line: Seasonal resort services
  - ▶ Red Line: between the Village & Erwin Lake
  - ▶ Airport Connexx: On demand services
  - ▶ DAR: transition to ADA service
- Other Routes:**
- ▶ Route #5/OTM: FY 22-23 ↑ to 3 days @ week
  - ▶ As needed, provide special event services

<b>RIM Service Plan</b>	<b>Chapter 4</b>
<p><b>RIM Service Adjustments:</b></p> <ul style="list-style-type: none"> <li>▶ RIM #4: By FY 25-26, increase service to 7 days a week</li> <li>▶ RIM #6/OTM: Adjust for Redlands Rail in FY 22-23</li> <li>▶ RIM #8/Trolley: Launch in FY 22-23</li> <li>▶ Seek Partners &amp; look for more triggers</li> </ul>	<div style="text-align: center;">  </div> <p><b>Other Routes:</b></p> <ul style="list-style-type: none"> <li>▶ RIM #2: Crestline to Lake Arrowhead</li> <li>▶ DAR: Daily service</li> </ul>

7

<b>Chapter 6</b>	<b>Five-Year Capital Needs</b>
<b>\$32.4M Capital Plan – Four Major Expenditure Categories</b>	
<ul style="list-style-type: none"> <li>▶ Fleet:             <ul style="list-style-type: none"> <li>➢ 21 bus purchases (gas)</li> <li>➢ 2 BEB purchases in Year 5</li> <li>➢ BEB infrastructure</li> <li>➢ 2 support vehicle buys</li> </ul> </li> <li>▶ Equipment: routine purchases; may consider additional security measures</li> </ul>	<ul style="list-style-type: none"> <li>▶ Transit Enhancements:             <ul style="list-style-type: none"> <li>➢ High priority of riders</li> <li>➢ Inventory is complete</li> <li>➢ Implement with grant funds</li> </ul> </li> <li>▶ Facilities:             <ul style="list-style-type: none"> <li>➢ Construct Crestline Admin/Mnt.</li> <li>➢ Finalize BBL facility design &amp; construct</li> </ul> </li> </ul>

8

Attachment: MT SRTP PDF (7174 : Mountain Transit Short Range Transit Plan)

# Chapter 7: Financial Plan

# Chapter 7

## \$61.6M SRTP Expenses & Revenue



- ▶ Average revenue vehicle needs: \$1.4M @ Yr
- ▶ Facility construction: \$22.5M
- ▶ Positive fund balance at the end of each FY
- ▶ SBCTA assistance required to complete capital projects
- ▶ Maintain current fare structure with no fare increases

9



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Attachment: MT SRTP PDF (7174 : Mountain Transit Short Range Transit Plan)



## *Minute Action*

AGENDA ITEM: 4

***Date:*** December 9, 2021

***Subject:***

San Bernardino County Multimodal Transportation Quarterly Update

***Recommendation:***

Receive and file the San Bernardino County Multimodal Transportation Quarterly Update.

***Background:***

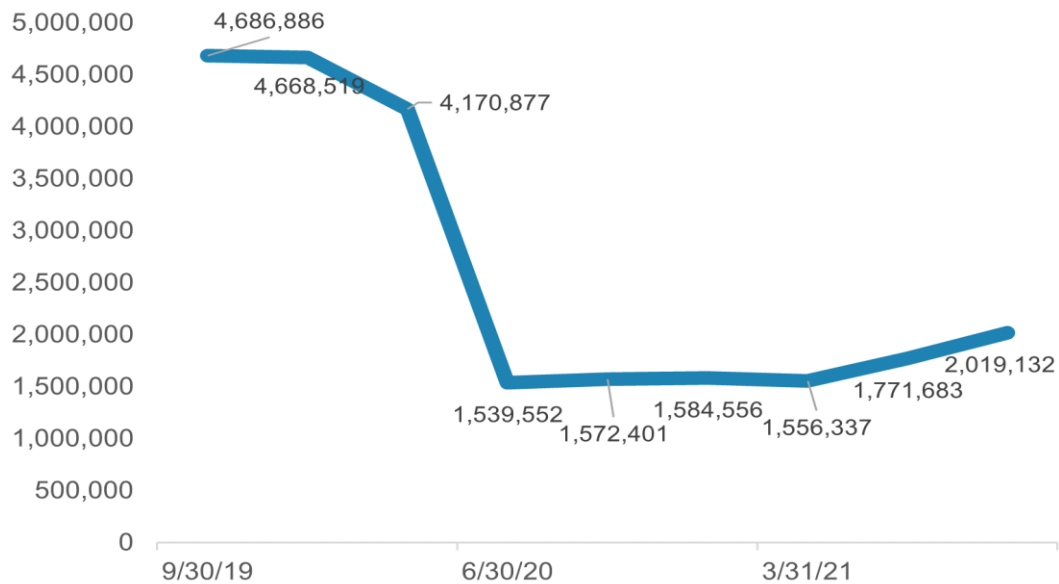
Multimodal services are an important part of how people travel throughout San Bernardino County. This is reflected in projects and programs the San Bernardino County Transportation Authority (SBCTA) is currently constructing and managing, as well as its involvement with the transit operators and the 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 county-wide transit performance software that the San Bernardino County transit operators, except SCRRA, use to provide operations and financial data on a monthly basis. This allows SBCTA to pull data reports independently from the transit operators. The other source of data for this report came from transit operators' staff as well as 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 being presented. The data is collected directly from SCRRA and reviewed as part of the SCRRA Member Agency Advisory Committee (MAAC) activities.

The purpose of the Report is to identify the range of public transportation options available, provide high level information about services, and report on current initiatives being worked on by the operators and SBCTA. It also tracks key performance indicator trends. Attached is the report for the Fourth Quarter Fiscal Year (FY) 2020/2021 as well as for the First Quarter for FY 2021/2022 which encompasses data beginning April 2021 through September 2021.

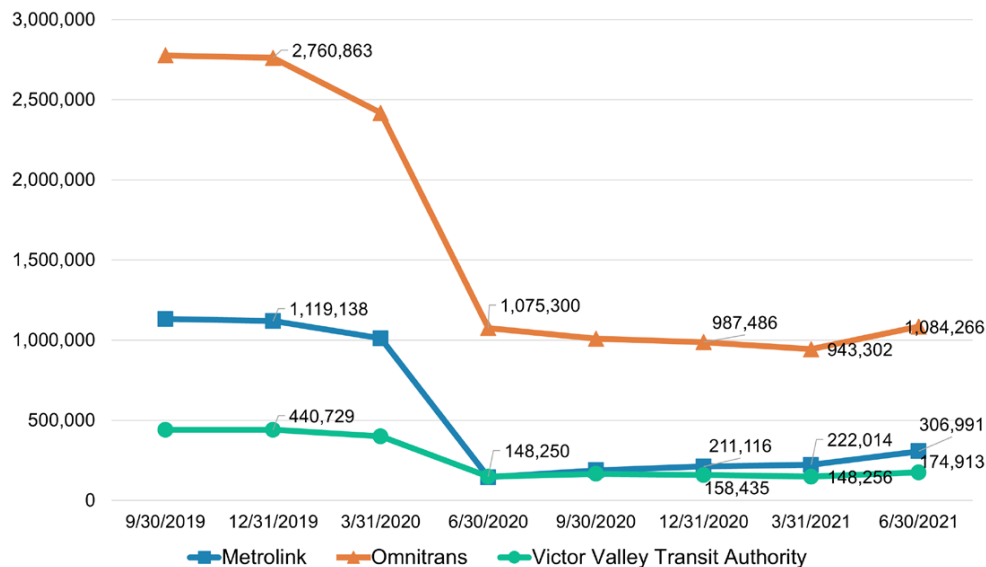
After the steep decline in ridership at the beginning of the pandemic, transit ridership held steady for months, and is now slowly growing. The county saw almost 250,000 additional riders in the first quarter FY 21/22 over the prior fourth quarter FY 20/21 period. This marks the second quarter of modest growth after five declining quarters.

**Exhibit 2 (From Report), Quarterly System-wide Ridership**



The largest operators saw steady gains in ridership, providing 1.8 million trips during this reporting period. Omnitrans trips grew 11% over the prior quarter to 1.2 million. Metrolink climbed to over 300,000 trips provided on its lines to San Bernardino, 22% over the prior quarter. Victor Valley Transit Authority (VVTA) grew 5% compared to the prior quarter, providing 175,000 trips in the first quarter.

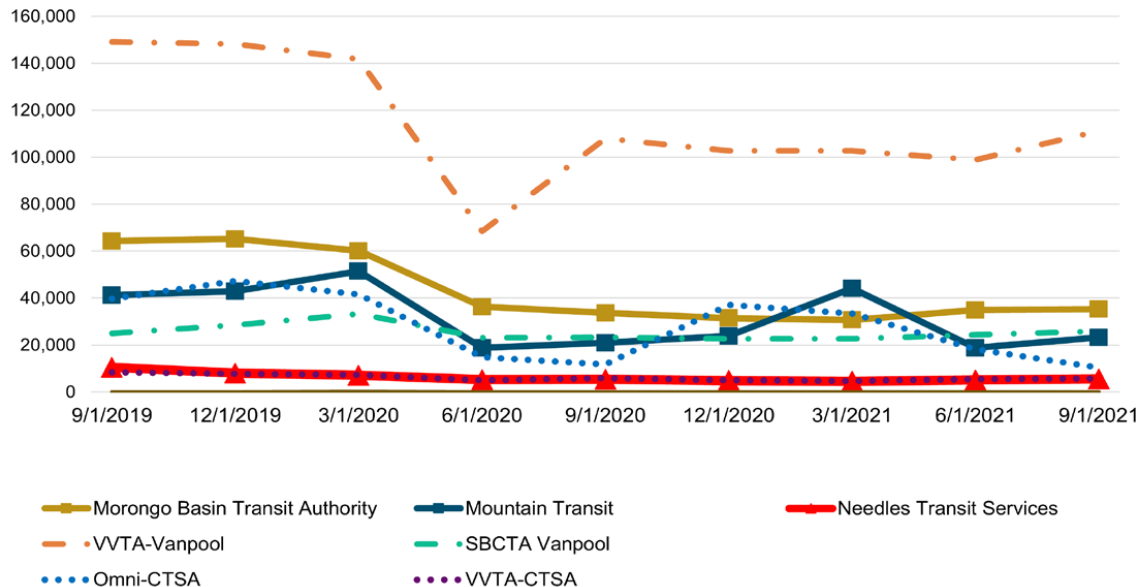
**Exhibit 3 (From Report), Larger Operators Quarterly Ridership**



Among the smaller programs, each of the public transit providers saw increased trip-making, most with single-digit increases over prior quarters. The exception is VVTA’s vanpool program which saw the greatest growth, a 12% increase over the prior quarter, as workers began again to return to workplaces down-the-hill. SBCTA’s vanpool and the VVTA Consolidated

Transportation Agency (CTSA) programs each saw modest increases while the Omnitrans CTSA saw a decline, with some of its partner programs not returning to operation.

**Exhibit 4 (From Report), Smaller Operators/Programs Quarterly Ridership**



The operators have continued to work diligently to provide quality service to their riders.

Omnitrans introduced service changes in early August 2021 to align with the beginning of the school year. Some changes included restoring frequency on several routes and the return of Route 67. Route 67 serves Fontana and Chaffey College via Baseline. Another highlight was the launch of OmniRide on-demand service in Upland.

VVTA continued focusing on community service throughout the pandemic, including participating in the Hesperia Days Parade with the Rock'n Our Disabilities Foundation and offering free rides on Car Free Day. VVTA also promoted vaccinations through a partnership with St. Mary Medical Center and SBCTA. In mid-August 2021, VVTA introduced an enhancement to Route 15 to improve access to Cal State University San Bernardino: the Howling Express runs directly from Cal State San Bernardino at 5:35pm to the Victor Valley Transportation Center every weekday with no stops in between.

Morongo Basin Transit Authority (MBTA) supported the Morongo Basin community during the pandemic by promoting vaccination events and promoting free rides on Car Free Day with the "Welcome Back" campaign. MBTA also utilized the campaign to target riders that had not returned during the pandemic. MBTA Transportation Assistant Grant (TAG) grantees are enhancing services to respond to COVID-19 related needs. Reach Out Morongo Basin attributes MBTA's TAG funding to serving 120 home-bound seniors over 28,000 meals during the FY 2020/2021 funding cycle.

One recent effort by Mountain Transit (MT), is the Free Trolley service for the Big Bear Valley. Approved in August 2021, this two-year transit demonstration project commenced in October

2021 and will run through October 2023. The project will include an extensive marketing effort and is anticipated to address the increasing concerns of traffic congestion, air quality preservation and reliable transportation for our workforce, residents and visitors in the Big Bear Valley.

Needles Transit Service, new Shopper Shuttle, is connecting Needles residents to desperately needed fresh groceries and other shopping. In July 2021 the Shopper Shuttle served 13 passengers, in August 2021 it served 8 passengers (16 one-way trips), and in September 2021 it provided 26 one-way trips to grocery stores in Fort Mohave.

In October 2021, Metrolink made time adjustments to many trains to increase connectivity and improve on-time performance as they continue to address and improve service recovery. On September 22, 2021, Metrolink participated in Car Free Day which offered a free round-trip to anyone who downloaded and registered to take a trip using the Metrolink mobile app.

Lastly, all six transit agencies have continued to work with SBCTA’s Multimodal Working Group during the past calendar year. SBCTA staff appreciates their involvement and their willingness to help promote transit, not just their efforts as an agency, but efforts to help promote all transit within the county.

**Financial Impact:**

This item has no impact on the Fiscal Year 2021/2022 Budget.

**Reviewed By:**

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

**Responsible Staff:**

Nancy Strickert, Transit Program Manager

Approved  
Transit Committee  
Date: December 9, 2021

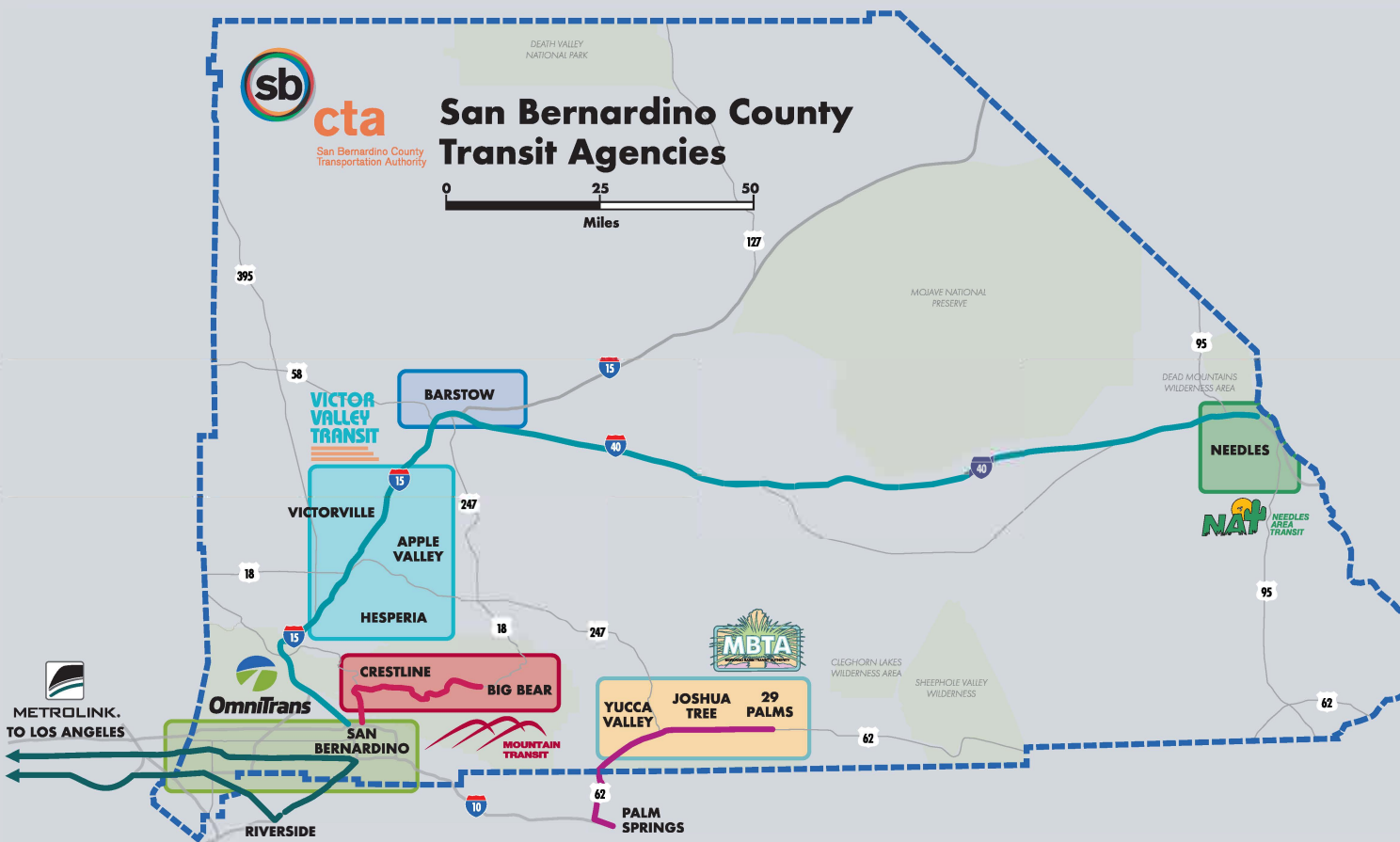
Witnessed By:



# cta

San Bernardino County  
Transportation Authority

# San Bernardino County Multimodal Transportation Quarterly Update



## Fourth Quarter FY 2020/2021 and First Quarter FY 2021/2022 Volume 3 No. 1



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# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

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## Introduction

### A Two Quarter Review

San Bernardino County Transportation Authority (SBCTA), presents a two-quarter picture in this iteration of the SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT (Volume 3 No. 1) This covers the fourth quarter of FY 2020/2021 (April, May and June) and the first quarter of FY 2021/2022 (July, August and September). The extended two-quarter period depicts immediate trends and “almost” current conditions, as well as comparison to where we were about a year ago.

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

1. To provide high-level information about specific transportation services and programs available.
2. To report on current initiatives and to track trends in key performance indicators.

### Exhibit 1, San Bernardino County Public Transit Bus Operators



### The County's Public Transportation Modes and Programs

San Bernardino County is served by six (6) public transit operators, providing rail, fixed route bus services and ADA complementary paratransit services. The five bus operators 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.
- **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 the Barstow area, connecting to the San Bernardino Valley.
- **Morongo Basin Transit Authority (MBTA)** – 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 Area Transit Services** – Providing service within the City of Needles and limited connections into Arizona.

Three (3) additional modes of transportation support San Bernardino County residents:

- **Consolidated Transportation Service Agencies (CTSAs) programs** – Specialized transportation operated and administered by Omnitrans and VVTA.
- **Vanpool programs** operated by SBCTA and VVTA.
- **SBCTA's ONT Lyft** – This Lyft subsidy program connects Metrolink stations with Ontario international Airport.

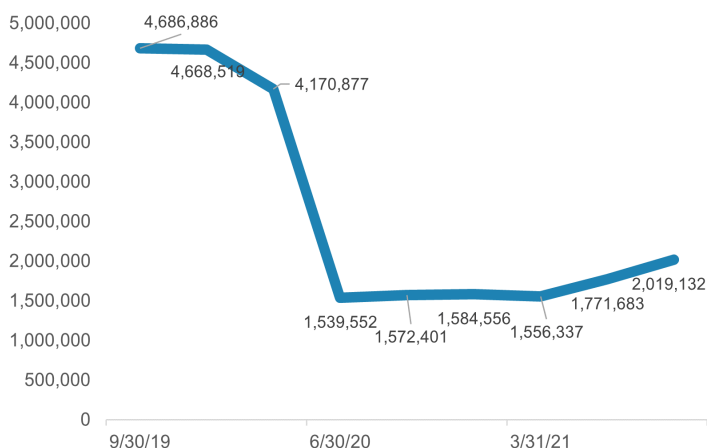
# Commentary

## Two Quarters of Good News

Recent transit trends bring good news. Transit ridership is growing! This comes after months of declining ridership — as happened across the country — then holding steady, and now, slowly growing over the fifteen months since the March 2020 stay-at-home orders commenced.

Experiences of the individual transit providers and programs are described in the following pages. But overall, the county saw almost 250,000 additional riders in the first quarter FY 21/22 over the prior 4th Quarter FY 20/21 period. This marks the second quarter of modest growth after five declining quarters.

**Exhibit 2, Quarterly Systemwide Ridership**



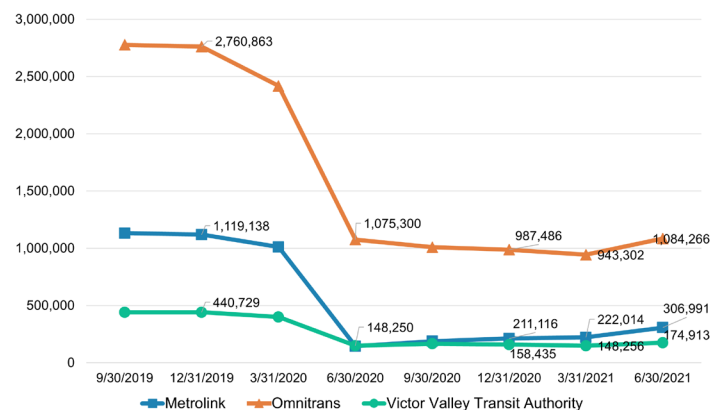
The County's public transportation programs hit their lowest ridership point in the third Quarter FY 20/21 with 1.5 million trips provided across 11 programs, including Metrolink, the fixed route and paratransit operators, the two vanpool programs, SBCTA's ONT Lyft program and the CTSA's. That was 67% below the almost 4.7 million riders more than a year prior, during the 2nd quarter of FY 19/20.

But transit riders are now returning with almost a half million additional trips, ridership reported at 2.02 million in the 1st Quarter FY 20/21, 1.5% above that lowest point of more than a year ago. It may be slow, but ridership is growing!

The largest operators saw steady gains in ridership, providing 1.8 million trips during this reporting period.

Omnitrans trips grew 11% over the prior quarter, to 1.2 million. Metrolink climbed to over 300,000 trips provided on its two lines to San Bernardino (SB and IEOC), 22% over the prior quarter. And Victor Valley Transit Authority grew 5% compared to the prior quarter, providing 175,000 trips in the first quarter.

**Exhibit 3, Larger Operators Quarterly Ridership**



Among the smaller programs, each of the public transit providers saw increased trip-making, most with single-digit increases over prior quarters. The exception is VVTA's vanpool program which saw the greatest growth, a 12% increase over the prior quarter, as workers began again to return to workplaces. SBCTA's vanpool and the VVTA CTSA programs each saw modest increases while the Omnitrans CTSA saw a decline, with some of its partner programs not returning to operation or not yet reporting as of this writing.

**Exhibit 4, Smaller Operators/Programs Quarterly Ridership**

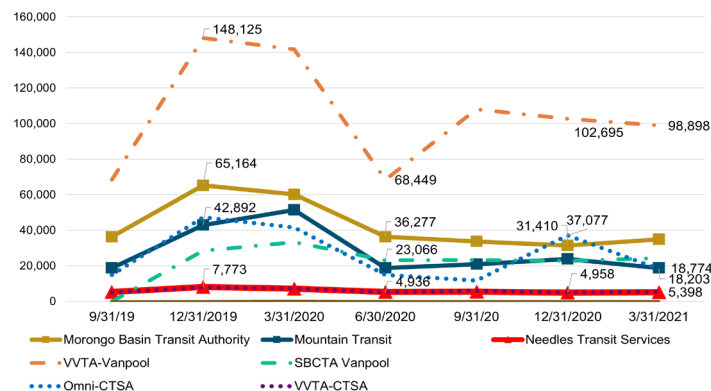
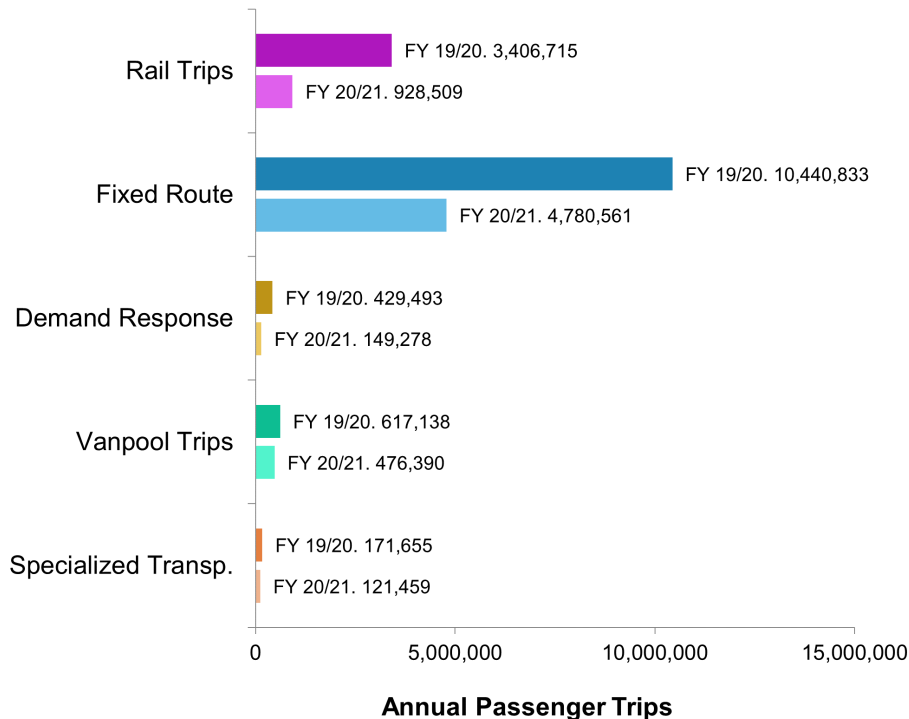


Exhibit 5, Annual Ridership by Mode, FY 19/20 and FY 20/21



**Modal Transit Services through the 2020 Pandemic Year**

The 6.5 million transit trips provided during FY 20/21 were 47% of the 15 million trips provided in the prior year. For those traveling during the FY 20/21 Pandemic Year, these were important and critical trips made on San Bernardino County’s public transportation network.

