

AGENDA
Board of Directors Meeting
December 4, 2024

*******Start Time: 10:00 a.m. (CLOSED SESSION)*******
1170 W. 3rd Street, San Bernardino, CA 92410, 2nd Fl. (The Super Chief)

*****Convene Regular Meeting immediately following Closed Session*****

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

Board of Directors

President

Ray Marquez, Council Member
City of Chino Hills

Vice-President

Rick Denison, Council Member
Town of Yucca Valley

Daniel Ramos, Mayor Pro Tem
City of Adelanto

Art Bishop, Mayor Pro Tem
Town of Apple Valley

Carmen Hernandez, Council Member
City of Barstow

Rick Herrick, Council Member
City of Big Bear Lake

Eunice Ulloa, Mayor
City of Chino

Frank Navarro, Mayor
City of Colton

Acquanetta Warren, Mayor
City of Fontana

Bill Hussey, Mayor
City of Grand Terrace

Rebekah Swanson, Mayor Pro Tem
City of Hesperia

Larry McCallon, Mayor Pro Tem
City of Highland

Ronald Dailey, Mayor Pro Tem
City of Loma Linda

John Dutrey, Mayor
City of Montclair

Janet Jernigan, Mayor
City of Needles

Alan Wapner, Council Member
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Paul Barich, Mayor Pro Tem
City of Redlands

Deborah Robertson, Mayor
City of Rialto

Helen Tran, Mayor
City of San Bernardino

Joel Klink, Mayor Pro Tem
City of Twentynine Palms

Rudy Zuniga, Council Member
City of Upland

Debra Jones, Council Member
City of Victorville

Bobby Duncan, Council Member
City of Yucaipa

Paul Cook, Supervisor
County of San Bernardino

Jesse Armendarez, Supervisor
County of San Bernardino

Dawn Rowe, Supervisor
County of San Bernardino

Curt Hagman, Supervisor
County of San Bernardino

Joe Baca, Jr., Supervisor
County of San Bernardino

Catalino Pining, Caltrans
Ex-Officio Member

Ray Wolfe, *Executive Director*

Julianna Tillquist, *General Counsel*

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

AGENDA

**Board of Directors
December 4, 2024**

*****10:00 a.m. (CLOSED SESSION)***
1170 W. 3rd St., 2nd Fl. (The Super Chief)
San Bernardino, CA**

CLOSED SESSION

1. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1) -- 7 cases

- a. SBCTA--*Pulice Construction, Inc. v. SBCTA, et al.*
OAH Case No. A-0007-2021
- b. SBCTA--*SBCTA v. The Lane-Security Paving Joint Venture*
San Bernardino Superior Court Case No. CIVSB 2305070
- c. SBCTA--*Southwest Jet Fuel Co. v. California Department of Tax and Fee Administration*
Fresno Superior Court Case No. 22CECG01224; Fifth Dist. Court of Appeal Case No. F087656
- d. SBCTA--*George Nersisian v. Paul Alvaranza, SBCTA, et al.*
San Bernardino Superior Court Case No. CIVSB 2305744
- e. SBCTA--*Family Fun Center, Upland, LLC v. Security Paving Company, Inc., Lane Construction Corp., SBCTA, et al.*
San Bernardino Superior Court Case No. CIVSB 2326404
- f. SBCTA--*Rafael Ramirez v. City of Hesperia, County of San Bernardino, SBCTA, et al.*
San Bernardino Superior Court Case No. CIVSB 2332401
- g. SBCTA--*Jason Chiakowsky, Greyson Chiakowsky v. SCRRA, City of Redlands, County of San Bernardino, San Bernardino County Transit [sic] Authority et al.*
San Bernardino Superior Court Case No. CIVSB 2402748

*****Convene Regular Meeting immediately following Closed Session***
1170 W. 3rd Street, 1st Floor Lobby Board Room, San Bernardino**

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

<p>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.</p>
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Message from the Clerk: Pursuant to Government Code 54952.3, today the Board of Directors’ will be acting in the capacity of both the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Council of Governments (SBCOG). Each Board Member will be entitled to receive a \$100 stipend for doing business as the Authority and a \$100 stipend for doing business as the SBCOG. Compensation rates are set pursuant to the California Public Utilities Code and the SBCOG Bylaws.

CALL TO ORDER

(Meeting Chaired by Ray Marquez)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
Calendar of Events
- iv. Agenda Notices/Modifications

Pg. 17

Public Comment

Opportunity for members of the public to speak on any subject within the Board's jurisdiction.

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

Pg. 18

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

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

INFORMATIONAL ITEMS

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

2. October 2024 Procurement Report

Pg. 21

Receive the October 2024 Procurement Report.

Presenter: Alicia Bullock

This item was received by the General Policy Committee on November 13, 2024.