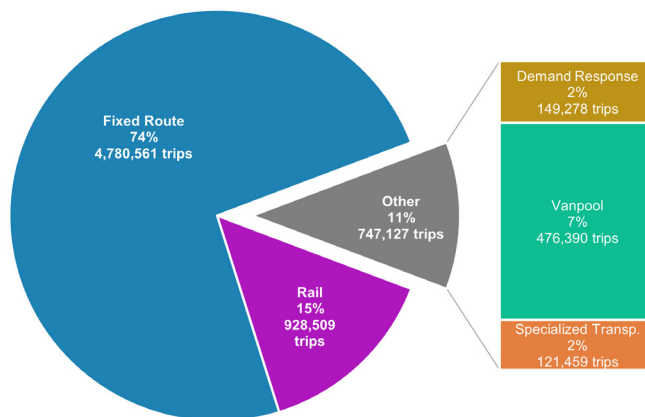
Metrolink rail provided almost 930,000 trips, just 28% of its FY 19/20 level and 15% of all trips. Three out of four trips provided were fixed route trips, totaling 4.8 million trips and 46% of trips in FY 19/20. Demand response trips, including Americans with Disabilities transport, are just 2% of the total; at 480,000 trips, these were 35% below their prior year level, providing essential trips to their riders.

Vanpool trips, now 7% of all trips provided, represented the highest proportion of trip retention, at 77% of their prior FY 19/20 level. This in part reflected SBCTA’s start-up of a new vanpool program but also the willingness of essential workers to continue riding with vanpool partners.

Specialized transportation at 2% of all trips provided, when

compared to the prior year, its 120,000 trips represented 70% of prior year trip-making. This high level of retained ridership suggests both the critical nature of these trips and the likelihood that these riders had few alternative transportation options.

Exhibit 6, Trips by Mode, FY 20/21 Total – 6.5 Million Trips



Attachment: FINAL\_SBCTA FY20\_21 Year End\_1st Quarter\_11 17 21\_Final [Revision 2] (7823 : San Bernardino County Multimodal

## COVID Responses and Current Initiatives

### OMNITRANS

Omnitrans introduced service changes in early August 2021 to align with the beginning of the school year. Changes included restoring frequency on several routes and the return of Route 67 serving Fontana and Chaffey College. Another highlight was the launch of Omniride on-demand service in Upland. Omnitrans offered half-off all trips when booking with the app the first month of service.

Additional Omnitrans community initiatives included promoting free rides on Car Free Day on September 22, a county-wide initiative. Omnitrans also promoted their free rides for students program. Students at CSUSB, Chaffey College, Valley College, and Crafton Hills College can get unlimited free rides on Omnitrans with their student ID.

### VVTA

VVTA continued focusing on community service throughout the Pandemic, including participating in the Hesperia Days Parade with the Rock'n Our Disabilities Foundation and offering free rides on Car Free Day. VVTA also promoted vaccinations through a partnership with St. Mary Medical Center and SBCTA.

In mid-August 2021, VVTA introduced an enhancement to Route 15 to improve access to Cal State University San Bernardino: the Howling Express runs directly from Cal State San Bernardino at 5:35pm to the Victor Valley Transportation Center every weekday with No Stops in between. CSUSB students ride free on this and all VVTA routes with their Coyote OneCard.

During the first quarter VVTA significantly increased service to respond to reopened schools, although they do remain on a somewhat reduced schedule.

### MBTA

MBTA supported the Morongo Basin community during the Pandemic through promoting vaccination events and promoting free rides on Car Free Day with the "Welcome Back" campaign. MBTA also utilized the campaign to target riders that hadn't returned during the Pandemic.

MBTA Transportation Assistant Grant (TAG) grantees are enhancing services to respond to COVID-related need. Reach Out Morongo Basin attributes MBTA's TAG funding to serving 120 home-bound seniors over 28,000 meals during the FY 2020/2021 funding cycle.

### MOUNTAIN TRANSIT

The Mountain Transit Board of Directors has recognized the operator's leadership for pursuing projects that support community collaboration. One recent effort is the Free Trolley service for the Big Bear Valley. Approved in August 2021, this two-year transit demonstration project will commence October 2021 and run through October 2023. The project will include an extensive marketing effort and is anticipated to address the increasing concerns of traffic congestion, air quality preservation and reliable transportation for our workforce, residents and visitors in the Big Bear Valley.

### NEEDLES TRANSIT SERVICE

The new Shopper Shuttle is connecting Needles residents to desperately needed fresh groceries and other shopping. In July the Shopper Shuttle served 13 passengers averaging 3.25 rides per run, in August it provided 16 one-way trips and in September it provided 26 one-way trips to grocery stores in Fort Mohave.

### METROLINK

In October 2021, Metrolink made time adjustments to many trains to increase connectivity and improve on-time performance as they continue to address and improve service recovery. On September 22, 2021, Metrolink participated in Car Free Day which offered a free round-trip to anyone who downloaded and registered to take a trip using the Metrolink mobile app.

## Service Levels are Returning

Most of the county's bus operators are ramping service levels back up, evidenced by increasing revenue hours in service, the primary indicator of the volume of transit service available. First quarter of FY 21/22, these 212,000 revenue hours were 24% above the last quarter of FY 19/20, but still 15,000 revenue hours below their pre-Pandemic peak.

# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

Omnitrans slowly added in service each quarter, up 14% from the first quarter of FY 19/20. Omnitrans made substantive service cuts coming into the spring of 2020, part of its Connect Forward service plan and budget re-alignment. As a result, its first quarter FY 21/22 revenue hours or 134,000 are 35% below where they were two years ago, first quarter FY 18/19.

VVTA added almost 60% additional revenue hours in the 4th quarter FY 20/21 compared to a year prior, as it expanded service to serve the return of its student-oriented ridership base. It is still almost 5,000 revenue hours below where it was prior to the Pandemic's onset.

Mountain Transit increased revenue hours 13% over last summer, now about 2,000 revenue hours below its pre-Pandemic peak.

Morongo Basin Transit is 8% above its 4th quarter FY 19/20 operating levels and has returned to its pre-Pandemic base line. Needles Area Transit reduced service 10% over last summer, largely reflecting changes in its demand response program.

## *Solid Public Transportation Funding*

Despite the losses in farebox revenues attending historic transit ridership declines, San Bernardino County's public

transit operators entered this fiscal year anticipating a countywide allocation level of \$100 million among traditional local, state and federal funding sources. This is solid financial footing and due, in part, to decisions taken by individual operators to reduce services to achieve an overall system savings of 1.5% between FY18/19 and FY 19/20.

It is also due to CARES Act fund balances remaining for each provider and additional smaller amounts of funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA), reflected on the individual operator pages following. Together these appropriations exceed \$185 million, with \$55 million allocated for FY 21/22. Over \$30 million in CARES Act funding was spent during this past fiscal year, FY 20/21, to offset the continuing economic impacts of the COVID-19 Pandemic on San Bernardino County's transit operators. SBCTA's Fund Administration has encouraged operators to conserve these funds, where possible, to help weather the still uncertain times ahead.

Of the FY 21/22 total transit allocations of \$155 million, 65% reflects existing local, state and federal funding while 35% represent CARES Act and other Federal Pandemic relief fund balances.

### Exhibit 7, FY 21/22 Funding Allocations by Operator

	MBTA	Mountain	Needles	Omnitrans	VVTA	TOTALS	% of Totals
<b>SBCTA Allocations</b>							
Local Funding: Measure I	\$140,500	\$127,050	\$22,400	\$19,632,000	\$1,456,700	\$21,378,650	21%
State Funding: TDA, STA, SGR, LCTOP	\$4,304,651	\$6,090,799	\$278,847	\$21,102,780	\$24,695,869	\$56,472,946	56%
Federal Funding: Includes CMAQ, 5307, 5337, 5339, 5311, 5310	\$612,906	\$990,998	\$43,526	\$7,179,862	\$13,755,159	\$22,582,451	22%
Subtotal						\$100,434,047	65%
<b>CARES/ CRRSAA/ ARPA Act Allocations</b>	\$2,970,766	\$2,897,513	\$326,767	\$41,422,769	\$6,912,903	\$54,530,718	35%
<b>Total FY 2021/2022 Allocations</b>	<b>\$8,028,823</b>	<b>\$10,106,360</b>	<b>\$671,540</b>	<b>\$89,337,411</b>	<b>\$46,820,631</b>	<b>\$154,964,765</b>	<b>100%</b>

# “Welcome Back” Marketing Campaign

 Clean. Easy. Ready for you.

During early 2021 San Bernardino’s transit operators launched a joint messaging campaign developed by SBCTA’s Multimodal Interconnectivity Working Group to welcome riders back after the pandemic.

**So glad you’re back!**  
Clean. Easy. Ready for you.



**HEALTH & SAFETY COMMITMENTS PROGRAM**

Omnitrans METROLINK  
MBTA VICTOR VALLEY TRANSIT  
powered by sb cta

## Phase 1 – So glad you’re back!

Focused on **Clean**. Assuring riders that it was safe to use transit as all agencies were adhering to APTA’s health and safety commitments.

**Bienvenidos de vuelta.**  
Limpio. Fácil. Listo para ti.

**So glad you’re back!**  
Clean. Easy. Ready for you.

**So glad you’re back!**  
Clean. Easy. Ready for you.



Omnitrans METROLINK  
MBTA VICTOR VALLEY TRANSIT  
powered by sb cta

**Mask on? Phone on?**  
**Get on and GO!**  
Clean. Easy. Ready for you.



Download the Transit App to simplify your ride.

Omnitrans METROLINK  
MBTA VICTOR VALLEY TRANSIT  
powered by sb cta

## Phase 2 – Mask on? Phone on? Get on and GO!

Focused on **Easy**. Encouraging riders to use the technology tools that make transit easy, while gently reminding them that masks are required.

**¿Cubrebocas? ¿Celular? ¡Sube y ve!**  
Limpio. Fácil. Listo para ti.

**Mask on? Phone on? Get on and GO!**  
Clean. Easy. Ready for you.

**Mask on? Phone on? Get on and GO!**  
Clean. Easy. Ready for you.



Omnitrans METROLINK  
MBTA VICTOR VALLEY TRANSIT  
powered by sb cta

**You’re Free to Go.**  
Clean. Easy. Ready for you.



**CAR FREE DAY**  
Sept 22, 2021

September 22 is Car Free Day. Give Transit a Try.

Omnitrans METROLINK  
MBTA VICTOR VALLEY TRANSIT  
powered by sb cta

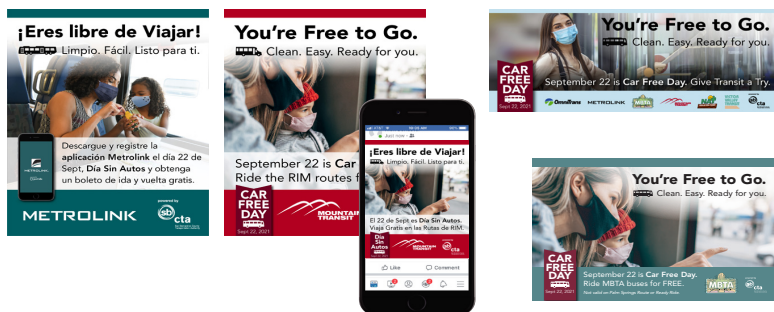
## Phase 3 – You’re Free to Go.

Focused on **Ready for You**. Offering free rides in conjunction with Car Free Day and promoting mobile fare payment options.

**¡Eres libre de Viajar!**  
Limpio. Fácil. Listo para ti.

**You’re Free to Go.**  
Clean. Easy. Ready for you.

**You’re Free to Go.**  
Clean. Easy. Ready for you.



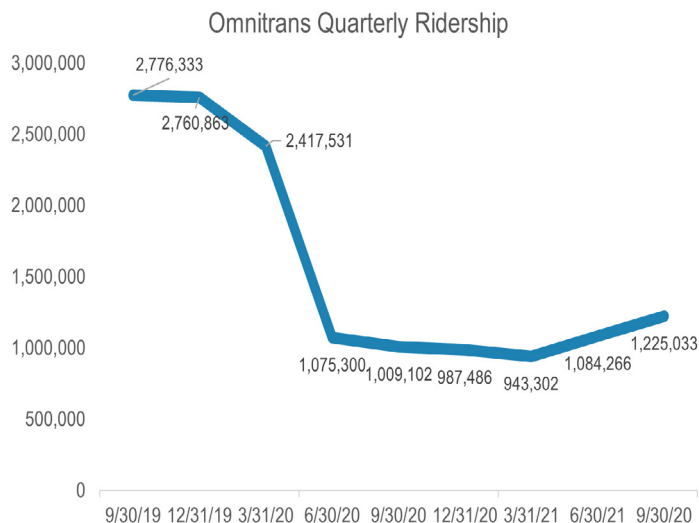
Omnitrans METROLINK  
MBTA VICTOR VALLEY TRANSIT  
powered by sb cta

# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



## Commentary and Trends

After several quarters of decreasing ridership, Omnitrans has experienced some growth over the fourth quarter of FY 20/21 and the first quarter of FY 21/22. The more than 1.2 million trips provided during the first quarter are the highest of the COVID-19 pandemic recovery period and a 13% increase over the previous fourth quarter. The return to in-person classes for grade schools and colleges in September and August 2021 have contributed to the uptick in ridership, leading to increases in revenue hours and miles and positive trends in passenger revenue and per-trip costs.

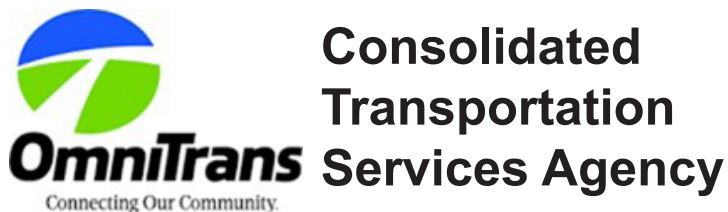


## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 19/20	Current Year FY 20/21	% change	Current Year FY 21/22	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	1,074,920	1,084,266	1%	1,225,033	13%
Fixed-Route Trips	1,063,123	1,064,006	0%	1,195,569	12%
Demand Response Trips	11,797	20,260	72%	29,464	45%
<b>SYSTEM Performance</b>					
Revenue Hours	117,809	127,353	8%	133,971	5%
Passengers per Rev Hour	9.1	8.5	-7%	9.1	7%
Revenue Miles	1,589,124	1,770,612	11%	1,868,519	6%
Passengers per Rev Mile	0.68	0.61	-9%	0.66	7%
Average Trip Length (miles)	5.07	5.65		6.73	19%
<b>OPERATIONS Expense</b>					
Total Operating Cost	\$24,223,611	\$22,723,360	-6%	\$18,599,467	-18%
Passenger Revenue	\$4,778,410	\$2,974,334	-38%	\$4,215,139	42%
Farebox Recovery Ratio Systemwide	19.7%	13.1%	-34%	22.7%	73%
Subsidy per Pass Trip Systemwide	\$18.09	\$18.21	1%	\$11.74	-36%
Fixed-Route Cost per Trip	\$20.83	\$19.35	-7%	\$13.35	-31%
Demand Response Cost per Trip	\$176.57	\$105.28	-40%	\$89.66	-15%
<b>FLEET Characteristics</b>					
Vehicles in Peak Service	(Includes sbX)			(includes sbX)	
Fixed-Route	94			96	
Demand Response	39			40	
Total Vehicles in Peak Service	133			136	
Service Area Square Mileage	463			463	
Vehicles per Square Mile	0.29			0.29	

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during October 2021.

\* High frequencies reduced due to COVID-19 service reductions.

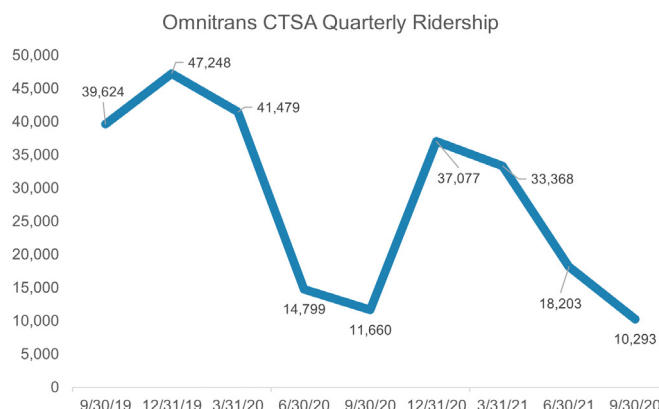


## Commentary and Trends

The CTSA continues to provide services through the Transportation Reimbursement Escort Program (TREP) and its network of specialized transportation providers. In total, the CTSA program experienced an increase of 23% in total trips provided in the fourth quarter of FY 20/21, attributed mostly to partner program providers returning to service that was suspended in the previous fourth quarter of FY 19/20 due to COVID-19 concerns.

The most significant ridership gains in the fourth quarter of FY 20/21 are credited to the City of Grand Terrace, the City of Redlands, the Highland Senior Center, Loma Linda Adult Day Health and the West End YMCA. Food deliveries in the fourth quarter significantly decreased to 1,073 deliveries, compared to the high of 12,399 deliveries during the prior second quarter, during the holiday COVID-19 infection surge of last winter.

At the time of this writing, some performance data are not available for the first quarter FY 21/22 reporting.



## Performance

	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 19/20	Current Year FY 20/21	% Change	Current Year FY 21/22	% change from 4th Quarter
<b>TOTAL TRIPS</b>	<b>14,799</b>	<b>18,203</b>	<b>23%</b>	<b>1,969</b>	<b>-89.2%</b>
TREP Mileage Reimbursement Trips	3,279	3,250	-1%	2,082	-36%
Lyft/Taxi Ride Program Trips*	0	0	—	0	—
Travel Training Program*	0	0	—	0	—
Partners Program Trips**	11,520	14,953	30%	8211	-45%
<i>Anthesis (formerly Pomona Valley Workshop)</i>	2,284	2,289	0%	791	-65%
<i>Central City Lutheran</i>	0	130	—	—	—
<i>City of Grand Terrace</i>	393	1,178	200%	—	—
<i>City of Redlands</i>	148	376	154%	272	-28%
<i>Community Senior Services</i>	4,003	3,599	-10%	1,083	-70%
<i>OPARC</i>	0	2,744	—	733	-73%
<i>City of Chino</i>	2,616	526	-80%	2,059	291%
<i>Highland Senior Center</i>	423	1,100	160%	1,201	9%
<i>Loma Linda University Adult Day Health</i>	1,526	2,749	80%	1,690	-39%
<i>West End YMCA</i>	127	262	106%	382	46%
City of Fontana					
City of Yucaipa					
Foothill AIDS Project					
Food/Grocery Deliveries through Access and Omni Partners			1,703		

New partner. Program launch delayed due to COVID-19 Pandemic.

\* This program was temporarily suspended for safety/health concerns during the COVID-19 pandemic.

\*\* Some partners have not completed reporting for First Quarter FY 2021/2022. The values presented here use available data as of November 1, 2021.



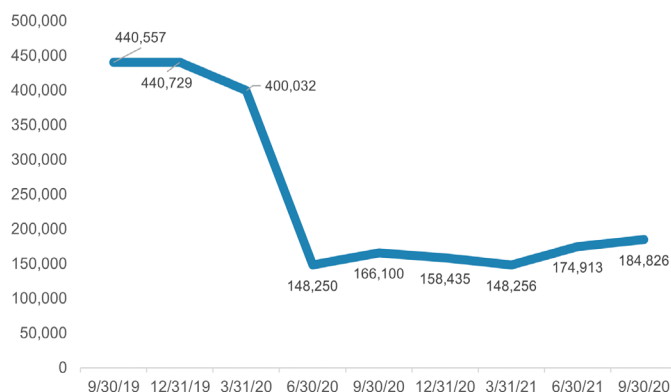


## Commentary and Trends

The Victor Valley Transit Authority experienced positive ridership growth during the fourth quarter of FY 20/21 and first quarter of FY 21/22. Fourth quarter ridership was up 18% from the same time period in the previous year and increased an additional 6% during the first quarter of FY 21/22.

In October of 2021, VVTA reduced service on eight fixed-routes in response to challenges in rebuilding its workforce and to continue to meet the needs of its riders while it trains 19 new bus operators.

Victor Valley Transit Authority Quarterly Ridership



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 19/20	Current Year FY 20/21	% change	Current Year FY 21/22	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	148,250	174,913	18%	184,826	6%
Fixed-Route Trips	132,976	149,055	12%	150,882	1%
Commuter Bus Trips	5,000	8,548	71%	8,964	5%
Demand Response Trips	10,274	17,310	68%	24,980	44%
<b>SYSTEM Performance [excludes vanpool revenue hours &amp; miles]</b>					
Revenue Hours	36,935	58,840	59%	60,811	3%
Passengers per Rev Hour	4.0	3.0	-26%	3.0	2%
Revenue Miles	668,582	1,020,794	53%	1,055,997	3%
Passengers per Rev Mile	0.22	0.17	-23%	0.18	2%
<b>OPERATIONS Expense [excludes vanpool expense &amp; revenue]</b>					
Total Transit Operating Cost	\$5,728,289	\$6,733,447	18%	\$5,115,359	-24%
Passenger Revenue	\$201,737	\$383,010	90%	\$255,653	-33%
Farebox Recovery Ratio Systemwide	3.5%	5.7%	62%	5.0%	-12%
Subsidy/Pass Trip - Systemwide	\$37.28	\$36.31	-3%	\$26.29	-28%
Fixed-Route Cost per Trip	\$31.25	\$41.23	32%	\$27.08	-34%
Commuter Bus Cost per Trip	\$44.94	\$23.80	-47%	\$15.42	-35%
Demand Response Cost per Trip	\$77.26	\$72.56	-6%	\$35.70	-51%
<b>FLEET Characteristics</b>					
Vehicles in Peak Service	Including 7 Evs			Including 7 Evs	
Fixed-Route	47			46	
Commuter	6			6	
Demand Response	32			30	
Total Vehicles in Peak Service	85			82	
Service Area Square Mileage	1,082			1,082	
Vehicles per Square Mile	0.07			0.07	

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during October 2021.

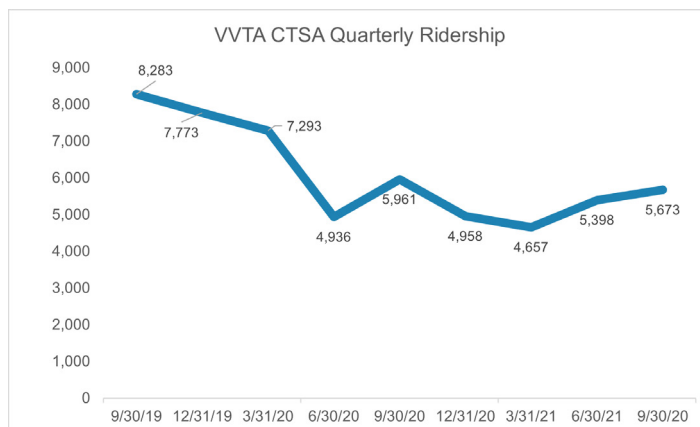


# Consolidated Transportation Services Agency

## SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

### Commentary and Trends

Total ridership across the CTSA's programs increased by 5% over the fourth quarter of FY 20/21. Trip growth on the Fare Media Scholarship Program and the Trona Community and Senior Center offset the decrease in ridership of several other programs. The Needles Car Share program remains under suspension due to COVID-19 protocols.



### Performance

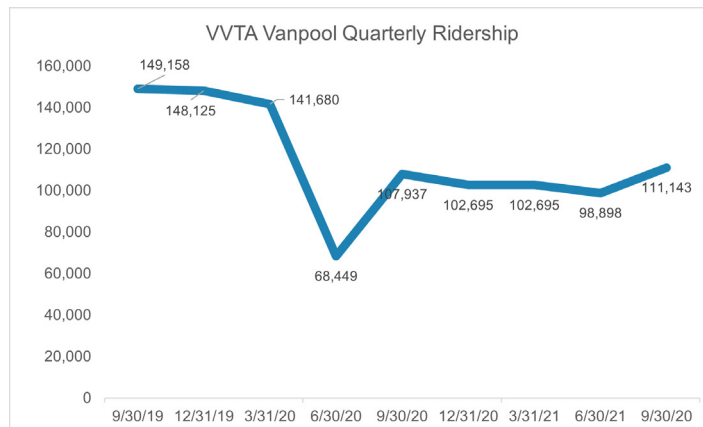
	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year	Current Year	% change	Current Year	% change from 4t
	FY 19/20	FY 20/21		FY 21/22	Quarter
<b>TOTAL TRIPS</b>	4,936	5,398	9%	5,673	5%
TRIP Program	3,558	3,012	-15%	2,951	-2%
Nonprofit Providers	1,039	1,201	16%	1,227	2%
<i>Foothill Aids Project</i>		580	—	609	5%
<i>Abundant Living Church</i>		506	—	436	-14%
<i>Trona Community and Senior Center</i>		100	—	172	72%
<i>Bonnie Baker Senior Center</i>		15	—	10	-33%
Travel Training Program	91	224	146%	231	3%
Fare Media Scholarship Program	248	961	288%	1,264	32%
<b>Total CAR TRIPS</b>	176	0	-100%		
Needles CarShare Program	176				<i>Program suspended due to COVID</i>
<b>TOTAL MILES</b>	77,053	77,171	0%	82,629	7%
TRIP Program	77,053	77,171	0%	82,629	
<b>TOTAL HOURS</b>	47	67	43%	58	-13%
Transit Ambassador Program	47	67	43%	58	-13%



## Commentary and Trends

VVTA saw a -24% reduction in vanpools in a year-over-year comparison of fourth quarter 19/20 to fourth quarter 20/21. This loss is primarily attributed to reduced commuting during the Pandemic. While this program has not yet fully recovered the lost vanpools, VVTA gained 8 vanpools (5% growth) during the first quarter of 21/22.

These 175 vanpools are making more trips — and longer trips — than last year and last quarter. Revenue miles increased and passenger miles increased 14% in a comparison of fourth quarter 20/21 to first quarter 21/22. In this first quarter of 21/22, 111,143 passenger vanpool trips were made, an increase of 12% from the prior quarter.



## Performance

	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 19/20	Current Year FY 20/21	% change	Current Year FY 21/22	% change from 4th Quarter
<b>Performance</b>					
Number of Vanpools	220	167	-24%	175	5%
Revenue Miles	794,583	1,051,596	32%	1,196,845	14%
Revenue Hours	15,864	21,185	34%	24,134	14%
Unlinked Passenger Trips	68,449	98,898	44%	111,143	12%
Passenger Miles	4,284,775	5,109,442	19%	5,840,929	14%
Subsidies Disbursed	\$231,283	\$249,013	8%	\$255,996	3%
Passenger Fares	\$175,827	\$248,840	42%	\$262,975	6%

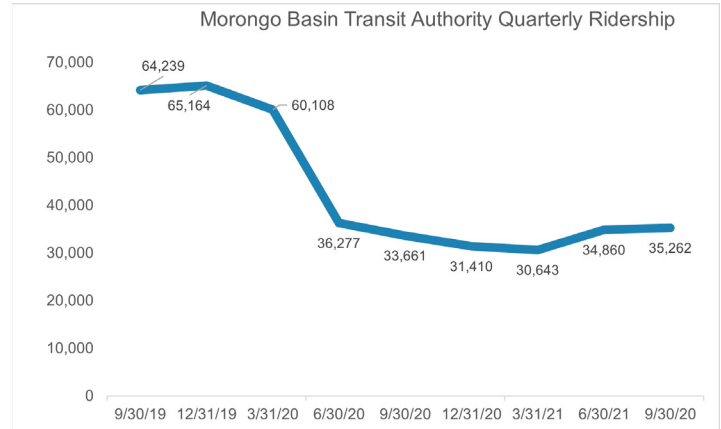
# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



## Commentary and Trends

Ridership for MBTA's services has grown over the past two quarters, up 14% between the third and fourth quarters of FY 20/21, an additional 1% over the first quarter of FY 21/22. The cost per trips provided in the first quarter increased slightly due to a rise in overall operating costs but passenger revenue increased by 10%.

In October 2021, MBTA shifted to reduced service on Routes 3 and 7 to address driver shortages related to COVID-19.



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 19/20	Current Year FY 20/21	% change	Current Year FY 21/22	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	<b>36,277</b>	<b>34,860</b>	<b>-4%</b>	<b>35,262</b>	<b>1%</b>
Fixed-Route Trips	33,358	30,103	-10%	30,643	2%
Commuter Bus Trips	370	1,574	325%	1,364	-13%
Demand Response Trips	2,549	3,183	25%	3,255	2%
<b>SYSTEM Performance</b>					
Revenue Hours	7,484	8,056	8%	7,983	-1%
Passengers per Rev Hour	4.8	4.3	-11%	4.4	2%
Revenue Miles	145,614	159,897	10%	157,670	-1%
Passengers per Rev Mile	0.25	0.22	-12%	0.22	3%
<b>OPERATIONS Expense</b>					
Total Operating Cost	\$922,389	\$947,508	3%	\$1,057,164	12%
Passenger Revenue	\$25,370	\$53,877	112%	\$59,002	10%
Farebox Recovery Ratio Systemwide	2.8%	5.7%	107%	5.6%	-2%
Subsidy per Pass Trip - Systemwide	\$24.73	\$25.63	4%	\$28.31	10%
Fixed-Route Cost per Trip	\$21.53	\$22.38	4%	\$25.12	12%
Commuter Bus Cost per Trip	\$113.25	\$58.30	-49%	\$73.40	26%
Demand Response Cost per Trip	\$63.72	\$57.20	-10%	\$57.55	1%
<b>TREP Mileage Reimbursement Program</b>					
TREP Clients	139	151	9%	157	4%
TREP Trips	1,759	1,745	-1%	1,810	4%
TREP Miles Reimbursed	29,103	26,062	-10%	28,607	10%
Mileage Reimbursement Cost	\$8,731	\$7,819	-10%	\$8,582	10%
<b>FLEET Characteristics</b>					
Vehicles in Peak Service					
Fixed-Route/Commuter		9			
Demand Response		4			
Total Vehicles in Peak Service		13			
Service Area Square Mileage		1,300			
Vehicles per Square Mile		0.01			

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during October 2021.

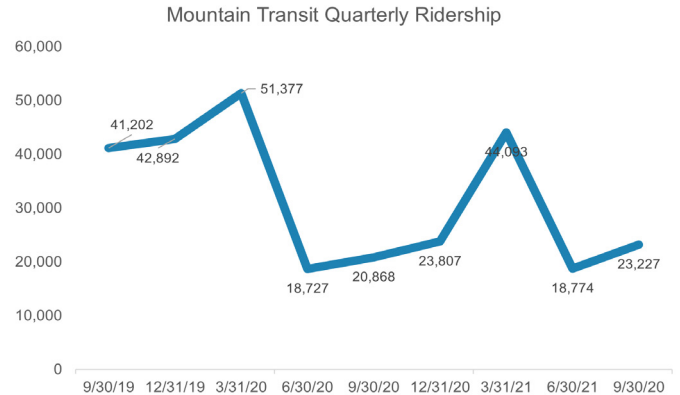
# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



## Commentary and Trends

Ridership trends for Mountain Transit services are affected by seasonal demands where winter ridership for the snow season is usually higher than the summer months. A ridership increase of 24% was produced during the fourth quarter of FY 20/21 and the first quarter of FY 21/22, which represents about half of the trips provided in the third quarter of the winter season.

In September 2021, Mountain Transit presented its Short-Range Transit Plan for public comment that proposes to return some service days to its Off-The-Mountain commuter bus services that were reduced from daily service due to low ridership during the Pandemic.



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 19/20	Current Year FY 20/21	% change	Current Year FY 21/22	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	18,727	18,774	0%	23,227	24%
Fixed-Route Trips	15,075	14,584	-3%	17,736	22%
Commuter Bus Trips	922	1,490	62%	2,096	41%
Demand Response Trips	2,730	2,700	-1%	3,395	26%
<b>SYSTEM Performance</b>					
Revenue Hours	6,674	6,912	4%	7,827	13%
Passengers per Rev Hour	2.8	2.7	-3%	3.0	9%
Revenue Miles	96,738	112,567	16%	126,118	12%
Passengers per Rev Mile	0.19	0.17	0%	0.18	10%
<b>OPERATIONS Expense</b>					
Total Operating Cost	\$923,568	\$908,785	-2%	\$859,704	-5%
Passenger Revenue	\$65,528	\$139,885	113%	\$64,408	-54%
Farebox Recovery Ratio Systemwide	7.1%	15.4%	117%	7.5%	-51%
Subsidy per Pass Trip - Systemwide	\$45.82	\$40.96	-11%	\$34.24	-16%
Fixed-Route Cost per Trip	\$33.50	\$35.65	6%	\$29.24	-18%
Commuter Bus Cost per Trip	\$110.19	\$89.62	-19%	\$54.65	-39%
Demand Response Cost per Trip	\$116.12	\$94.54	-19%	\$66.73	-29%
<b>FLEET Characteristics</b>					
Vehicles in Peak Service					
Fixed-Route	9			9	
Demand Response	4			4	
Off the Mountain	4			4	
Trolley Vehicle	4-6			0	
Total Vehicles in Peak Service	21-23			17	
Service Area Square Mileage	269			269	

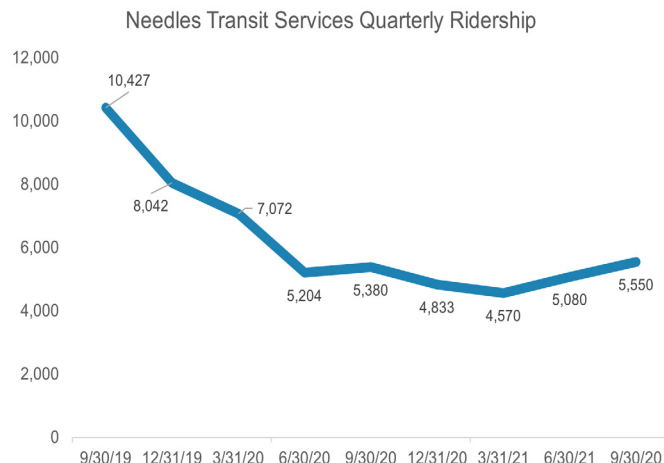
<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during October 2021.



## Needles Transit Services

### Commentary and Trends

During the first quarter of FY 21/22, Needles Transit Services had a 9% increase in ridership over the fourth quarter of FY 20/21, driven by an increase of almost 40% in demand response trips. This first quarter performance is an improvement over the system lows during the second and third quarters of FY 20/21. The growth in ridership, combined with an 88% increase in passenger revenue, reduced systemwide per trip costs by 8%.



### Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 19/20	Current Year FY 20/21	% change	Current Year FY 21/22	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	5,204	5,080	-2%	5,550	9%
Fixed-Route Trips	3,935	4,009	2%	4,059	1%
Demand Response Trips	1,269	1,071	-16%	1,491	39%
<b>SYSTEM Performance</b>					
Revenue Hours	1,338	1,200	-10%	1,220	2%
Passengers per Rev Hour	3.9	4.2	9%	4.5	7%
Revenue Miles	16,443	15,285	-7%	15,857	4%
Passengers per Rev Mile	0.32	0.33	5%	0.35	5%
<b>OPERATIONS Expense</b>					
Total Operating Cost	\$128,506	\$125,248	-3%	\$131,340	5%
Passenger Revenue	\$6,486	\$6,147	-5%	\$11,535	88%
Farebox Recovery Ratio Systemwide	5.0%	4.9%	-3%	8.8%	79%
Subsidy per Pass Trip - Systemwide	\$23.45	\$23.45	0%	\$21.59	-8%
Fixed-Route Cost per Trip	\$25.46	\$25.42	0%	\$26.28	3%
Demand Response Cost per Trip	\$22.30	\$21.80	-2%	\$16.55	-24%
<b>FLEET Characteristics</b>					
Vehicles in Peak Service					
Fixed-Route		1		1	
Demand Response		1		1	
Total Vehicles in Peak Service		2		2	
Service Area Square Mileage		31		31	
Vehicles per Square Mile		0.06		0.06	

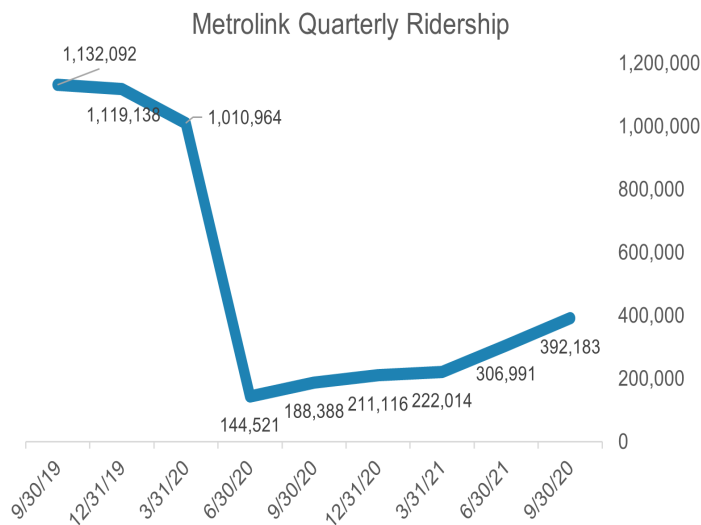
<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during October 2021.

**METROLINK**®



## Commentary and Trends

Metrolink ridership for the three lines that provide service in San Bernardino County have gradually increased each quarter since the onset of the COVID-19 pandemic and statewide stay-at-home orders in March 2020. A total of 392,183 trips were provided in the first quarter of FY 21/22, an increase of 28% over the previous fourth quarter of FY 20/21. Additionally, the growth in ridership increased the number of passenger miles ridden in the first quarter of FY 21/22 and the year-over-year fourth quarter comparison.



## Performance<sup>1</sup>

	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year FY 19/20	Current Year FY 20/21	% change	Current Year FY 21/22	% change from 4th Quarter
<b>SYSTEM Passenger Boardings by Line</b>					
TOTAL San Bernardino Line	108,649	213,225	96%	273,429	28%
TOTAL Inland Empire Orange County (IEOC) Line	35,872	93,766	161%	118,754	27%
Boardings at San Bernardino County Stations:					
San Bernardino Line	54,045	101,877	89%	128,820	26%
IEOC Line	1,152	3,400	195%	3,681	8%
Riverside Line	3,395	5,521	63%	7,326	33%
<b>FINANCIAL - Total San Bernardino Line w/ MOW<sup>1</sup></b>					
Operating Cost SB Line	\$51,747	\$53,575			
Farebox Revenue SB Line	\$15,355	\$4,844		N/A	
Farebox Recovery Ratio SB Line	29.7%	9%			
<b>FINANCIAL - Total IEOC Line w/ MOW<sup>1</sup></b>					
Operating Cost IEOC Line	\$27,784	\$28,346			
Farebox Revenue IEOC Line	\$5,855	\$1,534		N/A	
Farebox Recovery Ratio IEOC Line	21.1%	5%			
<b>PERFORMANCE MEASURES - San Bernardino Line</b>					
Passenger Miles	4,012,064	8,109,040	102%	10,016,494	24%
Average Passenger Trip Length	36.9	38.1	3%	37.2	-2%
<b>PERFORMANCE MEASURES - IEOC Line</b>					
Passenger Miles	1,243,782	3,359,415	170%	4,114,851	122%
Average Passenger Trip Length	34.7	34.1	-2%	34.9	102%
<b>SERVICE LEVELS</b>					
San Bernardino Line					
# of trains per weekday WB	20	15		15	
# of trains per weekday EB	20	15		15	
# of trains per Saturday WB/EB	10	9		9	
# of trains per Sunday WB/EB	7	7		7	
IEOC Line - with stops in San Bernardino County					
# of trains per weekday WB	8	4		4	
# of trains per weekday EB	8	4		4	
# of trains per weekend WB	2	2		2	
# of trains per weekend EB	2	2		2	

<sup>1</sup> Metrolink conducts reconciliation on an annual, not quarterly, basis. Figures presented here are subject to change following the reconciliation process.



# Multimodal Programs

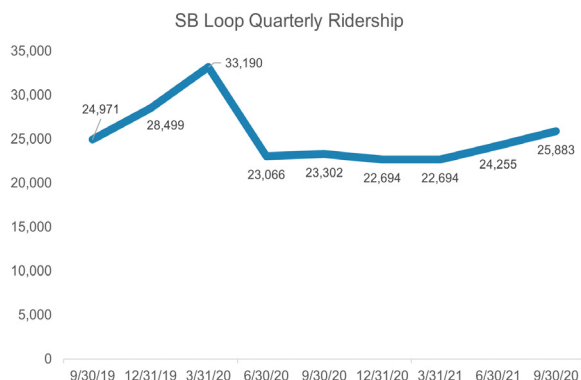


## Commentary and Trends SB Loop

During the first quarter of FY 21/22, SBCTA's SB Loop vanpool program recorded the highest number of trips since the onset of COVID-19: an increase of 7% over the fourth quarter of FY 20/21. The program added one additional vanpool in the first quarter to offset the loss of three vanpools during the fourth quarter of 19/20. The first quarter growth in passenger trips resulted in increased passenger miles and passenger revenue, effectively reducing the subsidy and average cost per vanpool trip.

## Performance

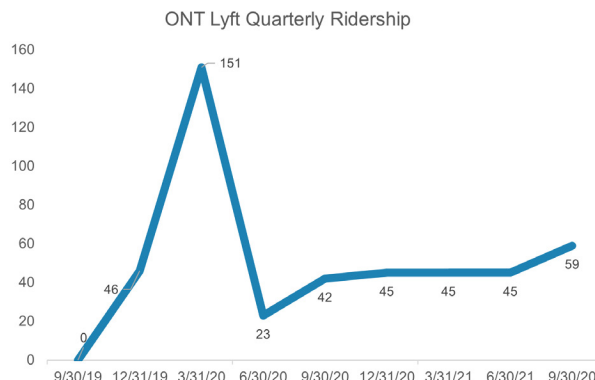
SB Loop	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Prior Year	Current Year		Current Year	% change from
	FY 19/20	FY 20/21	% change		
<b>SYSTEM Totals</b>					
Number of Vanpools	57	54	-5%	55	2%
Vanpool Passenger Trips	22,907	24,255	6%	25,883	7%
<b>SYSTEM Performance</b>					
Passenger Miles	893,180	986,832	10%	1,064,911	8%
Passengers/Rev Miles	39.0	40.7	4%	41.1	1%
<b>OPERATIONS Expense</b>					
Subsidies Disbursed	\$66,787	\$62,793	-6%	\$63,690	1%
Passenger Revenue	\$171,490	\$195,714	14%	\$202,427	3%
Subsidy per Passenger Trip	\$2.92	\$2.59	-11%	\$2.46	-5%
Average Cost per Passenger Trip	\$10.40	\$10.66	2%	\$10.28	-4%



## ONT Lyft

SBCTA's partnership with Lyft to provide trips between Metrolink stations and the Ontario Airport experienced a 3% growth in ridership after three consecutive quarters with no change in ridership. This includes a 32% increase in repeat riders and a significant increase in rides originating from the Montclair Metrolink station. Fourth quarter performance in FY 20/21 is shown to have doubled over the same time period in FY 19/20 which was the first full quarter during the stay-at-home orders for COVID-19.

ONT Lyft	4th Quarter (Apr-May-Jun)			1st Quarter (Jul-Aug-Sep)	
	Current Year		% change	Current Year	% change from
	FY 19/20	FY 20/21			
<b>SYSTEM Passenger Boardings by Line</b>					
TOTAL Rides	23	45	96%	59	31%
Total Rides Redeemed by Mobile App	21	43	105%	58	35%
Total Rides Redeemed by Call Center	22	2	-91%	1	-50%
Repeat Rides	15	31	107%	41	32%
Repeat Riders	5	14	180%	13	-7%
<b>Rides by Origin</b>					
Ontario Airport	12	22	83%	28	27%
Montclair	4	8	100%	20	150%
Rancho Cucamonga	2	9	350%	8	-11%
Upland	1	2	100%	1	-50%
Ontario East	4	3	-25%	2	-33%
Cancelled Rides (by Rider)	0	1	-	0	-100%





11/30/2021

# FY 2020/2021 Fourth Quarter Transit & FY 2021/2022 First Quarter Multimodal Transportation Quarterly Update

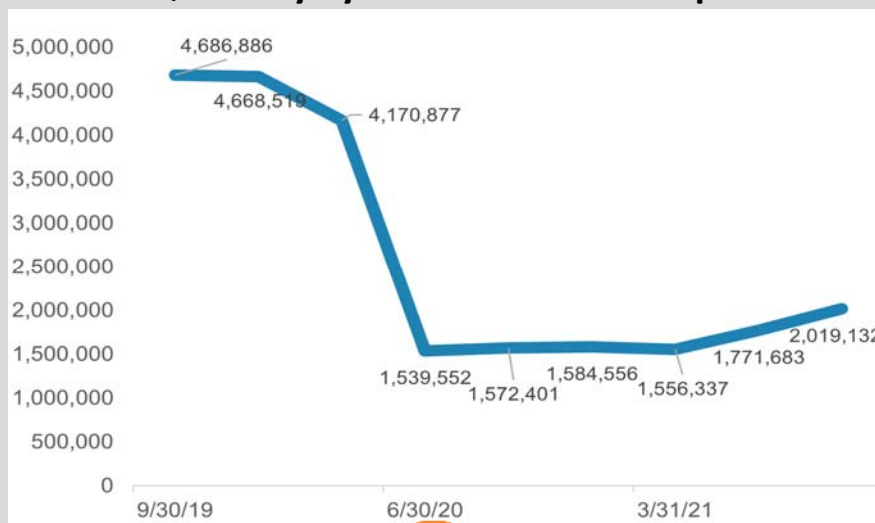
Nancy Strickert  
Transit Manager



**cta**

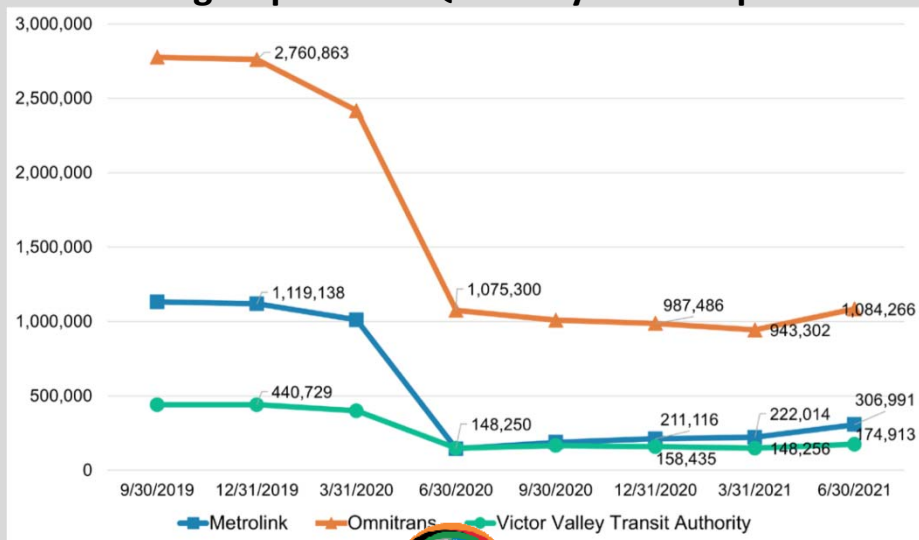
San Bernardino County  
Transportation Authority

## Quarterly System-Wide Ridership

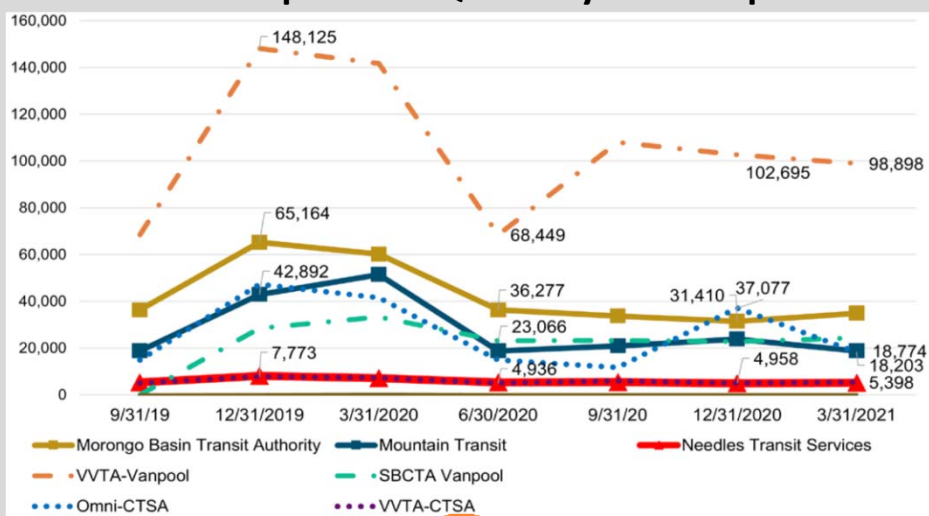


11/30/2021

### Large Operators Quarterly Ridership



### Small Operators Quarterly Ridership



## *Minute Action*

AGENDA ITEM: 5

***Date:*** December 9, 2021

***Subject:***

Ontario International Airport Private Transportation Provider Pilot Program Extension

***Recommendation:***

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

Approve an extension of the Ontario International Airport Private Transportation Provider Pilot Program for an additional thirteen (13) months from the current end date of January 31, 2022 to March 1, 2023.