3. Budget to Actual Report for First Quarter Ending September 30, 2024.

Pg. 28

Receive and file Budget to Actual Report for the first quarter ending September 30, 2024.

Presenter: Lisa Lazzar

This item was received by the General Policy Committee on November 13, 2024.

4. Measure I Revenue

Pg. 37

Receive report on Measure I receipts for Measure I 2010-2040.

Presenter: Lisa Lazzar

This item was received by the General Policy Committee on November 13, 2024.

5. Transit and Rail Programs Contract Change Orders to On-Going Contracts

Pg. 39

Receive and file Change Order Report.

Presenter: Victor Lopez

This item was received by the Transit Committee on November 14, 2024.

6. Project Delivery Contract Change Orders to On-Going Contracts

Pg. 41

Receive and file Change Order Report.

Presenter: Kristi Harris

This item was received by the Board of Directors Metro Valley Study Session on November 14, 2024.

CONSENT CALENDAR

The Consent Calendar will be acted upon as a single motion. Items listed on the Consent Calendar are expected to be routine and non-controversial. These items have been discussed at Policy Committee meetings and made available for public review as noted in the agenda. No public comment will be allowed on the Consent Calendar, unless the item was not previously reviewed at a policy committee. Items on the Consent Calendar may be removed for discussion by Board Member Request. Items pulled from the consent calendar will be brought up immediately following the vote on the Consent Calendar.

Consent - Administrative Matters

7. Revisions to Measure I Local Street Program Policies No. 40003, 40012, and 40016

Pg. 46

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

Approve revisions to the Measure I Local Street Program Policies No. 40003, 40012, and 40016, incorporating a remedy to redistribute funds withheld due to an incomplete compliance audit within two years after the expiration of Measure I 2010-2040.

Presenter: Lisa Lazzar

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA General Counsel has reviewed this item and the revised policies.

8. Release Request for Proposals No. 25-1003210 for On-Call Audit and Price Review Services

Pg. 122

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

Authorize the release of Request for Proposals No. 25-1003210 for On-Call Auditing and Price Review Services. **Presenter: Lisa Lazzar**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA General Counsel, Procurement Manager, and Enterprise Risk Manager have reviewed this item and the draft RFP.

9. Adopt Resolution No. 25-058 and Policy No. 10011 Authorizing Executive Director to Establish and Modify Contract Claims Processes

Pg. 127

That the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Council of Governments:

A. Adopt Resolution No. 25-058, authorizing the Executive Director to establish and modify contractual claims processes.

B. Adopt Policy No. 10011, codifying the Board's delegation of authority to the Executive Director, or his designee, to establish and modify contractual claims processes.

Presenter: Julianna Tillquist

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA/SBCOG General Counsel has reviewed this item, the draft resolution, and the draft policy.

10. 2025 Board of Directors and Policy Committee Meeting Calendar

Pg. 132

Approve the 2025 Board of Directors and Policy Committee meeting calendar.

Presenter: Marleana Roman

The individual policy committee schedules were reviewed and approved by the respective policy committees during the month of November.

Consent - Air Quality/Traveler Services

11. Decommissioning and Removal of Call Boxes in San Bernardino County

Pg. 147

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

A. Approve decommissioning and removal of all call boxes on highways within San Bernardino County.

B. Approve termination of Contract No. 23-1003017 with Knightscope, Inc., for cause, as authorized under Section 18.2 of the contract, and in response to the documented deficiencies in contract performance as previously communicated to Knightscope, Inc.

C. Authorize the Executive Director, or his designee, to release an Invitation for Bids for a contractor to remove the call boxes and appropriately dispose of or recycle materials in coordination with California Department of Transportation and the California Highway Patrol.

D. Authorize the Executive Director, or his designee, to award the contract contingent upon the cost not exceeding the Fiscal Year 2024/2025 Budget for the Call Box Program.

Presenter: Steve Smith

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA General Counsel has reviewed this item.

Consent - Project Delivery

12. Request to Discontinue Resolution of Necessity Hearings at the Committee Level

Pg. 166

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

Authorize staff to discontinue the presentations for Dry Run Resolutions of Necessity at committee level meetings, and that Resolution of Necessity Hearings be presented directly to the Board of Directors. **Presenter: Kristi Harris**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA General Counsel has reviewed this item.

13. Interstate 10 Mount Vernon Avenue Interchange Improvement Project Amendment No. 4 to Contract No. 18-1001869 with Kimley-Horn and Associates, Inc.

Pg. 167

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

Approve Amendment No. 4 to Contract No. 18-1001869 with Kimley-Horn and Associates, Inc., for the Interstate 10 Mount Vernon Avenue Interchange Improvement Project, amending the scope of work and increasing the contract value by \$283,077.46, to be funded with Measure I Valley Interchange Program funds and City of Colton funds, for a new not-to-exceed amount of \$4,489,418.67. **Presenter: Juan Lizarde**

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024. SBCTA General Counsel, Enterprise Risk Manager, and Procurement Manager have reviewed this item and the draft amendment.

14. Fiscal Year 2024/2025 Active Transportation Program Budget Amendment

Pg. 181

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

Approve an amendment to the Fiscal Year 2024/2025 Budget for Task No. 0860 – Arterial Projects to increase the Active Transportation Program (Fund 2070) by \$2,170,910 and to decrease the Surface Transportation Program (Fund 2010) by \$2,170,910.

Presenter: Juan Lizarde

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024.

15. Interstate 10 Contract 1 Landscape Project Release of Invitation for Bids No. 24-1003144 and Award Contract Task Order No. 12 to Contract No. 22-1002707

Pg. 182

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

A. Authorize the Executive Director, or his designee, to release Invitation for Bids No. 24-1003144 for the construction of Interstate 10 Contract 1 Landscape Project, subject to final approval of the Plans, Specifications, and Estimates package, and approval as to form by SBCTA General Counsel, or her designee.

B. Award Contract Task Order No. 12 to Contract No. 22-1002707 with TRC Engineers, Inc., for Construction Management Services for the Interstate 10 Contract 1 Landscape Project, in an amount not-to-exceed \$1,535,283.78.

C. Approve a contingency amount of \$153,528.38 for Contract Task Order No. 12 to Contract No. 22-1002707, and authorize the Executive Director, or his designee, to release contingency as necessary for the project. **Presenter: Juan Lizarde**

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024. SBCTA General Counsel, Procurement Manager, and Enterprise Risk Manager have reviewed this item and the draft IFB.

16. State Route 62 Sage Avenue to Airway Avenue Improvement Project - Cooperative Agreement with the Town of Yucca Valley for Project Initiation Document and Project Approval and Environmental Document Phases

Pg. 217

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

A. Allocate \$2,000,000 in Measure I Morongo Basin Major Local Highways Program funds for the Project Initiation Document (PID) and Project Approval and Environmental Document (PA/ED) phases of the State Route (SR) 62 Sage Avenue to Airway Avenue Improvement Project in the Town of Yucca Valley.

B. Approve Cooperative Agreement No. 25-1003191 with the Town of Yucca Valley for the PID and PA/ED phases of the SR 62 Sage Avenue to Airway Avenue Improvement Project with a not-to-exceed receivable amount of \$200,000 for SBCTA's Project Management costs.

C. Approve amendments to the Fiscal Year 2024/2025 Budget for Program 50, Fund Administration, Task No. 0550 – Allocations/Pass Through to decrease Measure I Morongo Basin Major Local Highways Program funds (Fund 4530) by \$200,000 and for Program 40, Project Delivery, Task No. 0820 – Freeway Projects to add Measure I Morongo Basin Major Local Highways Program funds (Fund 4530) in the amount of \$200,000.

Presenter: Paul Melocoton

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on November 15, 2024. SBCTA General Counsel and Enterprise Risk Manager have reviewed this item and the draft agreement.

Consent - Express Lanes

17. Interstate 10 Corridor Freight and Express Lanes Project - Contract 1 Amendments and Funding Update Pg. 231

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

A. Authorize the Executive Director, or his designee, to execute Amendment No. 6 to Cooperative Agreement No. 17-1001736 with California Department of Transportation (Caltrans) for the Design-Build and Right-of-Way (ROW) phases of the Interstate 10 (I-10) Corridor Freight and Express Lanes Project - Contract 1 (Project) reflecting funding changes between phases, as detailed in Table 1 – Funding Plan Update, resulting in a decrease of Measure I funding of \$199,548 for a new cooperative agreement total of \$872,536,198, upon approval as to form by SBCTA General Counsel.

B. Approve a contingency reduction in the amount of \$1,000,000 to Contract No. 16-1001530 with HNTB Corporation, for Project and Construction Management services for the Project, for a total remaining contingency of \$2,000,129.

C. Authorize the Executive Director, or his designee, to negotiate and execute ROW agreements to accommodate I-10 improvements for properties bearing Assessor Parcel Numbers 1008-26-145, 1009-14-443, 0108-50-150, 0108-38-207, and 0108-50-146, which are estimated not-to-exceed \$200,000 per property, upon approval as to form by legal counsel.

D. Approve Project budget shifts as shown within Table 1 - Funding Plan Update.

E. Authorize the Executive Director, or his designee, to approve Amendment No. 1 to Contract Task Order No. 6 for Contract No. 23-1002995 to Costin Public Outreach Group, Inc. to provide ongoing marketing support for the Project, increasing the not-to-exceed amount by \$192,500 for a new not-to-exceed amount of \$602,500.