***Background:***

In October 2019, the San Bernardino County Transportation Authority (SBCTA) Board of Directors approved Contract No. 19-1002051 with Lyft, Inc. (Lyft), for the Private Transportation Provider Pilot Program (Program) to provide service between the Ontario International Airport (ONT) and the Metrolink stations in the Cities of Montclair, Upland, Ontario and Rancho Cucamonga. This program provides a fare subsidy in an amount up to \$35 for Metrolink and Omnitrans passengers using a Lyft ride between one of the four Metrolink stations and ONT, excluding gratuity.

The Program was launched in November 2019, and was originally set to terminate after 12 months or when funds were fully expended, whichever occurred first. As part of this Program, and in order to meet Title VI requirements, SBCTA contracted with AAMCOM, LLC, by Amendment No. 1 to existing Contract No. 18-1001961 (for callbox call answering services), to staff a call center for Lyft Concierge, which provides a telephone option for customers lacking access to the Lyft mobile application, to reserve a Lyft ride. Also as part of this Program, and in order to meet requirements of the Americans with Disabilities Act (ADA), Lyft contracted with a subcontractor to provide wheelchair accessible vehicles (WAV) for customers who use wheelchairs. Since approximately February 2021, the United States Attorney's Office (USAO) for the Central District of California has been investigating the Program's compliance with ADA regulations. SBCTA has been cooperating with the USAO by furnishing all requested information. As the contract with Lyft specifically provides for ADA compliance, and SBCTA is not aware of any complaints that the Program is in violation of the ADA, we do not anticipate any adverse findings.

Due to the impact of COVID-19 on public transportation and air travel, Contract No. 19-1002051 with Lyft, was amended in April 2020 to allow for the Program to extend beyond its initial 12-month pilot program to January 31, 2022. Subsequently, in June 2020, Contract No. 18-1001961 with AAMCOM was also amended in order to continue to fund the Lyft Concierge service, increasing the total amount to \$31,753, funded by the re-allocation of funds originally allocated for this Program, to allow for continued call center answering services through January 31, 2022.

Since the Program's inception in November 2019, 455 rides have been redeemed, totaling \$8,670.36 in subsidies paid by SBCTA to Lyft. This equates to approximately \$362 a month in  
*Entity: San Bernardino County Transportation Authority*

## Transit Committee Agenda Item

December 9, 2021

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subsidies paid. Based on invoices paid to-date, the contract has a balance of \$312,700 in remaining funds available for subsidies under Contract No. 19-1002051, which equates to over \$21,700 per month available for subsidies should the Program be extended through March 1, 2023, including the estimated \$30,000 to be re-allocated to AAMCOM for continued Lyft Concierge service.

Recognizing that the cost per ride is low and usage has not been extensive due to the impact on ridership because of COVID-19, ridership has been trending positively in recent months. Staff is recommending that the Program be extended an additional thirteen (13) months due to air passenger traffic at ONT increasing to 98% of pre-pandemic levels (flyontario.com), as well as the need to maintain a direct connection from nearby Metrolink stations to ONT as an interim solution while development of a direct connection is underway. This extension will allow for the continued connection to ONT for air passengers utilizing public transportation, ongoing support of ONT, and provision of additional data on post-pandemic levels of demand.

Extending the term of the Program will require amendments to both the Lyft contract, to extend the term, and the AAMCOM contract, to add an estimated \$30,000 for Concierge Ccall Center services. Both amendments can be executed under Executive Director Authority pursuant to SBCTA Procurement and Special Risk Assessment Policy No. 11000. No additional funding for the Program is being requested.

***Financial Impact:***

This item is consistent with the Fiscal Year 2021/2022 Budget.

***Reviewed By:***

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

***Responsible Staff:***

Rebekah Soto, Management Analyst

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Approved  
Transit Committee  
Date: December 9, 2021

Witnessed By:

## *Minute Action*

AGENDA ITEM: 6

***Date:*** December 9, 2021

***Subject:***

Request for Proposals No . 22-1002744 for On-call Transit and Rail Services

***Recommendation:***

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

Authorize the Executive Director, or his designee, to release the Request for Proposals No. 22-1002744, for qualified firms to provide On-Call Transit and Rail Services.

***Background:***

San Bernardino County Transportation Authority (SBCTA) staff is recommending release of an On-Call Transit and Rail Services Request for Proposals (RFP) to support the activities necessary to develop, study, plan, design, and implement a variety of projects, studies, and goals as they relate to transit, rail, and mobility for SBCTA. The On-Call Services bench of qualified professionals is intended to provide efficiency and streamline the procurement of services in order to meet project schedules and address the priorities of the SBCTA Board of Directors (Board) as it relates to these programs. As done with the current On-Call Services bench, it can also be used to support the efforts of the transit operators in San Bernardino County.

Once the bench has been established, Contract Task Orders (CTO) will be procured primarily on a competitive basis, and issued as appropriate to the firms based on SBCTA's needs, nature of work, staff availability, quality of team, and ability to deliver the project/task on schedule and within project budget. On a limited basis, based on area of expertise, a CTO may be issued directly to a specific firm. SBCTA's Procurement and Special Risk Assessment Policy No. 11000 allows the Executive Director, or his designee, to approve CTOs up to \$500,000. The proposed duration of each contract is five (5) years with two one-year options. The combined contract authorization amount for the initial five (5) year term is proposed to be \$20,000,000. Approval of the final contract amount, contract term, and any exception to policy will be presented to the Board as part of the recommendation of the associated contracts following the RFP process.

In order to reach out to a wider network of firms, this RFP may be advertised on organization websites such as:

- Southern California Black Chamber (Black Chamber of Commerce – Inland Empire)
- Asian Business Association – Inland Empire
- Asian Indian Chamber of Commerce of the Inland Empire
- Intelligent Transportation Society of California (ITS CA)
- Asian American Architects and Engineers Association (AAa/e) of Southern California
- Women's Transportation Seminar (WTS) Inland Empire
- American Council of Engineering Companies (ACEC) Riverside/San Bernardino Chapter
- American Society of Civil Engineers
- National Latina Business Women Association - Inland Empire (NLBWA-IE)
- National Society of Black Engineers Inland Empire

*Entity: San Bernardino County Transportation Authority*

## Transit Committee Agenda Item

December 9, 2021

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- Inland Empire Hispanic Leadership Council
- National Association of Women Business Owners
- Women’s Business Enterprise Council
- Engineering News - Record
- Construction Executive
- Construction Business Owner
- City newsletters (throughout region both online and in print)
  - Los Angeles County Metropolitan Transportation Authority Metro certified Small Business Enterprise firms list

Since the Architect/Engineer community prefers Twitter and LinkedIn for social media, staff will also consider advertising on these platforms.

Similar to the current and successful On-Call Services contract benches in place at SBCTA, the proposed RFP for On-Call Services will allow staff the flexibility of selecting a most qualified team based on a CTO process that provides best value. This procurement process is also consistent with industry standards across other transportation agencies in Southern California.

In summary, the above solicitation will increase efficiencies, provide flexibility, potentially reduce staff costs, and streamline project delivery and program tasks.

**Financial Impact:**

This item has no financial impact on the Fiscal Year 2021/2022 Budget.

**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 Scope of Work.

**Responsible Staff:**

Carrie Schindler, Director of Transit and Rail Programs

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Approved  
Transit Committee  
Date: December 9, 2021

Witnessed By:

**Exhibit “A”**  
**Scope of Work**  
**RFP No. 22-1002744**  
**On-call Transit and Rail Services**

**GENERAL**

The services to be provided by the Consultant for this Request for Proposal (RFP) may include all work necessary to support the activities necessary to develop, study, plan, design, and implement a variety of projects, studies, and goals as they relate to transit, rail, and mobility for San Bernardino County Transportation Authority (SBCTA). The On-Call services bench of qualified professionals is intended to provide efficiency and streamline the procurement of services that in general include services designed to assist San Bernardino County Transportation Authority (SBCTA) to meet project schedules.

Consultant will provide a variety of services with respect to the development and expansion of transit and rail systems from inception through implementation of revenue service, including emerging technologies and alternative fuels. This includes, but is not limited to, strategic planning, environmental, design, construction services support, and revenue service implementation activities. Projects include rail and transit infrastructure, multi-modal transit centers, maintenance facilities, and ancillary support facilities. Further, services may include review of development/entitlement projects, minimum parking requirements, evaluations of community requests related to transit and rail services, development of strategic initiatives, studies, analyses, and other general services.

SBCTA will require Contract Task Orders (CTO) for individual activities with finite scopes of work which will be procured primarily, but not exclusively, on a competitive basis. CTOs will be issued as appropriate to the firms based on SBCTA’s needs, nature of work, staff availability, qualifications of the proposed staff, quality of team as a whole, and ability to deliver the respective scope of work on schedule and within budget. Based on area of expertise, CTOs may be issued directly to a specific firm to support necessary project task requirements.

SBCTA shall require Consultant(s): to submit all necessary documentation required in the RFP to support their respective qualifications that meet the needs of the On-Call Transit and Rail Services to be procured. The proposer shall demonstrate their ability to add the necessary firms and personnel who have the ability to perform the work pertaining to the required services. The qualifications at a minimum should include staff resumes and related project experience. Other supporting tasks may be required by SBCTA for each Contract Task Order as necessary to perform the required work.

## *Minute Action*

AGENDA ITEM: 7

***Date:*** December 9, 2021

***Subject:***

Preview of the Hearing to Consider Resolutions of Necessity for Property Interests for the West Valley Connector Project

***Recommendation:***

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

A. Conduct public hearings to consider condemnation of interests in real property described more particularly in each of the Resolutions of Necessity described below (referred to below collectively as the “Subject Property Interests”), which are required for the West Valley Connector Project.

B. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-010 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Riad Bacily and Tamer Bacily (APN 1011-121-22). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

C. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-011 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Starbridge (Ontario) Investment, LLC, a California Limited Liability Company (APN 0210-211-33). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

D. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-012 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by NRP Developments, Inc. a California Corporation, (APN 1011-141-06). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

E. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-013 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by William S. Short & Audree L. Short (APNs 1011-141-11, 1011-141-13 & 1011-141-30). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

F. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-014 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Hamid Reza DiBadj & Telma F. Roshanravan, Trustees of the DiBadj Family 2018 Revocable Trust (APN 1011-141-16). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

*Entity: San Bernardino County Transportation Authority*



G. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-015 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Khang Bao Lieu (APN 1011-141-35). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

H. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-016 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Holt-San Antonio, LLC, a California Limited Liability Company (APN 1048-591-28). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

I. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-017 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by MMOS, Inc. a California Corporation, (APN 1048-604-14). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

J. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-018 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by AJ1 Development, LLC, a California Limited Liability Company (APN 1048-604-15). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

K. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-019 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Annette Marie Durrizague, Trustee of Trust A created under the Durrizague 2003 Revocable Trust dated June 18, 2003, as to an undivided 50% interest; Annette Marie Durrizague, Trustee of Trust B created under the Durrizague 2003 Revocable Trust dated June 18, 2003, as to an undivided 42% interest; and Annette Marie Durrizague, Trustee of Trust C created under the Durrizague 2003 Revocable Trust dated June 18, 2003, as to an undivided 8% interest (APN 1049-011-02). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

L. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-020 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Chi Hong Chiang & Hui-Chuan Wang, Trustees of the Chiang Family Trust dated July 8, 2010 (APNs 1049-021-03 & 1049-021-0304). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

M. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-022 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Salvador & Maria C. Ayala, (APN 1048-512-17). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

N. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-023 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Albert and Bertha Aleman (APN 1048-512-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

O. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-025 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Yolanda Chavez (APN 1048-512-16). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

P. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-027 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Sen Mou Shih and Wei-Cho Shih, as to an undivided 50% interest; and Chung Hsien Lee & Shu Luan Feng Lee, as to an undivided 50% interest (APN 0110-071-02). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

Q. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-028 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Qu's Holding, LLC, a California Limited Liability Company (APNs 0110-071-06 & 0110-071-07). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

R. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-029 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Anthony Ditommaso, as to an undivided 42.026% interest; Jeanne D. Bruno, as to an undivided 42.026% interest; Deanna P. Brost, (formerly Deanna P. Ditommaso), Trustee of the Deanna P. Brost Separate Property Trust dated June 28, 2005, as to an undivided 5.316% interest; Christopher F. Ditommaso, Trustee of the Christopher F. Ditommaso Separate Property Trust dated August 2, 2005, as to an undivided 5.316% interest; Franklin J. Bruno, Trustee of the Franklin J. Bruno Living Trust, as to an undivided 2.658% interest, and Anthony Ditommaso and Beverly B. Ditommaso, Trustees of the Anthony & Beverly Ditommaso Living Trust dated April 23, 2003 as to an undivided 2.658% interest (APN 0110-081-07). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

S. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-030 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Holt Blvd. LLC, a California Limited Liability Company (APN 0110-081-08). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

T. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-032 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Holt LPIV 3 LLC, a Delaware Limited Liability Company San Bernardino County Transportation Authority

(APNs 0110-111-02, 0110-111-03, 0110-111-11 & 0110-111-12). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

U. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-034 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Muhammad and Iqbal M. Tremazi (APN 1049-131-06). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

V. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-035 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Patrick F. Grabowski and Janis Grabowski, Trustees of that Certain Revocable Declaration of Trust, known as the 2012 Grabowski Revocable Trust, dated June 21, 2012 (APNs 0110-072-10 & 0110-072-11). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

W. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-036 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Holt Blvd. LLC, A California Limited Liability Company (APN 0110-081-13). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

X. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-037 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Rowlands Properties, a California Partnership (APNs 0110-101-01; 0110-111-09 & 0110-111-10). The Resolution must be approved by at least a two-thirds vote of the Board of Directors; and

Y. Upon completion of the public hearing, that the Board of Directors adopt the Resolution of Necessity No. 22-038 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property owned by Ontario CNG Property LLC, a California Limited Liability Company (APN 0110-101-13). The Resolution must be approved by at least a two-thirds vote of the Board of Directors.

***Background:***

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omintrans, and the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana proposes to construct the West Valley Connector Project (“WVC Project”). The WVC Project is a 100% zero-emission Bus Rapid Transit (“BRT”) system. It is the first stage of the San Bernardino County Zero Emission Bus Initiative and second BRT route in San Bernardino County. The WVC Project is a proposed 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga and Fontana. The WVC Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. A new operation and maintenance facility for light maintenance activities would be constructed. The WVC Project would be constructed in two phases including Phase I/Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga and Phase II/Haven Alignment, from Ontario International Airport to San Bernardino County Transportation Authority

Kaiser Permanente Medical Center in Fontana. Phase I is scheduled for operation in early 2025. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I when funding is available. Stations would be “rapid bus” style stations designed for fast boarding.

Phase 1 of the WVC Project is 19 miles and will upgrade a portion of existing Route 61 which runs along Holt Boulevard, adding approximately 3.5 miles as center running, dedicated bus-only lanes. There will be 21 stations in Phase 1 that will provide a much-improved transit connection to Ontario International Airport and help build transit connectivity by linking Ontario International Airport, two Metrolink lines (San Bernardino and Riverside) and multiple major activity centers along the route including Ontario Mills and Victoria Gardens. Headways will be 10 minutes in the peak commute period and 15 minutes off-peak, providing a high level of service to the community.

The WVC involves use of local, state, and federal funding, including funds administered by the Federal Transit Administration (FTA). Based on the multiple funding sources, the environmental documentation was prepared jointly in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). SBCTA was the lead agency under CEQA and FTA was the lead agency under NEPA.

In May 2020, the SBCTA Board of Directors (Board) adopted Resolution No. 20-046, making findings necessary to approve the Mitigation Monitoring and Reporting Program, adopting a Statement of Overriding Considerations, and approving and certifying the Final Environmental Impact Report (EIR) in compliance with CEQA for the WVC Project. Subsequently, on May 12, 2020, FTA approved the Findings of No Significant Impact (FONSI) in accordance with NEPA, which concluded the Environmental Clearance of the WVC Project. In adopting Resolution No. 20-046, the Board found that Alternative B, which was designated as the preferred alternative, would better meet the purpose of the WVC Project and need than Alternative A. The Board emphasized that the City of Ontario commissioned a Holt Boulevard Mobility and Streetscape Strategic Plan that is consistent with the proposed improvements included with Alternative B. Accordingly, the Board rejected Alternative A.

The Board further found that the benefits of the WVC Project outweigh the unavoidable environmental impacts. The Board emphasized that the WVC Project (under the approved Alternative B alternative) has significant benefits including improved travel time and the speed and reliability of bus transit based on the proposed exclusive bus-only lanes with five center-running stations in Ontario. The WVC Project is consistent with several regional and local land-use plans, including helping to achieve the goals of Southern California Association of Governments’ (SCAG) Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Communities Strategy, SBCTA’s Long-Range Transit Plan for San Bernardino Valley, goals related to improving transit opportunities in the General Plans of the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana and the counties of Los Angeles and San Bernardino, and the Specific Plans, Community Plans, and Master Plans along the project corridor. Resolution No. 20-046 highlighted that the City of Ontario’s Holt Boulevard Mobility and Streetscape Strategic Plan specifically reflects the WVC Project with exclusive bus-only lanes on Holt Boulevard. In addition, the WVC Project would facilitate future transit-oriented developments and mixed-use developments along the project corridor to revitalize the WVC Project area. The WVC Project is supported by Caltrans, Districts 7 and 8, San Bernardino County Transportation Authority

and the cities along the WVC Project corridor, including Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. Further, the Board found that the WVC Project would have economic benefits for the area, revitalize adjacent land uses along the corridor, and improve sidewalks and parkways associated with land acquisition for the widened right-of-way.

In January 2021, the Board authorized SBCTA Staff and its consultants to proceed with the acquisition activities, including appraisals, appraisal reviews, negotiations, relocation assistance, property management, environmental site assessments, and building demolition in support of the right-of-way acquisition needs for the WVC Project.

The Board further authorized staff to proceed with the acquisition of the required property or property rights necessary for the WVC Project from identified property owners, including relocation assistance, demolition of existing structures, property management, disposal of excess property, and environmental testing and remediation. The Board also authorized the Director of Transit and Rail Programs, or her designee, to add or remove parcels from the list of properties as the Director determines from time to time are necessary for the WVC Project, provided said parcels are environmentally cleared.

The WVC Project requires that SBCTA acquire the necessary property interests expeditiously to ensure that construction can be completed within the proposed timeline to ensure that there are no costly delays or impacts to funding. Throughout the environmental and preliminary engineering process, SBCTA has made extensive efforts to plan the WVC Project in a way that minimizes the impacts of the WVC Project on properties in the WVC Project area. These efforts include minimizing impacts to parcels from which SBCTA requires certain property interests and maintaining ingress and egress from the adjacent street to the impacted properties during construction of the WVC Project. Although most of the proposed improvements are anticipated to be constructed within the existing right of way, SBCTA will require certain property interests to accommodate the WVC Project.

SBCTA's acquisition agents continue to negotiate in good faith, on behalf of SBCTA, with the owners of properties impacted by the WVC Project. Based on the timing of the WVC Project, however, it is necessary for SBCTA to consider the adoption of resolutions of necessity at this time to acquire the property interests necessary for the WVC Project and obtain possession of said property interests in time to ensure that the WVC Project is operational by early 2025.

SBCTA has complied with applicable law and requirements for the acquisition of property for public use by eminent domain. In accordance with Code of Civil Procedure Section 1245.235, SBCTA mailed to the owners of the Subject Property Interests a Notice of Hearing regarding the intent of SBCTA to adopt a Resolution of Necessity for acquisition by eminent domain of the respective Subject Property Interests. The Code of Civil Procedure Section 1245.235 notice of hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as the owner or owners of the property of which the respective Subject Property Owners are a part. Further, in accordance with Code of Civil Procedure Section 1245.235, SBCTA also mailed a Notice of Hearing regarding the intent of SBCTA to adopt a Resolution of Necessity for acquisition by eminent domain of the respective Subject Property Interests to the cities of Ontario, Pomona, and Rancho Cucamonga as required by Public Utilities Code Section 130220.5(c).

The purpose of this Agenda item is for the Board to consider the information and evidence to support the findings required for the adoption of the Resolutions of Necessity to authorize the acquisition by eminent domain of the Subject Property Interests described in this report. Although the adoption of the Resolutions of Necessity is recommended for the Subject Property Interests in order to maintain the WVC Project schedule and avoid delays, SBCTA's acquisition agents will continue to negotiate with the property owners in an effort to acquire the Subject Property Interests needed through a voluntary purchase and avoid litigation in the eminent domain process.

The owners of the subject properties are:

- Riad Bacily & Tamer Bacily
- Starbridge (Ontario) Investment, LLC, a California Limited Liability Company
- NRP Developments, Inc., a California Corporation
- William S. Short & Audree L. Short
- Hamid Reza DiBadj & Telma F. Roshanravan, Trustees of the DiBadj Family 2018 Revocable Trust
- Khang Bao Lieu
- Holt-San Antonio, LLC, a California Limited Liability Company
- MMOS, Inc., a California Corporation
- AJ1 Development, LLC, a California Limited Liability Company
- Annette Marie Durrizague, Trustee of Trust A created under The Durrizague 2003 Revocable Trust Agreement dated June 18, 2003, as to an undivided fifty percent (50%) interest; Annette Marie Durrizague, Trustee of Trust B created under The Durrizague 2003 Revocable Trust Agreement dated June 18, 2003, as to an undivided forty-two percent (42%) interest; and Annette Marie Durrizague, Trustee of Trust C created under The Durrizague 2003 Revocable Trust Agreement dated June 18, 2003, as to an undivided eight percent (8%) interest.
- Chi Hong Chiang & Hui-Chuan Wang, Trustees of the Chiang Family Trust dated July 8, 2010
- Salvador & Maria C. Ayala
- Albert Aleman & Bertha Aleman
- Yolanda Chavez
- Sen Mou Shih & Wei-Cho Shih, as to an undivided 50% interest; Chung Hsien Lee & Shu Luan Feng Lee, as to an undivided 50% interest
- Qu's Holding, LLC, a California Limited Liability Company
- Anthony Ditommaso, as to an undivided 42.026% interest; Jeanne D. Bruno, as to an undivided 42.026% interest; Deanna P. Brost (formerly Deanna P. Ditommaso), Trustee of the Deanna P. Brost Separate Property Trust Dated

June 28, 2005, as to an undivided 5.316% interest; Christopher F. Ditommaso, Trustee of the Christopher F. Ditommaso Separate Property Trust Dated August 2, 2005, as to an undivided 5.316% interest; Franklin J. Bruno, Trustee of the Franklin J. Bruno Living Trust, as to an undivided 2.658% interest, and Anthony Ditommaso and Beverly B. Ditommaso, Trustees of the Anthony & Beverly Ditommaso and Beverly B. Ditommaso Living Trust Dated April 23, 2003, as to an undivided 2.658% interest

- Holt Blvd. LLC, a California Limited Liability Company
- Holt LPIV 3 LLC, a Delaware Limited Liability Company
- Muhammad S. Tremazi & Iqbal M. Tremazi
- Patrick F. Grabowski & Janis Grabowski, Trustees of that Certain Revocable Declaration of Trust, known as the 2012 Grabowski Revocable Trust, dated June 21, 2012
- Rowlands Properties, a California Partnership
- Ontario CNG Property LLC, a California Limited Liability Company

***Support for Adoption of Resolutions of Necessity***

SBCTA is authorized to acquire property by eminent domain pursuant to the California Public Utilities Code Sections 130220.5 and 130809(b)(4). SBCTA is also authorized to acquire property for public use by eminent domain pursuant to Section 19 of Article 1 of the California Constitution, California Code of Civil Procedure Section 1230.010 et seq. (Eminent Domain Law), including but not limited to Sections 1240.010, 1240.020, 1240.110, 1240.120, 1240.320, 1240.330, 1240.510, 1240.610, 1240.650 and by other provisions of law. Acquisition of the property interests by eminent domain will allow SBCTA to obtain legal rights to the properties needed for the WVC Project in cases where a negotiated sale cannot be reached. Adoption of a Resolution of Necessity authorizes SBCTA to file an eminent domain proceeding for the acquisition by eminent domain of the property interests described in each Resolution of Necessity. It is necessary to obtain authorization to commence eminent domain proceedings at this time because it can take several months to obtain possession of the Subject Property Interests needed for the WVC Project. SBCTA needs to obtain prejudgment possession in time to ensure that the WVC Project is operational by early 2025.

To adopt the subject Resolutions of Necessity, SBCTA must make the four findings discussed below for each of the property interests needed for the WVC Project in accordance with Code of Civil Procedure Sections 1240.030 and 1245.230. The issue of the amount of just compensation for each of the property interests is not addressed by these Resolutions of Necessity and is not an issue before the Board at the hearing. The four necessary findings are:

1. The public interest and necessity require the WVC Project;
2. The WVC Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;
3. The Subject Property Interests sought to be acquired are necessary for the WVC Project; and

4. The offer required by Government Code Section 7267.2 has been made to the owner or owners of record.

The four required findings are supported by the evidence set forth below.

**1. The public interest and necessity require the WVC Project.**

The WVC Project, as planned and designed, will be a 100% zero-emission BRT system, the first stage of the San Bernardino County Zero Emission Bus Initiative and second BRT route in San Bernardino County. The WVC Project is a proposed 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga and Fontana. The WVC Project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. The WVC Project will also construct a new operation and maintenance facility for light maintenance activities. The WVC Project will be constructed in two phases including Phase I/Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga and Phase II/Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. Phase I is scheduled for operation in early 2025. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I when funding is available. Stations would be “rapid bus” style stations designed for fast boarding.

Phase 1 of the WVC Project is 19 miles and will upgrade a portion of existing Route 61 which runs along Holt Boulevard, adding approximately 3.5 miles as center running, dedicated bus-only lanes. There will be 21 stations in Phase 1 that will provide a much-improved transit connection to Ontario International Airport and help build transit connectivity by linking Ontario International Airport, two Metrolink lines (San Bernardino and Riverside) and multiple major activity centers along the route, including Ontario Mills and Victoria Gardens. Headways will be 10 minutes in the peak commute period and 15 minutes off-peak, providing a high level of service to the community. The WVC Project traverses an urban corridor, and BRT stations have been located to create a comfortable, efficient transit place that fits into the community fabric. The WVC Project is in the public interest and necessity because it will create an efficient alternative to the use of personal vehicles thereby reducing the overall emissions into the environment.

The WVC is also in the public interest and necessity because it will improve travel time and the speed and reliability of bus transit based on the proposed exclusive bus-only lanes with five center-running stations in Ontario. The WVC Project is consistent with several regional and local land-use plans, including helping to achieve the goals of Southern California Association of Governments’ (SCAG) Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Communities Strategy, SBCTA’s Long-Range Transit Plan for San Bernardino Valley, goals related to improving transit opportunities in the General Plans of the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana and the counties of Los Angeles and San Bernardino, and the Specific Plans, Community Plans, and Master Plans along the project corridor. Resolution No. 20-046 highlighted that the City of Ontario’s Holt Boulevard Mobility and Streetscape Strategic Plan specifically reflects the WVC Project with exclusive bus-only lanes on Holt Boulevard. In addition, the WVC Project will facilitate future transit-oriented developments and mixed-use developments along the project corridor to revitalize the WVC Project area. The WVC Project is also in the public interest and necessity

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because it will result in economic benefits for the area, revitalize adjacent land uses along the corridor, and improve sidewalks and parkways associated with land acquisition for the widened right-of-way.

**2. The WVC Project is planned and located in the manner that will be most compatible with the greatest public good and least private injury.**

The purpose of the WVC Project is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the city of Pomona, in Los Angeles County, to the city of Fontana, in San Bernardino County, with an enhanced, state-of-the-art BRT system (i.e., a system that includes off-board fare vending, all-door boarding, Transit Signal Priority (TSP) optimized operating plans, and stations that consist of branded shelter/canopy, security cameras, benches, lighting, and variable message signs). The WVC Project seeks to address the growing traffic congestion and travel demands of the nearly one million people that would be added to Los Angeles and San Bernardino County by 2040 as set forth in SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy growth forecast. Improved rapid transit along the project corridor would help Omnitrans and SBCTA achieve the long-range goals to cost effectively enhance lifeline mobility and accessibility, improve transit operations, increase ridership, support economic growth and redevelopment, conserve nonrenewable resources, and improve corridor safety.

The WVC Project is planned and designed to improve transit service by better accommodating existing high bus ridership. It is also planned and designed to improve ridership by providing a viable and competitive transit alternative to the automobile and improve efficiency of transit service delivery while lowering Omnitrans' operating costs per rider. Further, the WVC Project supports local and regional planning goals to organize development along transit corridors and around transit stations. Current and future population and employment conditions establish a need for higher-quality transit service. The WVC Project corridor is primarily an inter-city route that serves densely populated neighborhoods with a high percentage of transit patrons that are minority, low-income, and/or transit dependent. The WVC Project corridor includes a current high level of employment and several key activity centers. Regionally, the Inland Empire leads the six-county southern California region in growth. Current and future transportation conditions establish a need for an improved transit system. The current standard bus service has several deficiencies that do not make transit an attractive alternative to the automobile, particularly in terms of corridor travel time. Current and future travel demand is expected to accompany the projected growth in population and employment, further increasing the need for an improved transit system. Finally, transit-related opportunities exist in the WVC Project area. Current transit access to employment and intermodal centers is considered inadequate to meet current and future needs. High-quality, reliable rapid transit service is needed to deliver riders to these multiple destinations; the WVC Project would provide such a service. The WVC Project alignment passes through potential redevelopment and transit-oriented development areas and would help foster their potential for development.

The WVC Project will affect approximately 241 parcels, and will require several business and residential relocations. SBCTA held several meetings and considered alternatives to the current Alternative B design that the Board selected as the preferred alternative based on the benefits to the WVC Project corridor. The WVC Project was planned and designed in a manner to accomplish the greatest public good and cause the least private injury. SBCTA and its San Bernardino County Transportation Authority

acquisition agents have had numerous communications with the owners of the properties impacted by the WVC Project and will work with all owners of impacted parcels to minimize the impact of the WVC Project on the subject properties and to assist those persons and businesses displaced by the WVC Project to receive applicable relocation assistance and benefits.

**3. Each of the Subject Property Interests SBCTA seeks to acquire is necessary for the WVC Project.**

SBCTA seeks to construct the WVC Project, as planned and designed, to improve bus efficiency and reduce carbon emissions over a 19-mile segment. The WVC Project requires the acquisition of additional right-of-way for the proposed bus way. Phase 1 of the WVC Project is 19 miles and will upgrade a portion of existing Route 61 which runs along Holt Boulevard, adding approximately 3.5 miles as center running, dedicated bus-only lanes. There will be 21 stations in Phase 1 that will provide a much-improved transit connection to Ontario International Airport (ONT) and help build transit connectivity by linking ONT, two Metrolink lines (San Bernardino and Riverside) and multiple major activity centers along the route including Ontario Mills and Victoria Gardens. Headways will be 10 minutes in the peak commute period and 15 minutes off-peak, providing a high level of service to the community. The WVC Project traverses an urban corridor, and BRT stations have been identified to create a comfortable, efficient transit place that fits into the community fabric. The WVC Project will create an efficient alternative to the use of personal vehicles thereby reducing the overall emissions into the environment.

Although SBCTA is constructing portions of the WVC Project within existing ROW, the WVC Project requires acquisition of the subject property interests listed below and cannot be constructed without the acquisition of said subject property interests:

- Riad Bacily & Tamer Bacily: A temporary construction easement is needed for construction of the WVC Project improvements.
- Starbridge (Ontario) Investment, LLC, a California Limited Liability Company: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- NRP Developments, Inc., a California Corporation: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- William S. Short & Audree L. Short: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Hamid Reza DiBadj & Telma F. Roshanravan, Trustees of the DiBadj Family 2018 Revocable Trust: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Khang Bao Lieu: A temporary construction easement is needed for construction of the WVC Project improvements.
- Holt-San Antonio, LLC, a California Limited Liability Company: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.

- MMOS, Inc., a California Corporation: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- AJ1 Development, LLC, a California Limited Liability Company: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Annette Marie Durrizague, Trustee of Trust A created under The Durrizague 2003 Revocable Trust Agreement dated June 18, 2003, as to an undivided fifty percent (50%) interest; Annette Marie Durrizague, Trustee of Trust B created under The Durrizague 2003 Revocable Trust Agreement dated June 18, 2003, as to an undivided forty-two percent (42%) interest; and Annette Marie Durrizague, Trustee of Trust C created under The Durrizague 2003 Revocable Trust Agreement dated June 18, 2003, as to an undivided eight percent (8%) interest: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Chi Hong Chiang & Hui-Chuan Wang, Trustees of the Chiang Family Trust dated July 8, 2010: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Salvador & Maria C. Ayala: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Albert Aleman & Bertha Aleman: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Yolanda Chavez: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Sen Mou Shih & Wei-Cho Shih, as to an undivided 50% interest; Chung Hsien Lee & Shu Luan Feng Lee, as to an undivided 50% interest: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Qu's Holding, LLC, a California Limited Liability Company: Two permanent easements and two temporary construction easements are needed for construction of the WVC Project improvements.
- Anthony Ditommaso, as to an undivided 42.026% interest; Jeanne D. Bruno, as to an undivided 42.026% interest; Deanna P. Brost (formerly Deanna P. Ditommaso), Trustee of the Deanna P. Brost Separate Property Trust Dated June 28, 2005, as to an undivided 5.316% interest; Christopher F. Ditommaso, Trustee of the Christopher F. Ditommaso Separate Property Trust Dated August 2, 2005, as to an undivided 5.316% interest; Franklin J. Bruno, Trustee of the Franklin J. Bruno Living Trust, as to an undivided 2.658% interest, and Anthony Ditommaso and Beverly B. Ditommaso, Trustees of the Anthony & Beverly Ditommaso and Beverly B. Ditommaso Living Trust Dated April 23, 2003, as to an undivided 2.658% interest: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.

- Holt Blvd., LLC, a California Limited Liability Company: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Holt LPIV 3, LLC, a Delaware Limited Liability Company: Three permanent easements and three temporary construction easements are needed for construction of the WVC Project improvements.
- Muhammad & Iqbal M. Tremazi: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Patrick F. Grabowski & Janis Grabowski, Trustees of that Certain Revocable Declaration of Trust, known as the 2012 Grabowski Revocable Trust, dated June 21, 2012: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.
- Holt Blvd., LLC, a California Limited Liability Company: Two temporary construction easements are needed for construction of the WVC Project improvements.
- Rowlands Properties, a California Partnership: Three permanent easements and three temporary construction easements are needed for construction of the WVC Project improvements.
- Ontario CNG Property, LLC, a California Limited Liability Company: A permanent easement and a temporary construction easement are needed for construction of the WVC Project improvements.

A number of parcels have constructed improvements that encroach within the public right-of-way. SBCTA is compensating the property owners for any improvements affected by the WVC Project, even in those cases where said improvements encroach in the public right-of-way.

As stated above, the public use for which SBCTA seeks to acquire the subject property interests, namely street widening for bus related purposes to improve corridor mobility and transit efficiency with an enhanced, state-of-the-art BRT system, and all uses necessary or convenient thereto, will not unreasonably interfere with or impair the continuance of the public use to which any easement holders may have appropriated the area (Code of Civil Procedure Section 1240.510). Further, the WVC Project may require the relocation of several utilities to the proposed new right-of-way area. The public use for which SBCTA seeks to acquire the subject property interests, namely street widening for bus related purposes to improve corridor mobility and transit efficiency with an enhanced, state-of-the-art BRT system, and all uses necessary or convenient thereto, is a more necessary public use within the meaning of Code of Civil Procedure Section 1240.650 than the uses to which public utility easement holders have appropriated any utility easements located in the subject property interests that are affected by the WVC Project. Accordingly, SBCTA is authorized to acquire the subject property interests pursuant to Code of Civil Procedure Sections 1240.510, 1240.610, and 1240.650.

Pursuant to Code of Civil Procedure Sections 1240.510 and 1240.610, to the extent that any of the subject property interests are already devoted to a public use, the use proposed by this San Bernardino County Transportation Authority

WVC Project is a more necessary public use than the use to which the subject property interests, or any portion thereof, are already devoted, or, in the alternative, are a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the subject property interests, or any portion thereof, are already devoted.

In addition, to the extent the subject property interests, or portions thereof, are currently devoted to or held for some public use, SBCTA intends to acquire substitute property pursuant to Code of Civil Procedure Sections 1240.320 and 1240.330. The requirements of said sections have been satisfied and the acquisition of said substitute property is necessary for the WVC Project. The substitute property may be conveyed by SBCTA to the owner(s) of the property interests needed for the WVC Project.

**4. Offers required by Section 7267.2 of the Government Code have been made to the owner or owners of record.**

SBCTA, pursuant to Government Code Section 7260 *et seq.*, obtained a fair market value appraisal of the subject property interests, set just compensation in accordance with the fair market value and extended a written offer to the owners of record of the subject property interests. As detailed above, SBCTA extended to the owner of record of the subject property interests a written offer pursuant to Government Code Section 7267.2 to acquire the subject property interests for a public use, namely public road widening and related purposes, and all uses necessary or convenient thereto. Specifically, SBCTA extended written offers to the following record owners of the subject property interests:

- SBCTA extended a written offer to Riad Bacily & Tamer Bacily to purchase an approximate 802 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 1201 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1011-121-22.
- SBCTA extended a written offer to Starbridge (Ontario) Investment, LLC, a California Limited Liability Company to purchase an approximate 15 square foot permanent easement and impacted site improvements, as well as an approximate 182 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 700 N. Haven Avenue, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 0210-211-33.
- SBCTA extended a written offer to NRP Developments, Inc., a California Corporation to purchase an approximate 336 square foot permanent easement and impacted site improvements, as well as an approximate 2,455 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at

967 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1011-141-06.

- SBCTA extended a written offer to William S. Short & Audree L. Short to purchase an approximate 981 square foot permanent easement and impacted site improvements, as well as an approximate 6,641 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 909 & 925 W. Holt Boulevard and W. Brooks Street, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 1011-141-11, 13 & 30.
- SBCTA extended a written offer to Hamid Reza DiBadj & Telma F. Roshanravan, Trustees of the DiBadj Family 2018 Revocable Trust to purchase an approximate 490 square foot permanent easement and impacted site improvements, as well as an approximate 2,589 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 849 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1011-141-16.
- SBCTA extended a written offer to Khang Bao Lieu to purchase an approximate 971 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 943 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1011-141-35.
- SBCTA extended a written offer to Holt-San Antonio, LLC, a California Limited Liability Company to purchase an approximate 828 square foot permanent easement and impacted site improvements, as well as an approximate 525 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 668 & 646 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1048-591-28.
- SBCTA extended a written offer to MMOS, Inc., a California Corporation to purchase an approximate 1,851 square foot permanent easement and impacted site improvements, as well as an approximate 3,192 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at

724 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1048-604-14.

- SBCTA extended a written offer to AJ1 Development, LLC, a California Limited Liability Company to purchase an approximate 1,212 square foot permanent easement and impacted site improvements, as well as an approximate 3,181 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 740 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1048-604-15.
- SBCTA extended a written offer to Annette Marie Durrizague, Trustee of Trust A created under The Durrizague 2003 Revocable Trust Agreement dated June 18, 2003, as to an undivided fifty percent (50%) interest; Annette Marie Durrizague, Trustee of Trust B created under The Durrizague 2003 Revocable Trust Agreement dated June 18, 2003, as to an undivided forty-two percent (42%) interest; and Annette Marie Durrizague, Trustee of Trust C created under The Durrizague 2003 Revocable Trust Agreement dated June 18, 2003, as to an undivided eight percent (8%) interest to purchase an approximate 167 square foot permanent easement and impacted site improvements, as well as an approximate 1,100 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 761 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-011-02.
- SBCTA extended a written offer to Chi Hong Chiang & Hui-Chuan Wang, Trustees of the Chiang Family Trust dated July 8, 2010 to purchase an approximate 75 square foot permanent easement and impacted site improvements, as well as an approximate 933 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 625 & 627 W. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 1049-021-03 & 04.
- SBCTA extended a written offer to Salvador & Maria C. Ayala, to purchase an approximate 542 square foot permanent easement and impacted site improvements, as well as an approximate 996 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 745 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1048-512-17.

- SBCTA extended a written offer to Albert Aleman & Bertha Aleman to purchase an approximate 174 square foot permanent easement and impacted site improvements, as well as an approximate 1,080 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 757 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1048-512-10.
- SBCTA extended a written offer to Yolanda Chavez to purchase an approximate 358 square foot permanent easement and impacted site improvements, as well as an approximate 925 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 755 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1048-512-16.
- SBCTA extended a written offer to Sen Mou Shih & Wei-Cho Shih, as to an undivided 50% interest; Chung Hsien Lee & Shu Luan Feng Lee, as to an undivided 50% interest to purchase an approximate 1,983 square foot permanent easement and impacted site improvements, as well as an approximate 1,272 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at N/O E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 0110-071-02.
- SBCTA extended a written offer to Qu's Holding, LLC, a California Limited Liability company to purchase an approximate 920 square foot permanent easement and impacted site improvements from APN 0110-071-06, an approximate 997 square foot permanent easement and impacted site improvements from APN 0110-071-07, an approximate 861 square foot temporary construction easement with a term of twenty-four months from APN 0110-071-06, and an approximate 1,209 square foot temporary construction easement with a term of twenty-four months from APN 0110-071-07, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 1381 & 1387 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 0110-071-06 & 07.
- SBCTA extended a written offer to Anthony Ditommaso, as to an undivided 42.026% interest; Jeanne D. Bruno, as to an undivided 42.026% interest; Deanna P. Brost (formerly Deanna P. Ditommaso), Trustee of the Deanna P. Brost Separate Property Trust Dated June 28, 2005, as to an undivided 5.316% interest; Christopher F. Ditommaso, Trustee of the Christopher F. Ditommaso Separate



Property Trust Dated August 2, 2005, as to an undivided 5.316% interest; Franklin J. Bruno, Trustee of the Franklin J. Bruno Living Trust, as to an undivided 2.658% interest, and Anthony Ditommaso and Beverly B. Ditommaso, Trustees of the Anthony & Beverly Ditommaso and Beverly B. Ditommaso Living Trust Dated April 23, 2003, as to an undivided 2.658% interest to purchase an approximate 2,975 square foot permanent easement and impacted site improvements, as well as an approximate 2,740 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at N/O E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 0110-081-07.

- SBCTA extended a written offer to Holt Blvd. LLC, a California Limited Liability Company to purchase an approximate 99 square foot permanent easement and impacted site improvements, as well as an approximate 5,275 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 1627 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 0110-081-08.
- SBCTA extended a written offer to Holt LPIV 3 LLC, a Delaware Limited Liability Company to purchase an approximate 1,860 square foot permanent easement from APN 0110-111-02 & 03, an approximate 910 square foot permanent easement from APN 0110-111-11, an approximate 881 square foot permanent easement and impacted site improvements from APN 0110-111-12, an approximate 3,494 square foot temporary construction easement with a term of twenty-four months from APN 0110-111-02 & 03, an approximate 1,820 square foot temporary construction easement with a term of twenty-four months from APN 0110-111-11, and an approximate 1,796 square foot temporary construction easement with a term of twenty-four months from APN 0110-111-12, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 1630-1650 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 0110-111-02, 03, 11 & 12.
- SBCTA extended a written offer to Muhammad & Iqbal M. Tremazi to purchase an approximate 1,721 square foot permanent easement and impacted site improvements, as well as an approximate 3,013 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 936 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 1049-131-06.

- SBCTA extended a written offer to Patrick F. Grabowski & Janis Grabowski, Trustees of that Certain Revocable Declaration of Trust, known as the 2012 Grabowski Revocable Trust, dated June 21, 2012 to purchase an approximate 3,900 square foot permanent easement and impacted site improvements, as well as an approximate 3,658 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 1405 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 0110-072-10 & 11.
- SBCTA extended a written offer to Holt Blvd. LLC, a California Limited Liability company to purchase an approximate 321 square foot and a 344 square foot temporary construction easement, each with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 1625 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 0110-081-13.
- SBCTA extended a written offer to Rowlands Properties, a California Partnership to purchase an approximate 2,113 square foot permanent easement and impacted site improvements from APN 0110-101-01, an approximate 488 square foot permanent easement and impacted site improvements from APN 0110-111-09, an approximate 774 square foot permanent easement and impacted site improvements from APN 0110-111-10, an approximate 5,573 square foot temporary construction easement with a term of twenty-four months from APN 0110-101-01, an approximate 1,704 square foot temporary construction easement with a term of twenty-four months from APN 0110-111-09, and an approximate 1,320 square foot temporary construction easement with a term of twenty-four months from APN 0110-111-10, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 1634, 1640 & 1744 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Numbers 0110-101-01 and 0110-111-09 & 10.
- SBCTA extended a written offer to Ontario CNG Property LLC, a California Limited Liability Company to purchase an approximate 345 square foot permanent easement and impacted site improvements, as well as an approximate 299 square foot temporary construction easement with a term of twenty-four months, over portions of the real property for public road widening and related purposes, and all uses necessary or convenient thereto in connection with the construction and future maintenance of the WVC Project, from the real property located at 1850 E. Holt Boulevard, Ontario, and identified as San Bernardino County Tax Assessor's Parcel Number 0110-101-13.

***Incorporation of Above-Referenced Documents:***

The following documents on file with the SBCTA Clerk's Office, which are referenced in this report, are incorporated herein by this reference:

- Resolutions of Necessity
- SBCTA Resolution No. 20-046
- Offer letter to the record owners of the subject property interests
- Notice pursuant to Code of Civil Procedure Section 1245.235 to the record owners of the subject property interests
- Notice pursuant to Code of Civil Procedure Section 1245.235 to the Cities of Montclair, Ontario, Pomona and Rancho Cucamonga as required by Public Utilities Code Section 130220.5(c)
- Project plans
- Environmental Documents relating to the WVC Project

***Financial Impact:***

This item is consistent with the Fiscal Year 2021/2022 Budget under Task No. 0315 Transit Capital, Sub-Task No. 0334 West Valley Connector.