Presenter: Timothy Byrne

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024. SBCTA General Counsel, Enterprise Risk Manager, and Procurement Manager have reviewed this item and the draft amendment.

Consent - Regional/Subregional Planning

18. Priority Transit Corridors for the San Bernardino Valley Pg. 244

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

A. Direct staff to conduct an evaluation of the application of Transit Signal Priority and other strategies to enhance local bus service, in conjunction with the development of smart corridors in the Valley, with an investment plan to be brought back to the Board of Directors by spring 2025.

B. Direct staff to continue collaboration with local jurisdictions to identify the priority of routes for further development of the Bus Rapid Transit (BRT) network as identified in the Omnitrans Systemwide Plan (updated in 2019), to be incorporated into the Long Range Multimodal Transportation Plan.

C. Direct staff to provide a legal opinion at the time any future requests are made for funding from the Express Bus/BRT Program for the ONT Connector project.

Presenter: Steve Smith

This item was reviewed and unanimously recommended for approval by the Transit Committee on November 14, 2024.

19. Transportation Development Act Article 3 Annual Update: Fiscal Year 2023/2024

Pg. 250

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

A. Receive an update on the status of active Transportation Development Act (TDA) Article 3 awards.

B. Direct SBCTA staff to work with the City of Rialto to resolve issues associated with TDA Article 3 transit awards that have not progressed within the first year, as required by the adopted guidelines, with a rescission of the awards if progress is not made by January 31, 2025.

C. Extend the deadline for the Town of Apple Valley's Fiscal Year 2021/2022 Bear Valley Road Bridge Connector bicycle/pedestrian improvement award from June 30, 2025 to December 31, 2027.

Presenter: Ginger Koblasz

This item was reviewed and unanimously recommended for approval by the Transit Committee on November 14, 2024.

20. Draft Strategies for the Long Range Multimodal Transportation Plan

Pg. 258

Receive a presentation on the Draft Long Range Multimodal Transportation Plan and the Strategic Priority Action Plan. **Presenter: Ginger Koblasz**

This item was received by the Board of Directors Metro Valley Study Session (MVSS) on November 14, 2024 and the Mountain/Desert Policy Committee (MDC) on November 15, 2024. The Background sections of the agenda item was the same for both committees, but the presentations differed, with a focus on the Valley for the MVSS and on Mountain/Desert Subareas for the MDC. The MVSS presentation is provided with this Board agenda item.

Consent - Transit

21. Contract No. 21-1002658 Amendment No. 2 to CPM Partners, Inc.

Pg. 279

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

A. Approve Amendment No. 2 to Contract No. 21-1002658 with CPM Partners, Inc., for Construction Management Services related to the Arrow Maintenance Facility (AMF) Hydrogen Fuel Upgrade Project, increasing the contract amount by \$1,370,000 for a new not-to-exceed amount of \$2,511,819.05, to be funded with Valley State Transit Assistance-Population Share funds, and extend the termination date to June 30, 2026.

B. Approve an increase to the contingency authorized for Contract No. 21-1002658 in the amount of \$137,000, for a new not-to-exceed amount of \$241,181.52, and authorize the Executive Director, or his designee, to release contingency as necessary for the completion of the project.

C. Allocate \$1,507,000 in Valley State Transit Assistance-Population Share funds to the Zero Emission Multiple Unit effort to accommodate Construction Management Services related to the AMF Hydrogen Fuel Upgrade Project for a new project budget of \$63,829,861.

D. Approve a Fiscal Year 2024/2025 budget amendment increasing Task No. 0315 – Transit Capital in the amount of \$1,370,000 to be funded with Valley State Transit Assistance -Population Share funds. **Presenter: Joy Buenaflor**

This item was reviewed and unanimously recommended for approval by the Transit Committee on November 14, 2024. SBCTA General Counsel, Enterprise Risk Manager, and Procurement Manager have reviewed this item and the draft amendment.

22. San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2023/2024 Fourth Quarter Pg. 290

Receive and file the Fourth Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2023/2024.

Presenter: Nancy Strickert

This item was received by the Transit Committee on November 14, 2024.

23. Fiscal Year 2024/2025 Budget Amendment for Transit and Rail Programs Pg. 319

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

Approve an amendment to increase the Fiscal Year 2024/2025 Budget for Task No. 0314 Transit Operations, in the amount of \$500,000 to be funded with State of Good Repair Funds for improvements at Metrolink Stations; and in the amount of \$378,000 to be funded with \$295,000 in Local Transportation Fund Valley and \$83,000 in Mountain/Desert State Transit Assistance Funds-Population Share for the Multimodal Mobility Program, for a total budget amendment of \$878,000.

Presenter: Nancy Strickert

This item was reviewed and unanimously recommended for approval by the Transit Committee on November 14, 2024.

Consent - Council of Governments

24. Smart County Master Plan Update Pg. 321

Receive a status update on the Smart County Master Plan and provide feedback on the draft document.

Presenter: Monique Reza-Arellano

This item was received by the General Policy Committee on November 13, 2024 and the City/County Manager Technical Advisory Committee on December 5, 2024.

Consent - Transportation Programming and Fund Administration

25. Interstate 10/Riverside Avenue Interchange Phase 2 Project Amendment No. 1 to Funding Agreement No. 22-1002725 with City of Rialto Pg. 439

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

A. Allocate an additional \$670,025 in Valley Freeway Interchange funds to the City of Rialto for the Interstate 10 (I-10)/Riverside Avenue Interchange Phase 2 Project.

B. Approve Amendment No. 1 to Funding Agreement No. 22-1002725 with the City of Rialto for the I-10/Riverside Avenue Interchange Phase 2 Project increasing the Measure I Valley Freeway Interchange Program funds by \$670,025 for a total of \$5,863,181.

Presenter: Andrea Zureick

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024. SBCTA General Counsel and Enterprise Risk Manager have reviewed this item and the draft amendment.

Consent - Legislative/Public Outreach

- 26. State Legislative Update** Pg. 446
Receive and file the November 2024 State Legislative Update.
Presenter: Louis Vidaure
This item was received by the Legislative Policy Committee on November 13, 2024.
- 27. Federal Legislative Update** Pg. 448
Receive and file the November 2024 Federal Legislative Update.
Presenter: Otis Greer
This item was received by the Legislative Policy Committee on November 13, 2024.
- 28. 2025-2026 Legislative Platforms** Pg. 449
That the Board, acting as the San Bernardino County Transportation Authority and San Bernardino Council of Governments:
Adopt the 2025-2026 State and Federal Legislative Platforms.
Presenter: Otis Greer
This item was reviewed and unanimously recommended for approval by the Legislative Policy Committee on November 13, 2024.

Consent Calendar Items Pulled for Discussion

Items removed from the Consent Calendar shall be taken under this item in the order they were presented on the agenda.

DISCUSSION ITEMS

Discussion - Project Delivery

- 29. US 395 Phase 2 Project Hearing to Consider Resolution of Necessity for Property interests within the City of Hesperia** Pg. 463
That the Board, acting as the San Bernardino County Transportation Authority:
A. Conduct a public hearing to consider condemnation of real property required for the US 395 Phase 2 Project in the Cities of Hesperia and Victorville.
B. Upon completion of a public hearing, that the Board adopt Resolution of Necessity No. 25-051 authorizing and directing General Counsel, or her designee, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property from: La Belle I, LLC Property (Assessor's Parcel Number 3064-551-07 and 3064 -551-08). The resolution must be approved by at least a two-thirds majority.
Presenter: Tracy Escobedo
This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on November 15, 2024. SBCTA General Counsel has reviewed this item. The RON was prepared and reviewed by outside ROW Counsel.

Discussion - Administrative Matters

30. Board Member Opportunities to Serve on Committees and Extension of Ad Hoc Committee Pg. 498

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

A. Approve an extension of the Transportation Investment Plan Ad Hoc Committee for an additional three months, with a term ending March 31, 2025.

Note the following opportunities to serve as a representative of SBCTA/San Bernardino Council of Governments (SBCOG) to external agencies. The Board is the appointing authority for Recommendations B-G:

B. Note the opportunity for one Board Member to serve on the Gold Line Phase II Joint Powers Authority as the alternate member, for a two-year term expiring December 31, 2026.

C. Note the opportunity for one Board Member to serve on the Mobile Source Air Pollution Reduction Review Committee as the primary member, for a two-year term expiring December 31, 2026.

D. Note the opportunity for one Board Member to serve on the Mobile Source Air Pollution Reduction Review Committee as the alternate member, for a two-year term expiring December 31, 2026.

E. Note the opportunity for one Board Member to serve on the One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority, for a four-year term expiring December 31, 2028.

F. Note the opportunity for one Board Member to serve on The Sam and Alfreda L. Maloof Foundation for Arts and Crafts, for a two-year term expiring December 31, 2026.

G. Note the opportunity for one Board Member to serve on the SR 91 Advisory Committee as an Ex-Officio representative, for a two-year term expiring December 31, 2026.

H. Note the intent to add terms to appointments to the Southern California Regional Rail Authority, beginning with application of a term ending December 31, 2025 to one primary and one alternate; and application of a term ending December 31, 2026 to the other primary and alternate, subject to determination of the Transit Committee.

Note the following opportunities to serve on SBCTA/SBCOG Committees and boards or commissions of external agencies. The appointing authority for Recommendations I-Q is the Board President:

I. Note the opportunity for three Valley Board Members and two Mountain/Desert Board Members to serve on the SBCTA Transit Committee, for a two-year term expiring December 31, 2026.