***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 resolutions.

***Responsible Staff:***

Ramie Dawit, Transit and Rail Consultant - WSP

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Approved  
 Transit Committee  
 Date: December 9, 2021

Witnessed By:

12/3/2021

# WEST VALLEY CONNECTOR PROJECT

## RESOLUTIONS OF NECESSITY FOR PROJECT RIGHT-OF-WAY

Presenter: Ramie Dawit  
SBCTA Right-of-Way Manager



**cta**

San Bernardino County  
Transportation Authority

Transit Committee  
December 9, 2021

### SBCTA IS REQUESTED TO MAKE THE FOLLOWING FINDINGS:

1. The public interest and necessity require the proposed project
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury
3. The real property to be acquired is necessary for the project
4. The offer of just compensation has been made to the property owner




**SBCTA Request**

Attachment: RON (January) Powerpoint Presentation PDF (8172) : Preview of the Hearing to Consider RON for Property Interests for the WVC

12/3/2021

- Connect the Pomona, Montclair, Ontario, and Rancho Cucamonga communities with improved bus service with 15-minute headways and stops at the Pomona Transit Center, Ontario International Airport, Ontario Mills, Rancho Cucamonga Metrolink Station, and Victoria Gardens in Rancho Cucamonga
- Construct 21 bus stations serving the 19-mile-long route between the Pomona Transit Center in Pomona and Victoria Gardens in Rancho Cucamonga
- Widen approximately 3.5 miles of Holt Boulevard in Ontario to accommodate dedicated bus lanes and five center-running bus stations
- Introduce transit signal priority at intersections to improve bus service
- Improve drainage to mitigate existing flooding along Holt Boulevard
- Provide enhanced amenities for passengers at stations including bike racks and improved wayfinding signage
- Install pantograph charging to allow for use of sustainable electric bus fleet
- Construct continuous sidewalk along both sides of Holt Boulevard through the City of Ontario to improve pedestrian accessibility
- Beautify the Holt Boulevard corridor by planting approximately 26,000 trees and shrubs in parkways adjacent to the roadway and at stations



WEST VALLEY CONNECTOR PROJECT 



West Valley Connector Project

**OWNER: BACILY RIAD**

**LEGEND**

- SELECTED PARCEL(S)
- - - EXISTING RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT AREA
- - - TEMPORARY CONSTRUCTION EASEMENT (TCE)
- - - PROPOSED RIGHT OF WAY

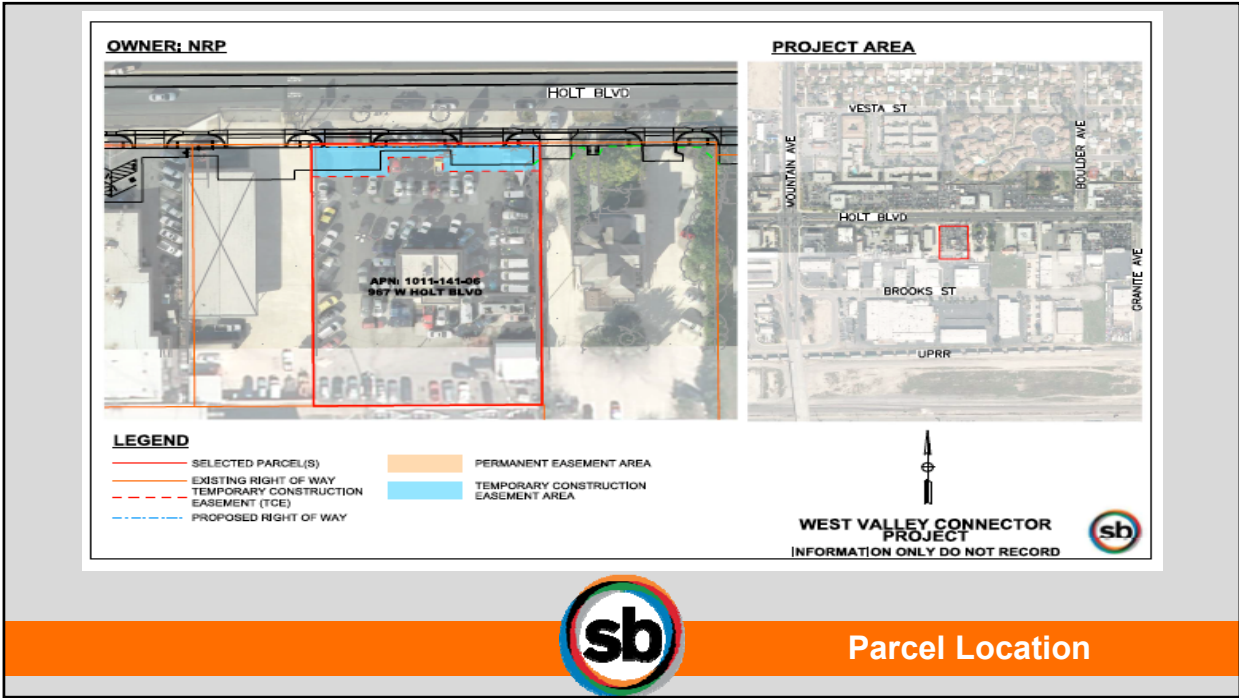
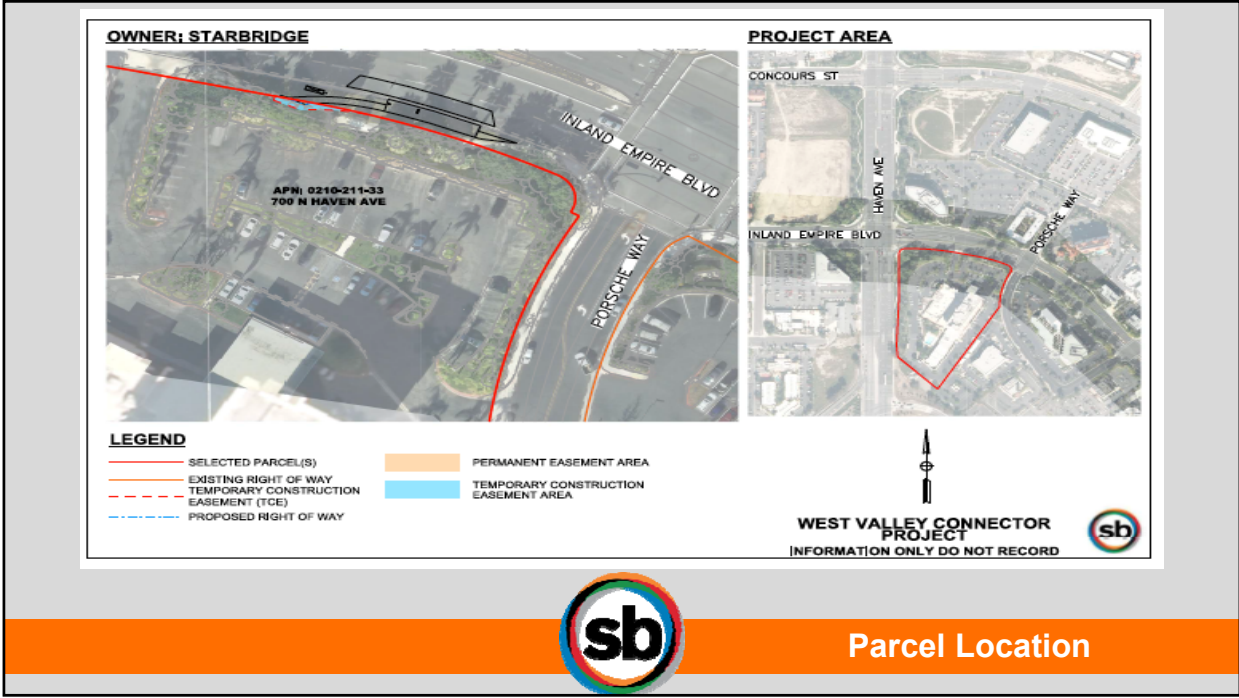
**PROJECT AREA**

**WEST VALLEY CONNECTOR PROJECT**  
INFORMATION ONLY DO NOT RECORD



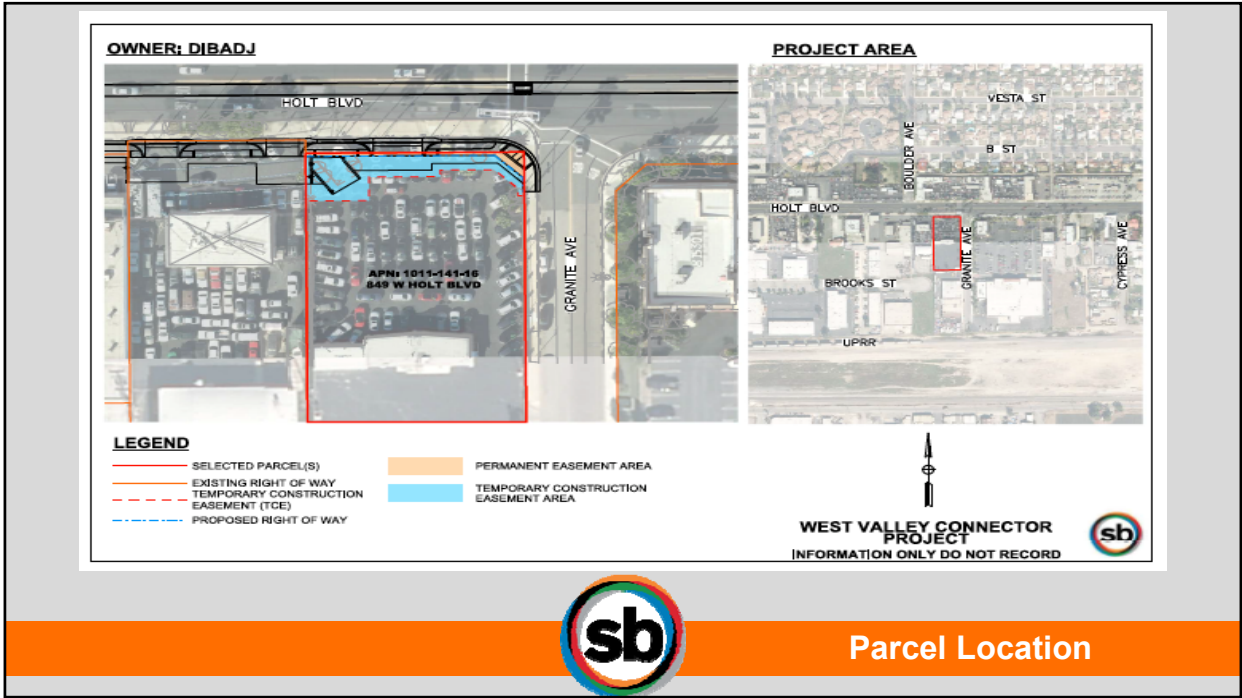
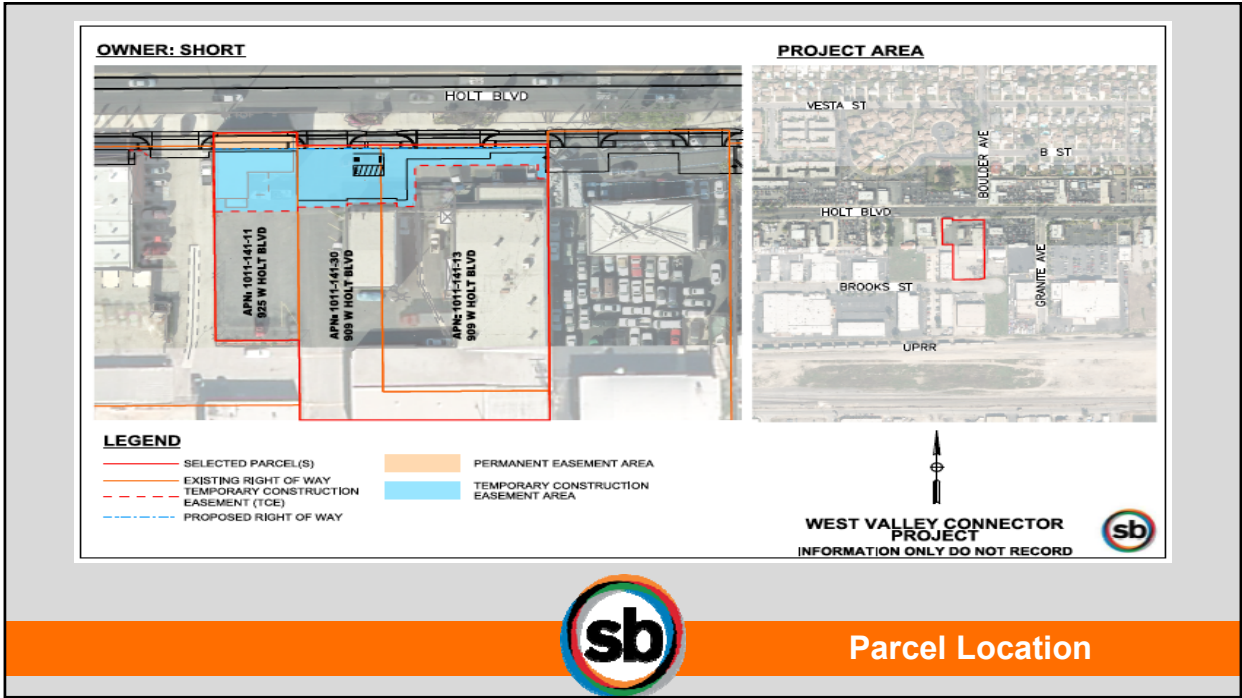
Parcel Location

Attachment: RON (January) Powerpoint Presentation PDF (8172 : Preview of the Hearing to Consider RON for Property Interests for the WVC



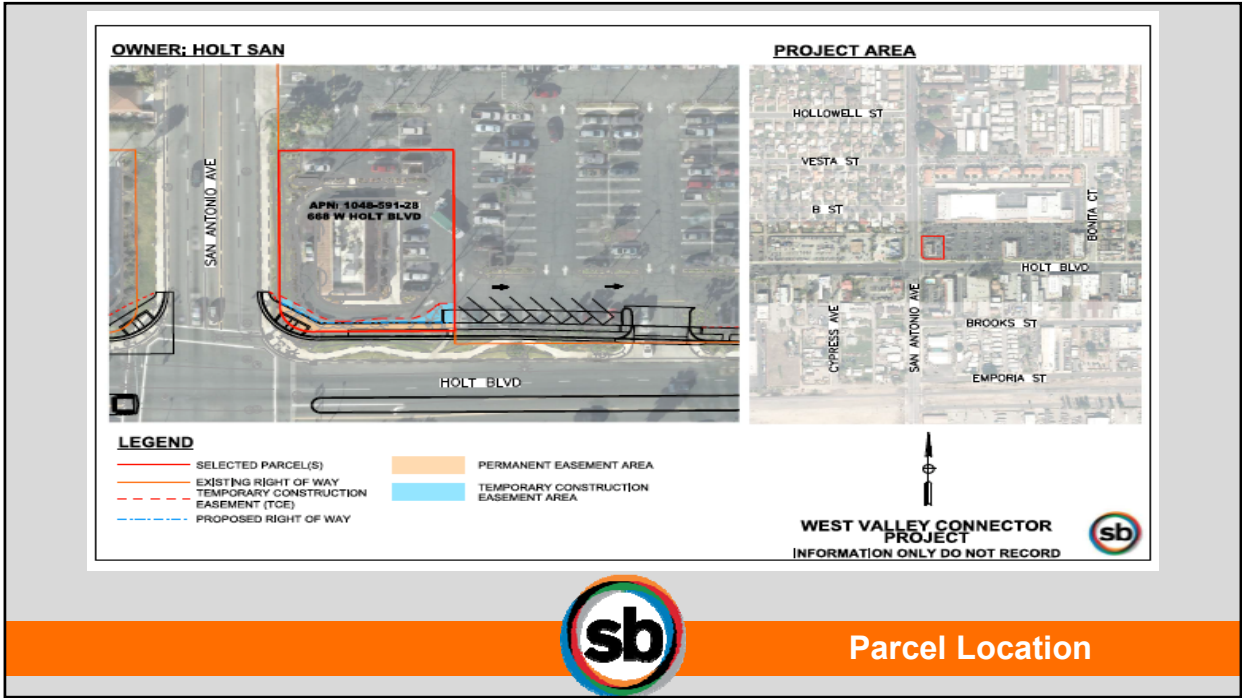
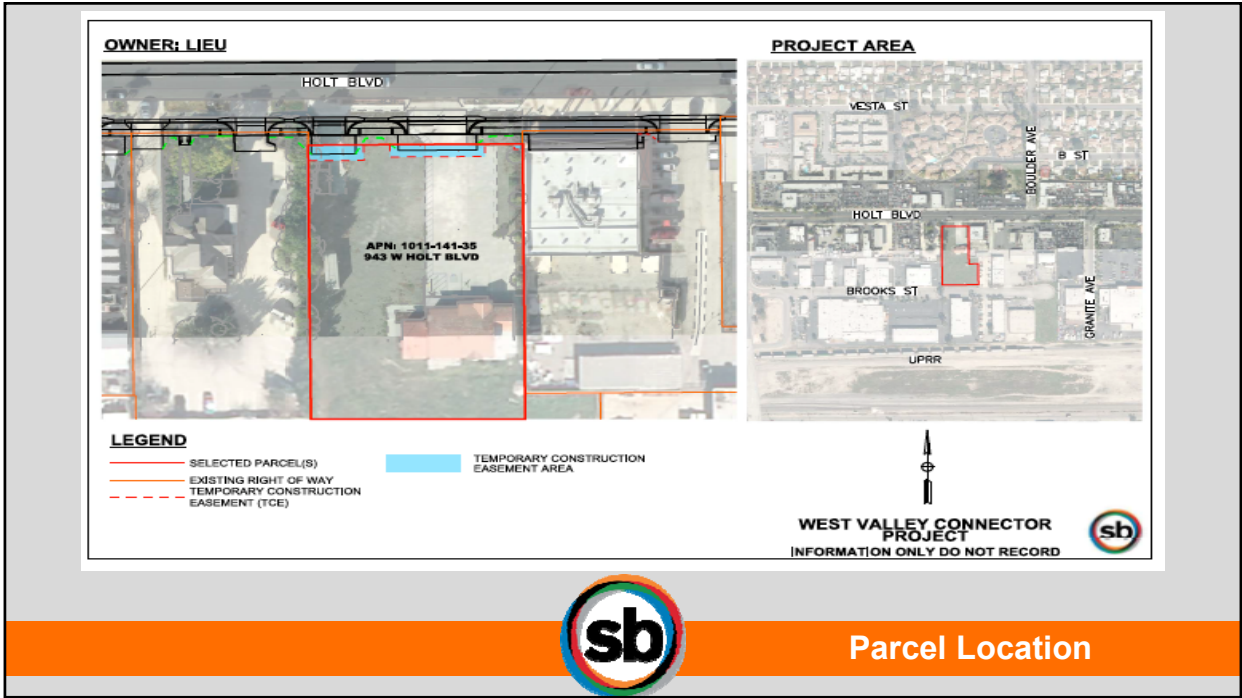
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12/3/2021



Attachment: RON (January) Powerpoint Presentation PDF (8172 : Preview of the Hearing to Consider RON for Property Interests for the WVC

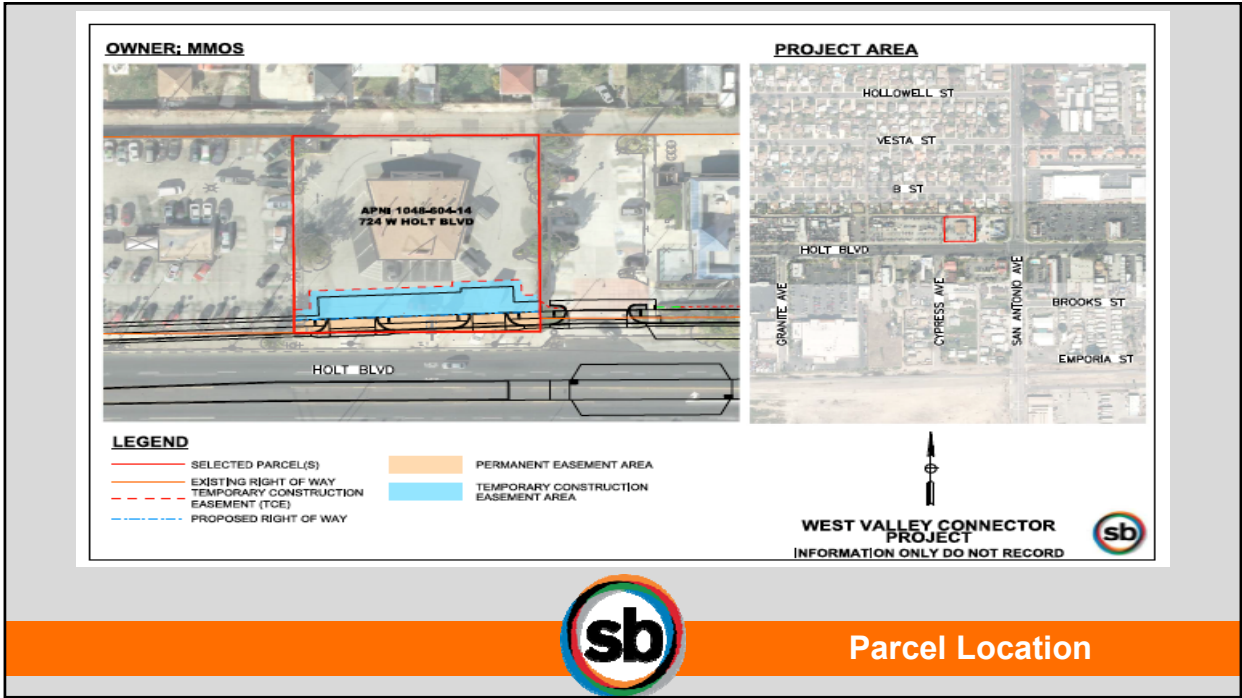
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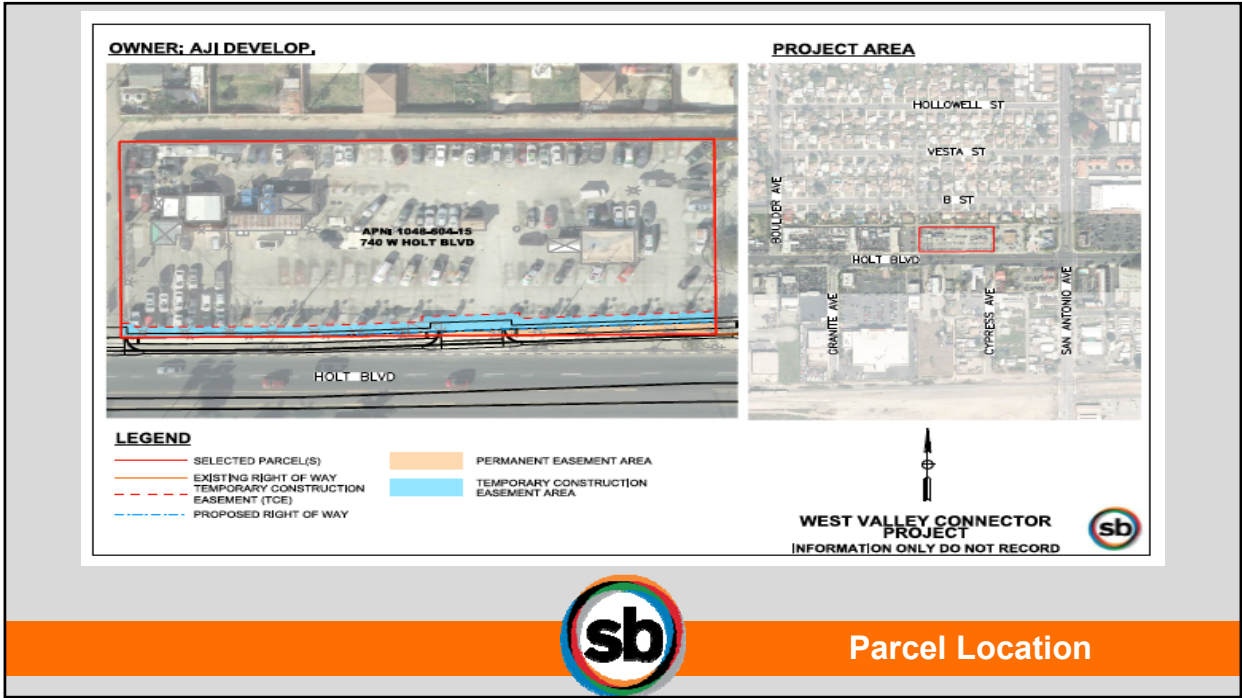
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12/3/2021