J. Note the opportunity for one East Valley, one West Valley, one Mountain/Desert Board Member, and one County Supervisor to serve on the SBCTA Legislative Policy Committee, for a two-year term expiring December 31, 2026.

K. Note the opportunity for one High Desert Board Member to serve on the SBCOG Ad Hoc Committee, for a term ending June 30, 2025.

L. Note the opportunity for one Board Member to serve on the Housing Trust Ad Hoc Committee, for a term ending December 31, 2025.

Agenda Item 30 (cont.)

M. Note the opportunity for one Board Member to serve on the California Association of Councils of Governments (CALCOG) Board of Directors, for a two-year term expiring December 31, 2026.

N. Note the opportunity for three Board Members to serve on the Inland Regional Energy Network (I-REN) Executive Committee, consisting of one member serving for a one-year term expiring December 31, 2025, and two members serving for a two-year term expiring December 31, 2026.

O. Note the opportunity for one Board Member to serve on the Metro Gold Line Foothill Extension Construction Authority as the primary member, for a two-year term expiring on December 31, 2026.

P. Note the opportunity for one Board Member to serve on the Metro Gold Line Foothill Extension Construction Authority as the alternate member, for a two-year term expiring on December 31, 2026.

Q. Note the opportunity for one member to serve on the Southern California Association of Governments (SCAG) Community, Economic and Human Development Policy Committee, for a term expiring December 31, 2025.

Presenter: Marleana Roman

This item has not received prior policy committee or technical advisory committee review. This item is being brought straight to Board so that the full Board is apprised of opportunities to serve and to take action to extend the Transportation Investment Plan Ad Hoc Committee.

Comments from Board Members

Brief Comments from Board Members

Executive Director's Comments

Brief Comments from the Executive Director

ADJOURNMENT

Additional Information

Attendance Pg. 506
Acronym List Pg. 508

Agency Reports

Mobile Source Air Pollution Reduction Review Committee Report - No Report This Month

Committee Membership

Representatives on SCAG Committees Pg. 511
Appointments to External Agencies Pg. 512
Committee Membership Pg. 514

Mission Statement

Mission Statement Pg. 520

Meeting Procedures and Rules of Conduct

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

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

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

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

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

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

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

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

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 5:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

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

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

Your cooperation is appreciated!

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

Attendance.

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

Basic Agenda Item Discussion.

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

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

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

Amendment or Substitute Motion.

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

Call for the Question.

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

The Chair.

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

Courtesy and Decorum.

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

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Revised June 7, 2023

Revised June 7, 2023



Important Dates to Remember...

December 2024

SBCTA Meetings - Cancelled: None

SBCTA Meetings – Scheduled:

General Policy Committee	Dec 11	9:00 am	SBCTA Lobby, 1st Floor
Legislative Policy Committee	Dec 11	Immediately following GPC	SBCTA Lobby, 1st Floor
Transit Committee	Dec 12	9:00 am	SBCTA Lobby, 1st Floor
Metro Valley Study Session	Dec 12	Immediately following TC	SBCTA Lobby, 1st Floor
Mountain/Desert Committee	Dec 13	9:30 am	Mojave Desert AQMD

Other Meetings/Events:

None			
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SBCTA Offices will be CLOSED:

- **December 24, 2024 to January 1, 2025 for the Holidays**

For additional information, please call SBCTA at (909) 884-8276

Communication: Calendar of Events (Announcements)

Minute Action

AGENDA ITEM: 1

Date: *December 4, 2024*

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:

Item No.	Contract No.	Principals & Agents	Subcontractors
11	23-1003017	Knightscope, Inc. <i>Mallorie Burak</i>	None
13	18-1001869-04	Kimley-Horn and Associates, Inc. <i>Dennis Landaal</i>	Arellano Associates Epic Land Solutions Fehr and Peers Geocon Incorporated ICF Towill Surveying Mapping TY Lin International VMS Inc.
15	22-1002707 CTO No. 12	TRC Engineers, Inc. <i>Steve Quezada</i>	ABBA Project Management Arcadis U.S., Inc. Atkins North America Inc. ARE/Project Management CALIWORKS, LLC David Evans and Associates, Inc. Dynamic Engineering Services, Inc. EPIC Land Solutions, Inc. EXP U.S. Services, Inc. FCG Consultants Ghirardelli Associates, Inc. Guida Surveying, Inc. Kleinfelder, Inc. Kleinfelder Construction Services, Inc Leatherman Bioconsulting

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

15 (cont.)			Leighton Consulting, Inc. Meadows Consulting MNS Engineers, Inc. Ninyo & Moore PPM Group, Inc. RailPros, Inc. Reddy Engineering Services, Inc. SYRUSA Engineering, Inc. WSP USA ZT Consulting Group, Inc.
16	25-1003191	Town of Yucca Valley	None
17	17-1001736-06	California Department of Transportation	None
	16-1001530 Contingency	HNTB Corporation <i>Kevin Haboian</i>	Advanced Civil Technologies, Inc. Environmental Science Associates GCAP Services, Inc. HDR Engineering, Inc. Leighton Consulting, Inc. Overland, Pacific & Cutler, Inc. Psomas Safework, Inc. Syrusa Engineering, Inc.
	23-1002995 CTO No. 6.1	Costin Public Outreach Group, Inc. <i>Sara Costin Mockus</i>	Greenway Group AJ Designs FM3 Alphavu Geographics Lazar Translation Services Become Intertwined

Item No. 17 Cont. – Interstate 10 Corridor Freight and Express Lanes Project

APN#	Principals & Agents
1008-26-145	Church of Christ
1009-14-443	Cimmaron Oaks
0108-50-150	Cubalmart
0108-38-207	Royce Fernwood LLC
0108-50-146	W & W Ontario Partners LLC

Item No.	Contract No.	Principals & Agents	Subcontractors
19	N/A	City of Rialto	None
	N/A	Town of Apple Valley	None

21	21-1002658-02	CPM Partners, Inc. <i>Alex Janecek</i>	A1 Management & Inspection Twining Guida Surveying Center for Transportation and the Environment
23	N/A	Metrolink	None
25	22-1002725-01	City of Rialto	None

Item No. 29 – US 395 Phase 2 Project Public Hearing to Consider Resolution of Necessity

APN#	Principals & Agents
3064-551-07	La Belle I, LLC
3064-551-08	La Belle I, LLC

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

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

Responsible Staff:

Approved
 Board of Directors
 Date: December 4, 2024

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: December 4, 2024

Subject:

October 2024 Procurement Report

Recommendation:

Receive the October 2024 Procurement Report.

Background:

The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on January 4, 2023. The Board of Directors authorized the Executive Director, or his designee, to approve: a) contracts and purchase orders up to \$100,000; b) Contract Task Orders (CTO) up to \$500,000 and for CTOs originally \$500,000 or more, increasing the CTO amount up to \$250,000; c) amendments with a zero dollar value; d) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; e) amendments that cumulatively do-not-exceed 50% of the original contract or purchase order value or \$100,000, whichever is less; f) amendments that do-not-exceed contingency amounts authorized by the Board of Directors; and g) release Request for Proposals (RFP), Request for Qualifications (RFQ), and Invitation for Bids (IFB) for proposed contracts from which funding has been approved and the solicitation has been listed in the Annual Budget, and are estimated not-to-exceed \$1,000,000.

The Board of Directors further authorized General Counsel to award and execute legal services contracts up to \$100,000 with outside counsel as needed, and authorized Department Directors to approve and execute Contingency Amendments that do-not-exceed contingency amounts authorized by the Board of Directors.

Lastly, the Board of Directors authorized CityCom Real Estate Services, Inc. (CityCom) to issue contracts and purchase orders.

Below is a summary of the actions taken by SBCTA authorized staff:

- Three new contracts were executed.
- Three contract amendments were executed.
- One CTO was executed.
- Two CTO amendments were executed.
- Two contingency amendments were executed.
- Three purchase orders were executed.
- No purchase order amendments were executed.
- One IFB was released.

Below is a summary of the actions taken by CityCom:

- No new contracts were executed.
- One new purchase order was executed.

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

Board of Directors Agenda Item

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A list of all Contracts and Purchase Orders that were executed by the Executive Director, Department Director, and/or General Counsel during the month of October 2024 are presented herein as Attachment A, all RFPs and IFBs are presented in Attachment B, and all CityCom's contracts and purchase orders are presented in Attachment C.

Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2024/2025. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy.

Reviewed By:

This item was received by the General Policy Committee on November 13, 2024.

Responsible Staff:

Alicia Bullock, Procurement Manager

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Attachment A - 1 October 2024 Contract/Amendment/CTO Actions