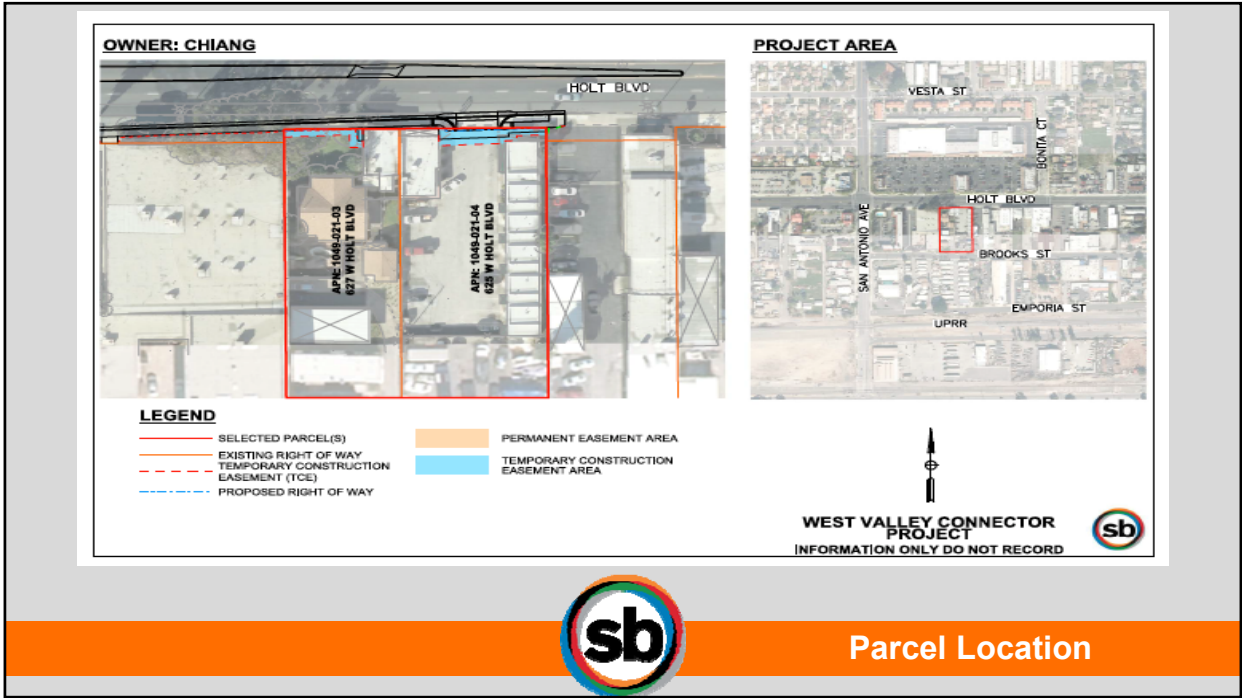
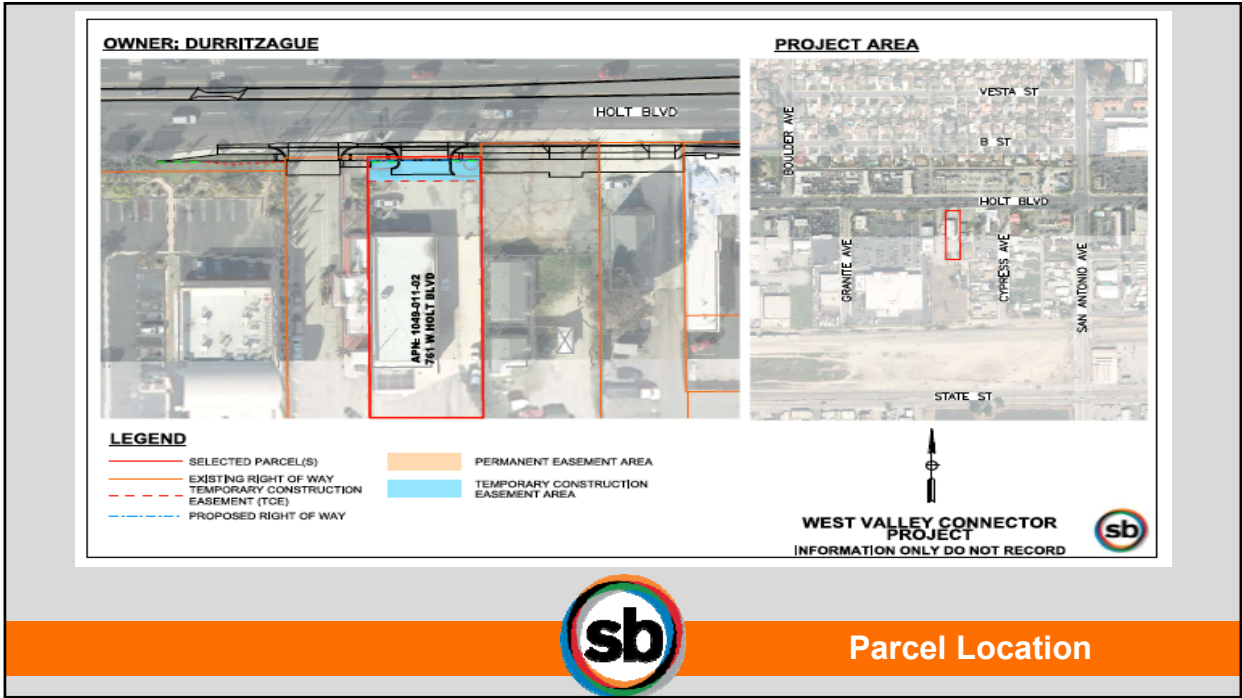
Parcel Location



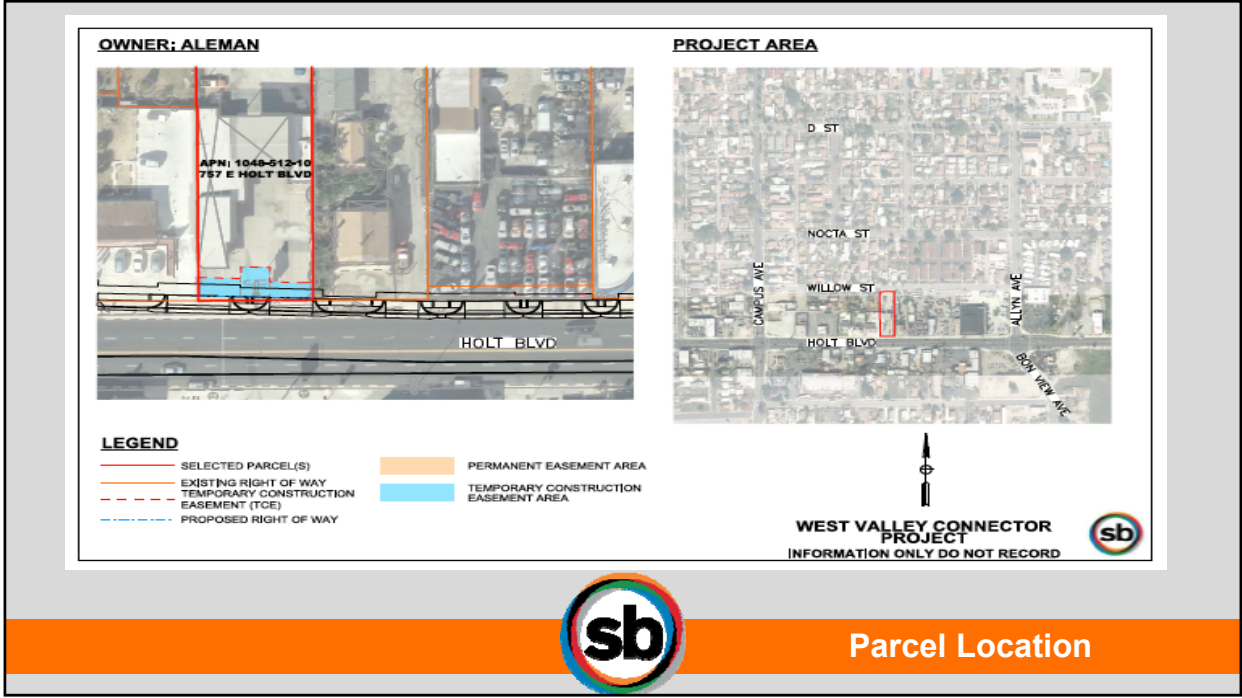
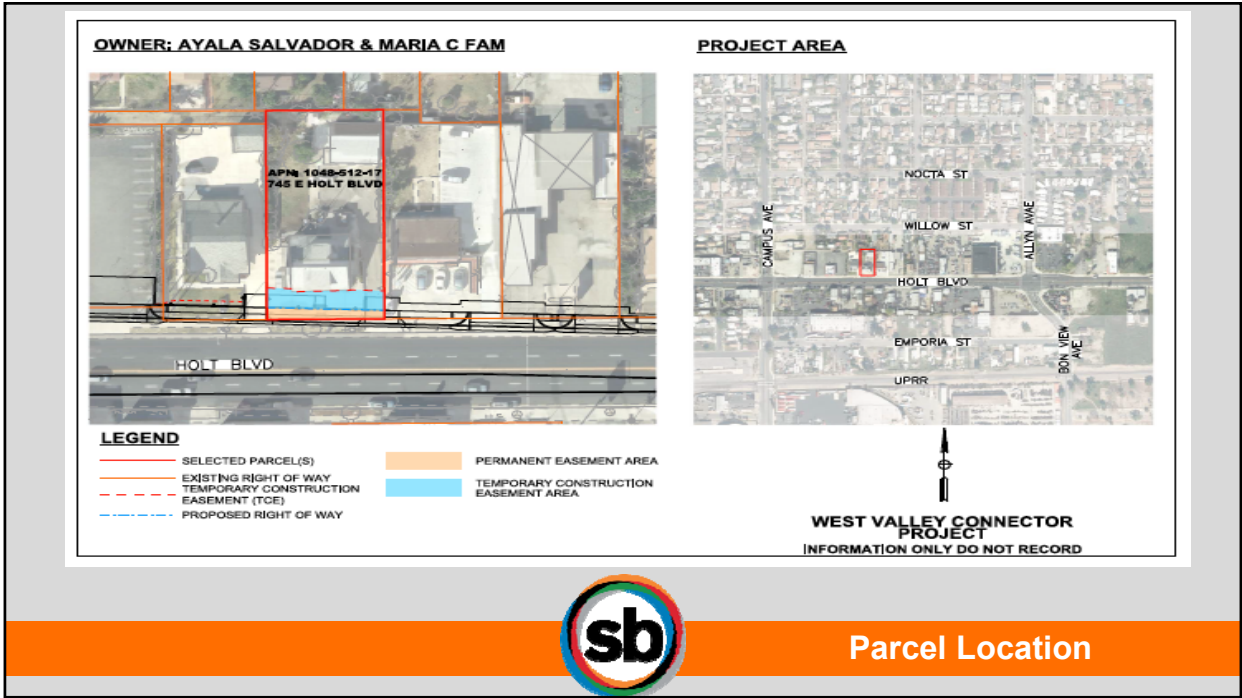
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12/3/2021

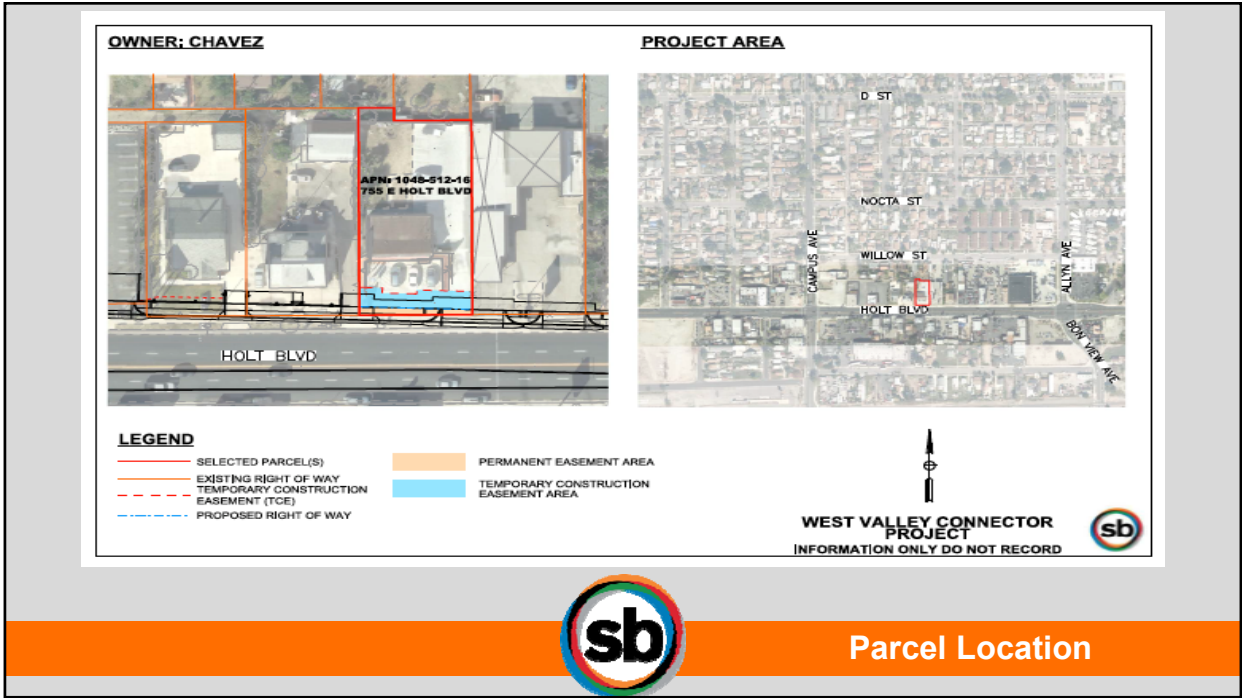


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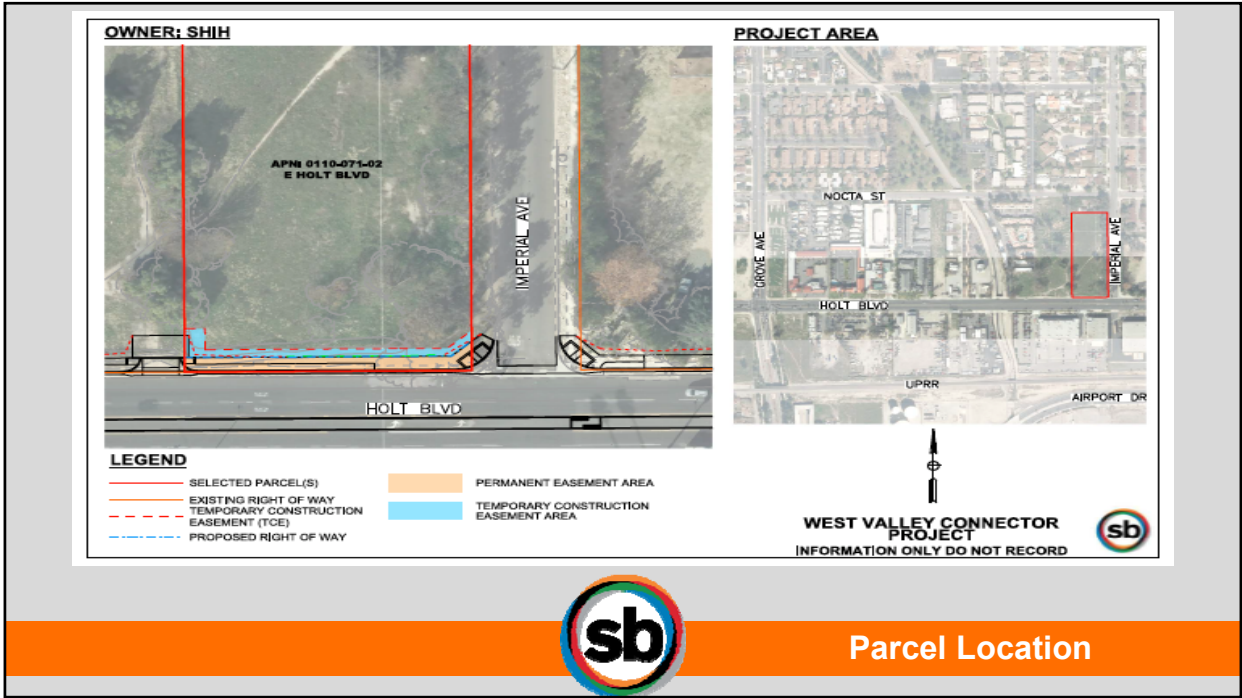


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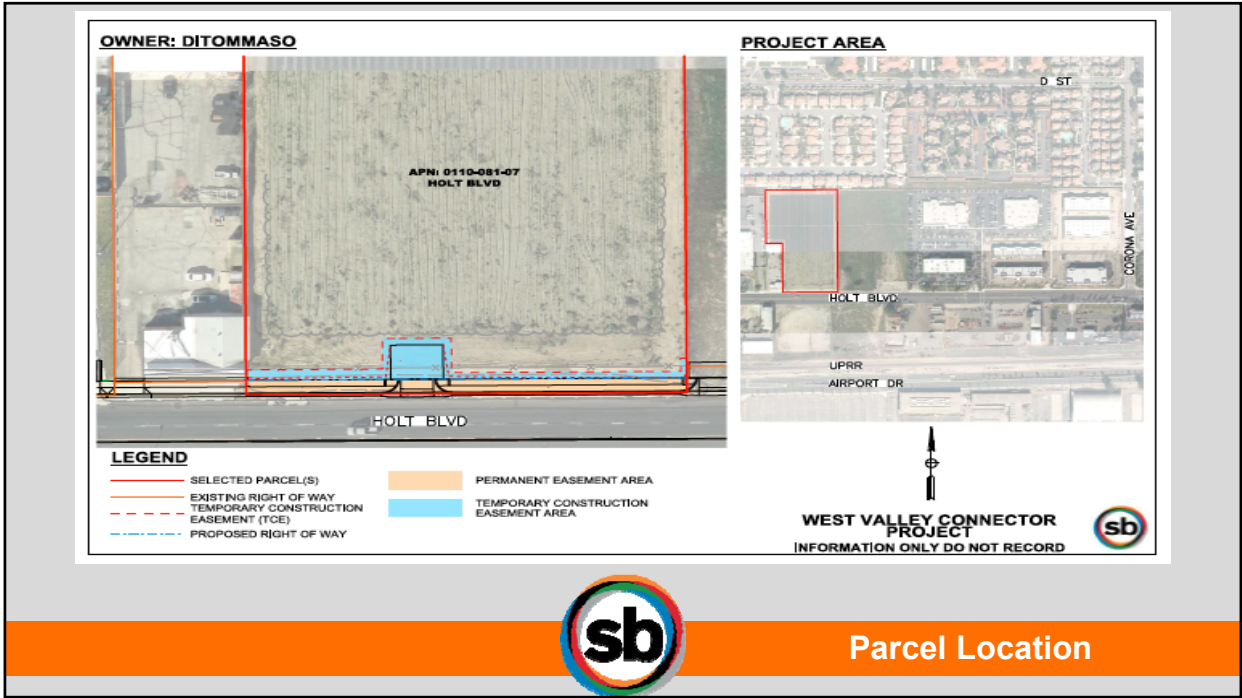
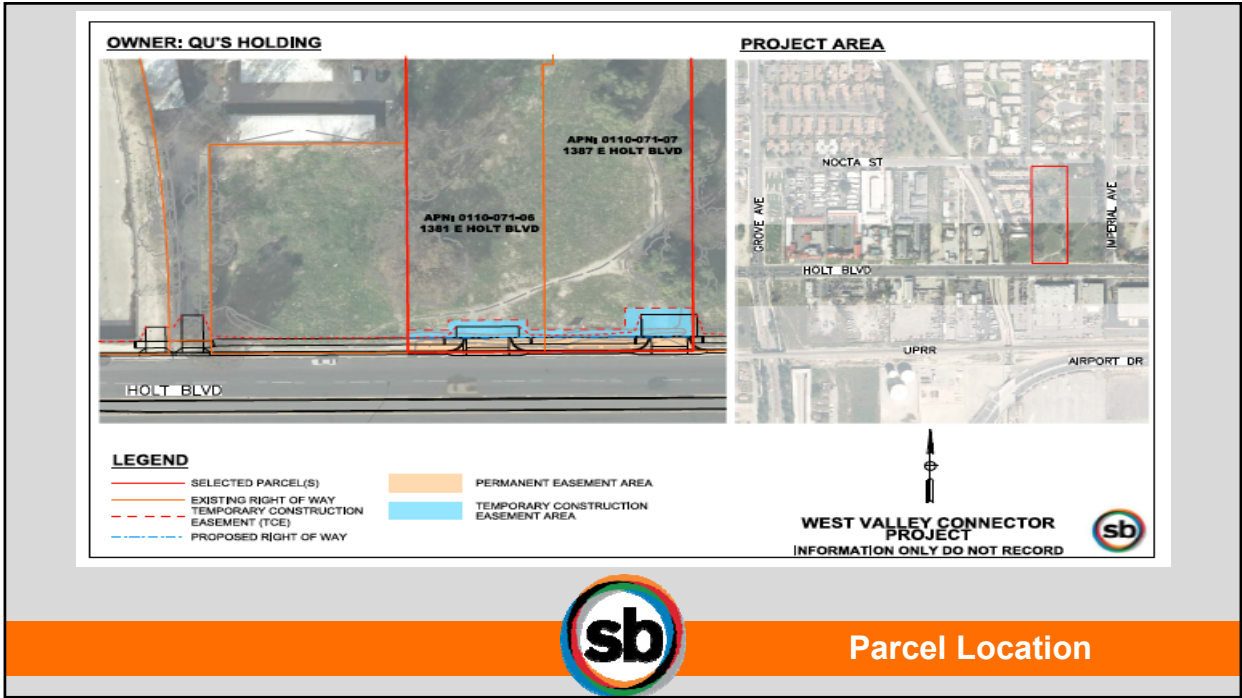
Parcel Location



Parcel Location

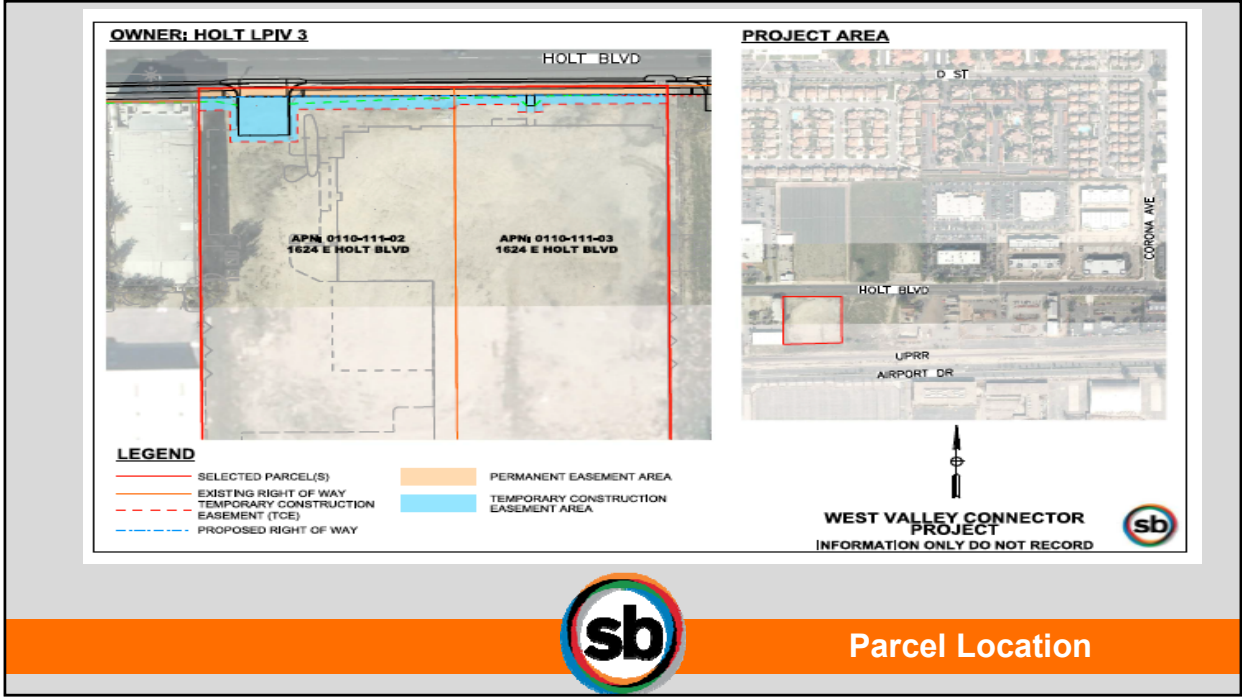
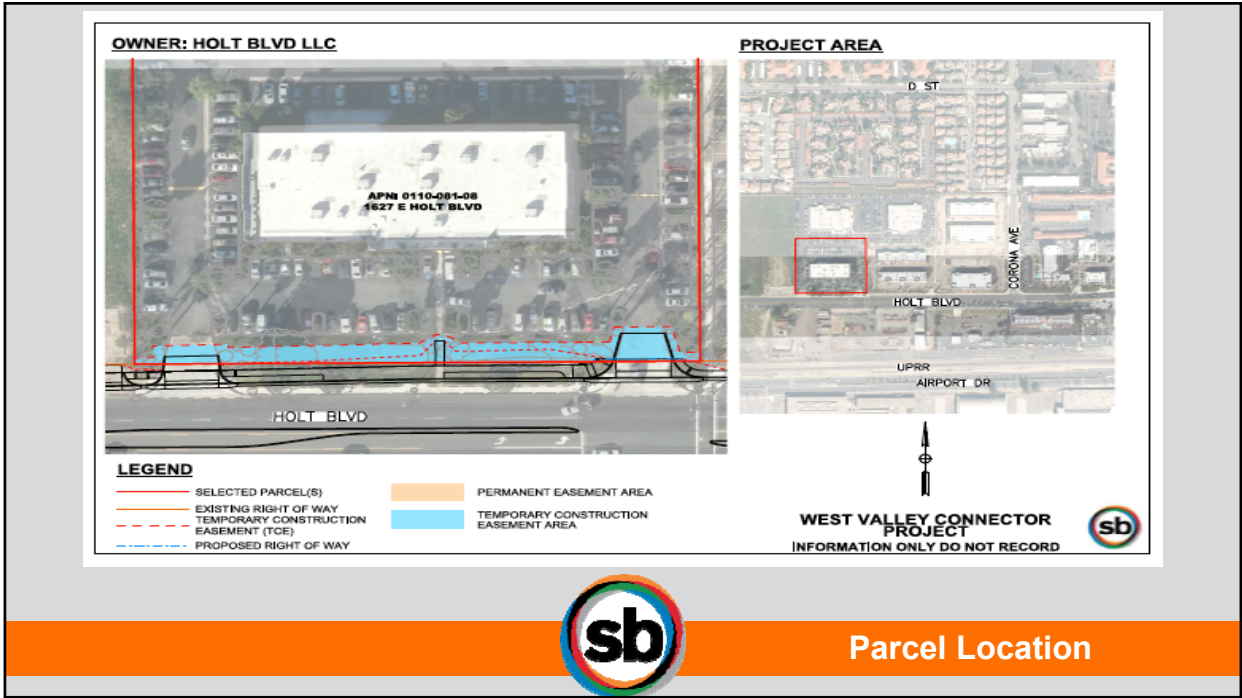
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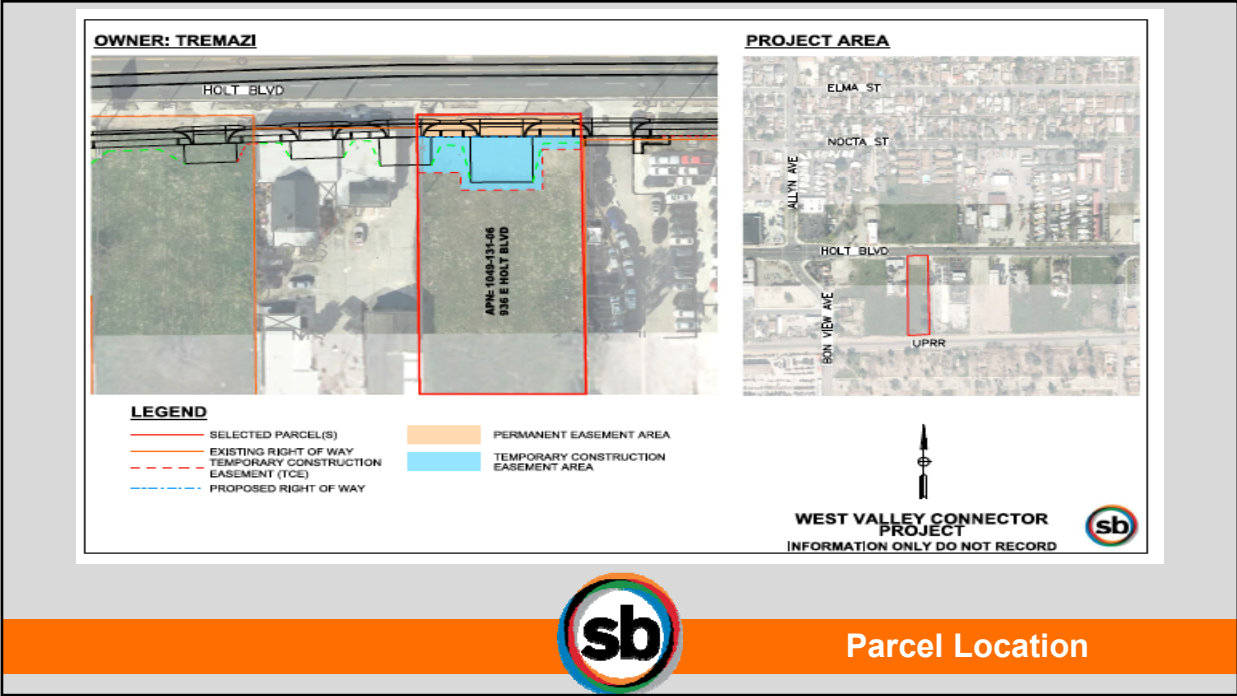
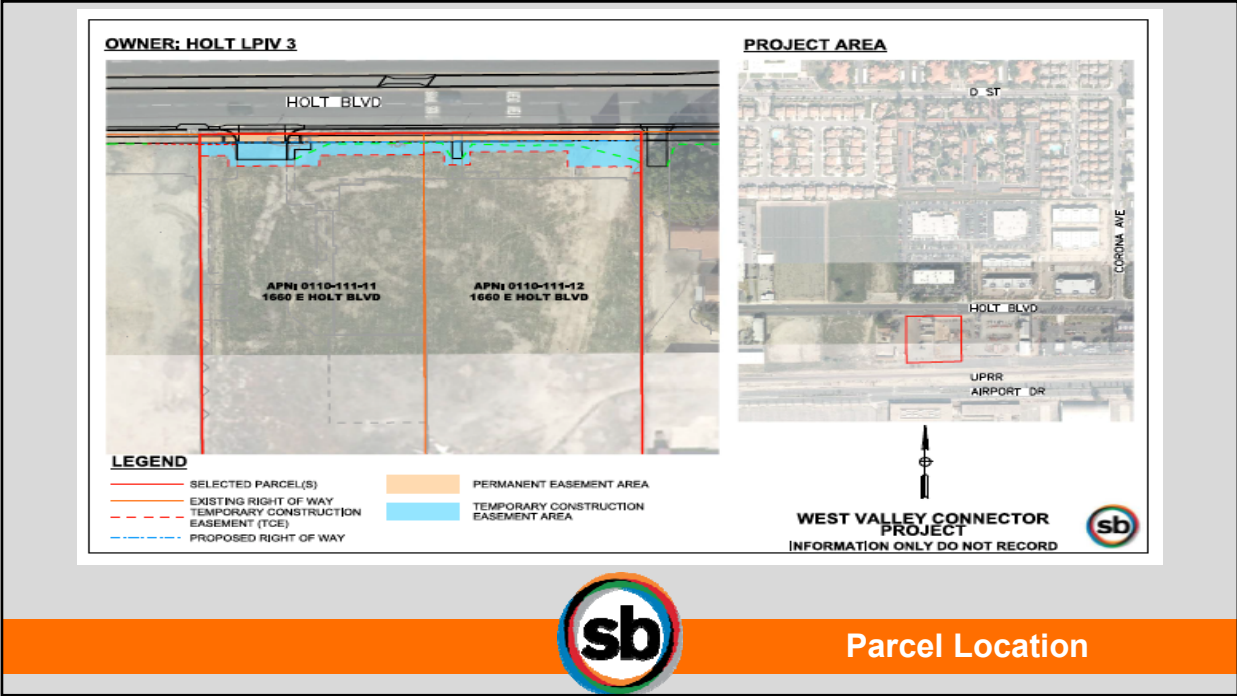
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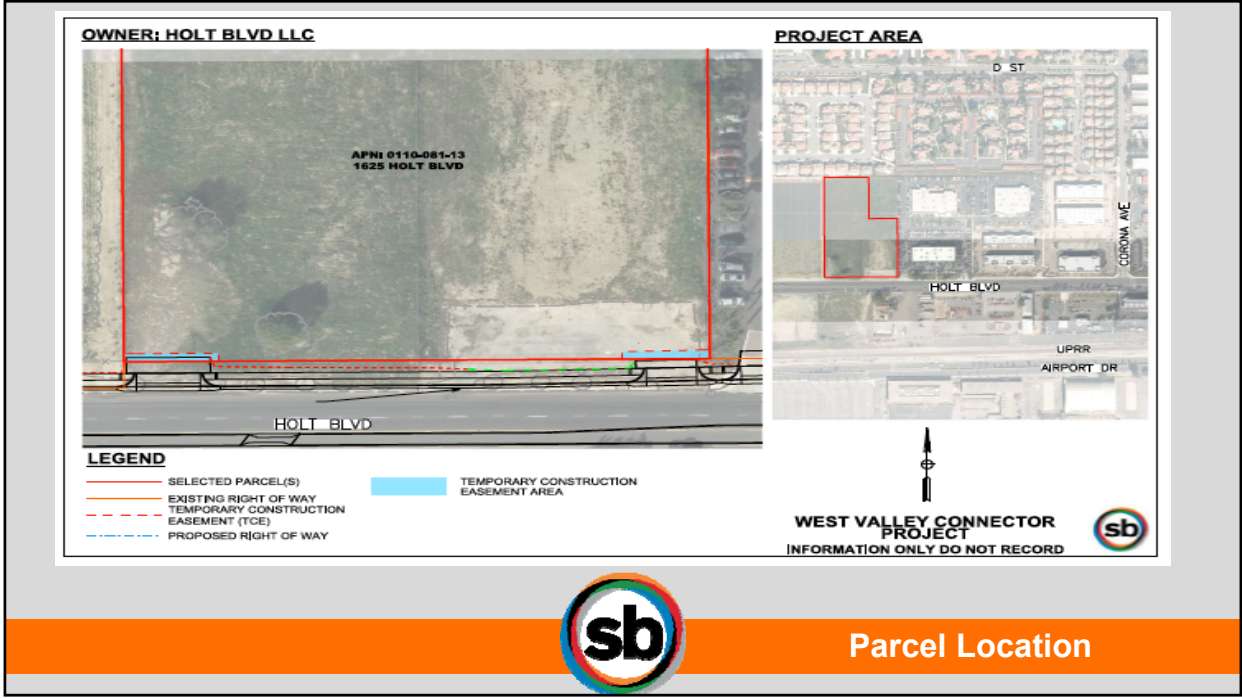
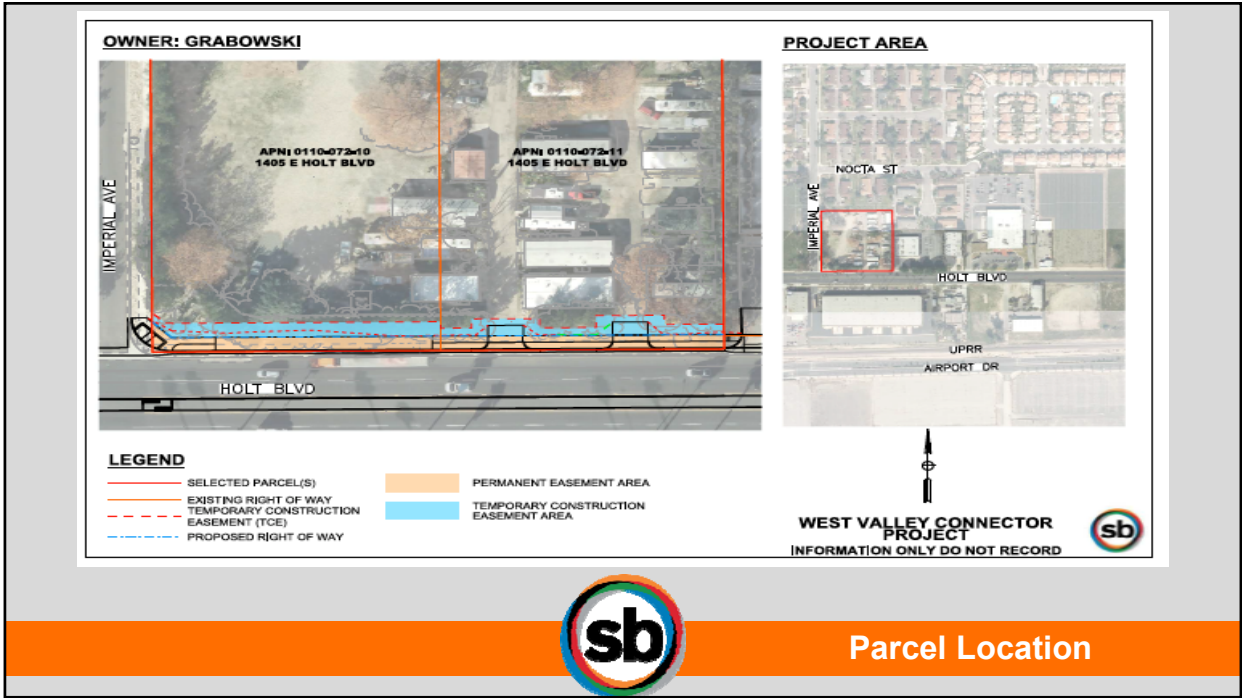


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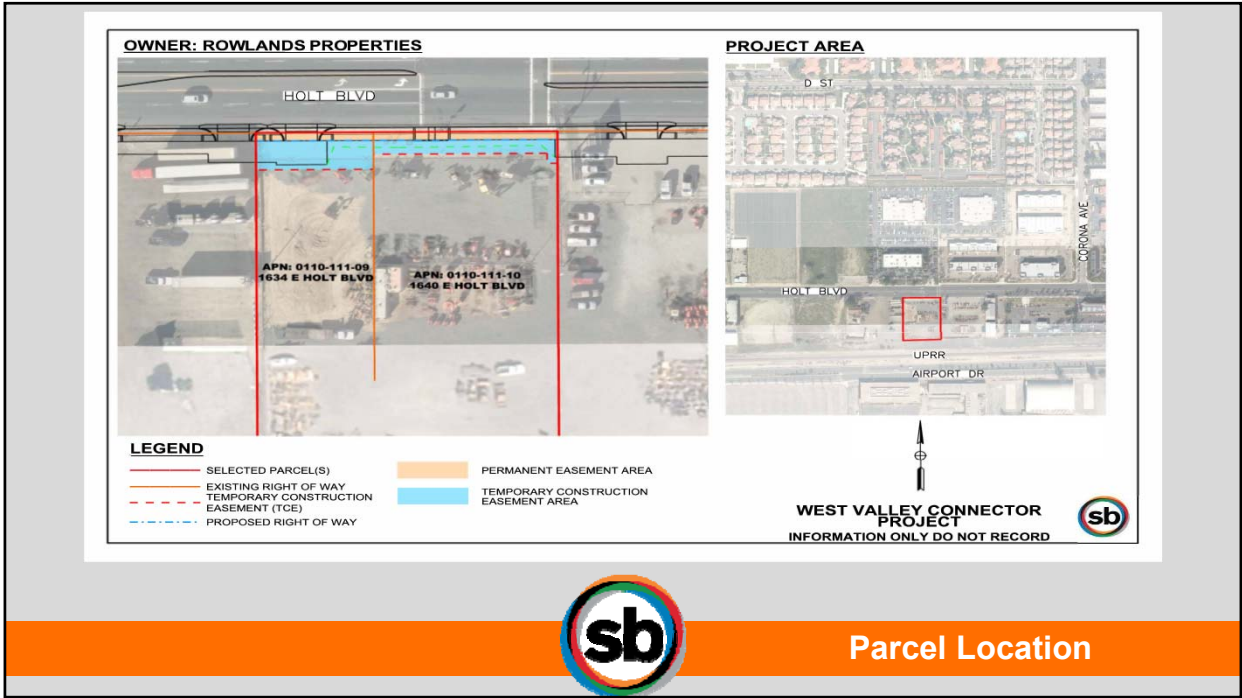
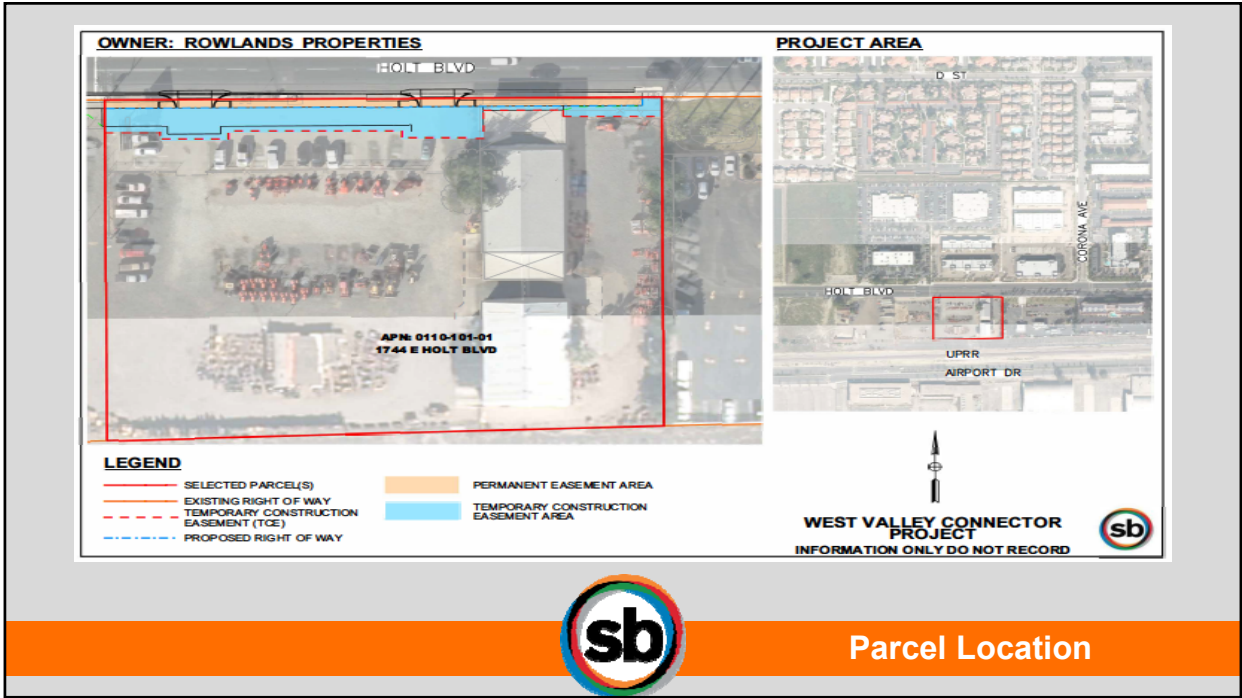
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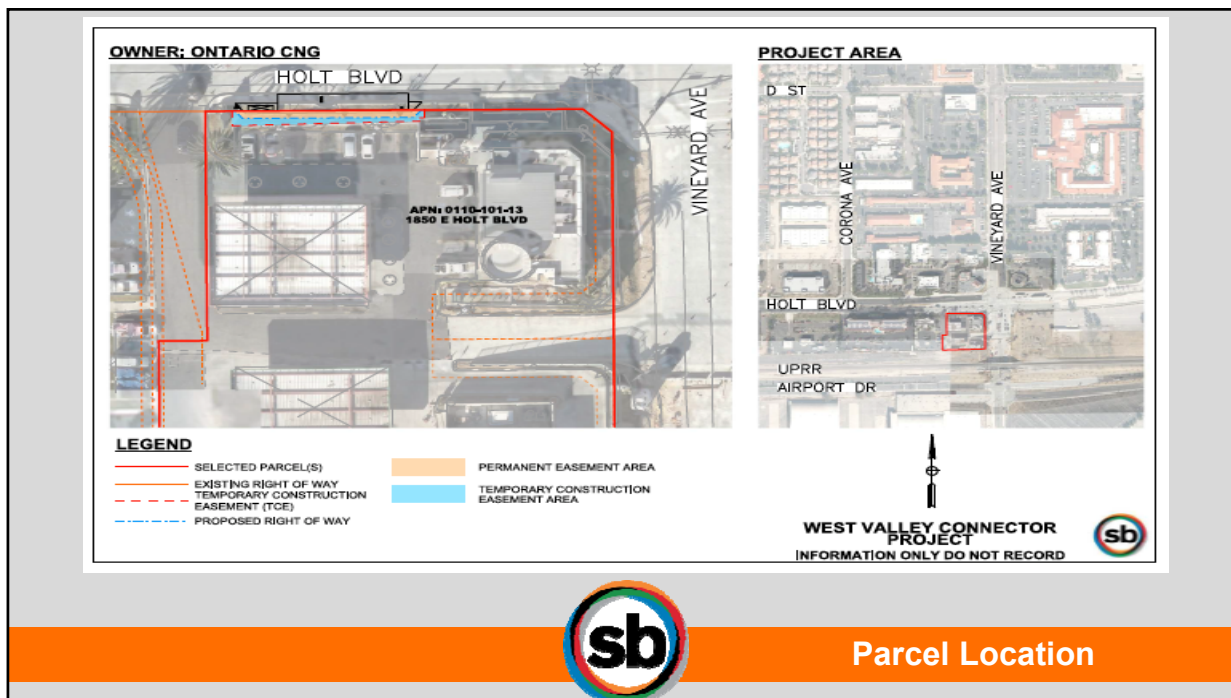


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Attachment: RON (January) Powerpoint Presentation PDF (8172 : Preview of the Hearing to Consider RON for Property Interests for the WVC

12/3/2021



No.	Ownership	Date of First Contact	Mailing	In Person Meetings	Phone Contacts	E-Mails	Attorney Contacts	Unsuccessful Contacts*	Total
B.	Bacily	5/21/21	1	2	5	7	0	1	16
C.	Starbridge (Ontario) Investment, LLC	9/9/21	1	0	1	0	0	5	7
D.	NRP Developments, Inc	9/7/21	1	2	3	1	1	0	8
E.	William S. Short and Audree Short	10/13/21	1	0	2	1	0	1	5
F.	Hamid Reza Dibandj and Telma F. Roshanravan	9/10/21	1	0	6	0	0	0	7
G.	Khang Bao Lieu	9/3/21	2	1	4	0	0	0	7
H.	Holt-San Antonio LLC	9/16/21	1	0	5	2	0	1	9
I.	MMOS, Inc.	9/7/21	1	0	5	0	0	0	6
J.	AJ1 Development, LLC	10/1/21	1	1	4	0	0	0	6
K.	Annette Marie Durrizague	9/16/21	1	0	4	7	0	0	12
L.	Chi Hong Chiang and Hui-Chuan Wang	10/24/21	2	0	1	2	0	3	8
M.	Salvador Ayala Maria C Ayala	9/20/21	1	0	5	1	0	0	7

**sb**

**Communication Summary**

12/3/2021

No.	Ownership	Date of First Contact	Mailing	In Person Meetings	Phone Contacts	E-Mails	Attorney Contacts	Unsuccessful Contacts*	Total
N.	Albert Aleman & Bertha Aleman	9/20/21	1	0	5	0	0	5	11
O.	Yolanda Chavez	9/20/21	1	0	5	0	0	0	6
P.	Shih, Sen M	None	3	0	0	0	0	11	14
Q.	Qu's Holding	9/27/21	2	0	2	2	0	6	12
R.	Bruno Trust (DiTommaso)	9/30/21	4	0	3	1	0	5	13
S.	Holt Blvd APN 0110-081-08	9/29/21	2	0	1	6	0	7	16
T.	Holt LPIV 3 LLC	10/6/21	2	0	1	3	0	3	9
U.	Tremazi, Muhammad	11/8/21	3	1	1	0	0	11	16
V.	Grabowski	10/18/21	2	0	2	1	0	6	11
W.	Holt Blvd APN 0110-081-13	9/29/21	2	0	1	6	0	7	16
X.	Rowlands Properties	10/6/21	2	0	3	0	0	3	8
Y.	Ontario CNG	10/4/21	2	0	6	18	0	0	26
*Property visit, phone call and/or email with no response									



## Communication Summary

Item	Ownership	Offer Date
B.	Bacily	9/16/21
C.	Starbridge (Ontario) Investment, LLC	9/24/21
D.	NRP Developments, Inc	9/7/21
E.	William S. Short and Andree Short	9/23/21
F.	Hamid Reza Dibadj and Telma F. Roshanravan	9/9/21
G.	Khang Bao Lieu	9/13/21
H.	Holt-San Antonio LLC	9/16/21
I.	MMOS, Inc.	9/7/21
J.	AJ1 Development, LLC	9/13/21
K.	Annette Marie Durrizague	9/14/21
L.	Chi Hong Chiang and Hui-Chuan Wang	9/7/21
M.	Salvador Ayala Maria C Ayala	9/24/21
N.	Albert Aleman & Bertha Aleman	9/24/21
O.	Yolanda Chavez	9/23/21
P.	Shih, Sen M	9/14/21
Q.	Qu's Holding	9/14/21
R.	Bruno Trust (DiTommaso)	9/9/21
S.	Holt Blvd APN 0110-081-08	9/22/21
T.	Holt LPIV 3 LLC	9/23/21
U.	Tremazi, Muhammad	9/9/21
V.	Grabowski	9/28/21
W.	Holt Blvd APN 0110-081-13	9/28/21
X.	Rowlands Properties	9/28/21
Y.	Ontario CNG	9/28/21



## Offer of Just Compensation

12/3/2021

**SBCTA ADOPT A RESOLUTION OF NECESSITY  
BASED ON THE FOLLOWING FINDINGS:**

1. The public interest and necessity require the proposed project
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury
3. The real property to be acquired is necessary for the project
4. The offer of just compensation has been made to the property owner



**Staff Recommendation**

**THANK YOU**



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## Additional Information

## TRANSIT COMMITTEE ATTENDANCE RECORD – 2021

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Ray Marquez</b> City of Chino Hills		X	X	X	X	X		X	X		X	
<b>Frank Navarro</b> City of Colton		X	X	X	X	X		X	X	X		
<b>Aquanetta Warren</b> City of Fontana		X	X	X		X		X		X	X	
<b>Larry McCallon</b> City of Highland		X	X	X	X	X		X	X	X	X	
<b>John Dutrey</b> City of Montclair		X	X	X	X	X		X	X	X	X	
<b>Alan Wapner</b> City of Ontario		X	X	X	X	X		X	X		X	
<b>L. Dennis Michael</b> City of Rancho Cucamonga		X	X	X	X	X					X	
<b>Deborah Robertson</b> City of Rialto		X	X			X		X	X			
<b>John Valdivia</b> City of San Bernardino			X	X	X	X		X	X	X	X	
<b>David Avila</b> City of Yucaipa		X	X	X		X		X	X	X	X	
<b>Rick Denison</b> Town of Yucca Valley	X	X	X	X		X		X	X		X	
<b>Dawn Rowe</b> Board of Supervisors		X	X	X	X	X		X	X	X	X	

Communication: Attendance (Additional Information)

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

**Acronym List**

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

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

**Acronym List**

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





## MISSION STATEMENT

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

We achieve this by:

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

Approved December 4, 2019