Type	Contract Number	Amendment/CTO	Vendor Name	Contract Description	Original Amount	Prior Amendments	Current Amendment	Total Amount	Total On-Call Contract Amount*
New Agreement	25-1003192		AssureHire, a subsidiary of Mitrastech Holdings, Inc.	Customer employment screening and/or background checking services. Starting October 1, 2024 through September 30, 2029.	\$ 5,149.05	\$ -	\$ -	\$ 5,149.05	N/A
New Agreement	25-1003197		St. Paul Apostle Catholic Church	Park and Ride lot lease.	\$ 18,000.00	\$ -	\$ -	\$ 18,000.00	N/A
New Agreement	25-1003196		Gallagher Benefit Services, Inc.	Executive recruitment services.	\$ 25,000.00	\$ -	\$ -	\$ 25,000.00	N/A
Contract Amendment	17-1000603	3	City of Redlands	Design, Right-of-Way and Construction phases of the Interstate 10 Alabama Street Improvement Project, extending the termination date by four years to December 31, 2028, to cover the extended landscape maintenance period and provide sufficient time to complete all required close-out activities.	\$ 5,702,190.00	\$ 1,480,963.00	\$ -	\$ 7,183,153.00	N/A
Contract Amendment	23-1002832	1	Gafcon PM-CM LLC (a Delaware Limited Liability Company)	To assign the contract from Gafcon, Inc., to Gafcon PM-CM LLC., for On-Call Labor Compliance Services.	\$ 200,000.00	\$ -	\$ -	\$ 200,000.00	N/A
Contract Amendment	23-1002880	1	Emergency Vehicle Specialties, Inc. (EVS)	To increase the not-to-exceed amount, and to amend the scope of work to include all necessary labor to cover the yellow call boxes, along with both of the large blue signs, for specified call boxes throughout the County of San Bernardino.	\$ 23,500.00	\$ -	\$ 44,325.00	\$ 67,825.00	N/A
CTO	20-1002320	13	Crowe LLP	Transportation Development Act Audit Services for the City of Chino Hills for Fiscal Year 2021, with a not-to-exceed amount.	\$ 10,000.00	\$ -	\$ -	\$ 10,000.00	\$1,082,784.23.00 (available \$1,072,784.23)
CTO Amendment	23-1002995	CTO No. 5.1	Costin Public Outreach Group	To increase the not-to-exceed amount to provide ongoing construction outreach support for Interstate 10 Express Lanes Contract 1 Project.	\$ 350,000.00	\$ -	\$ 83,000.00	\$ 433,000.00	\$2,434,350.00 (available \$2,351,350.00)
CTO Amendment	23-1002995	CTO No. 21.1	Costin Public Outreach Group	To increase the total task order amount for additional events/services such as ZEMU Arrival Media event not originally planned. Testing period, and outreach events.	\$ 165,960.00		\$ 81,010.00	\$ 246,970.00	\$2,351,350.00 (available \$2,270,340.00)

*Total amount authorized for the associated on-call services bench which is typically shared with multiple vendors and controlled via contract task orders (CTO).

Attachment A - 2 October 2024 Contingency Released Actions

Contract No. & Contingency No.	Reason for Contingency Amendment (Include a Description of the Contingency Amendment)	Vendor Name	Original Contract Amount	Prior Amendments	Prior Contingencies	Current Contingencies	Amended Contract Amount
22-1002775 No. 0B	US395 Phase 2 PS&E - Additional work identified for the Project. Mapping exhibits requested, including both plan and profile views. Preparation of Right of Way exhibits for Resolution of Necessity Hearing, and Crotch Bumble Bee (CBB) Habitat Assessment Memorandum.	AECOM	\$ 7,104,413.13	\$ -	\$ 66,939.15	\$ 36,908.04	\$ 7,208,260.32
21-1002658 No. 1B	Arrow Maintenance Facility Hydrogen Fuel Update - Additional Construction Managment Consultant services are required, and the completion date for the Project has been extended to December 2025. The completion date for the Hydrogen Station has been extended to June 2026. Amendment No. 2 is being routed for Board Approval, to increase the not-to-exceed amount and increase the contingency not-to-exceed amount.	CPM Partners, Inc.	\$ 1,041,815.21	\$ -	\$ 20,003.84	\$ 80,000.00	\$ 1,141,819.05

Attachment A - 3
October 2024 Purchase Order and Purchase Order Amendment Actions

Type	PO No.	PO Posting Date	Vendor Name	Description of Services	Original Purchase Order Amount	Prior Amendments	Current Amendment	Total Purchase Order Amount
New PO	4002552	10/9/24	Blueally Technology Solutions, LLC	Hardware for backup solution.	\$ 3,871.50			\$ 3,871.50
New PO	4002556	10/25/24	Southern California Edison	SCE Service Meters (Annual PO).	\$ 100,000.00			\$ 100,000.00
New PO	Q-486080-1	10/29/2024	ChargePoint, Inc.	Replacement of two level 2 charging station heads.	\$ 6,318.75			\$ 6,318.75

Attachment: October 2024 Procurement Report (11082 : October 2024 Procurement Report)

Attachment B
October 2024 RFP's, RFQ's and IFB's

Release Date	RFP/RFQ/IFB No.	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
10/7/2024	IFB No. 24-1003176	\$335,000	1/8/2025	SR-60 Central Establish Existing Planting

Attachment C
September 2024 CityCom's Issued Purchase Orders/Contracts

PO/Contract No.	Vendor Name	Description of Services	Total Amount
PO SBCTA50774	Weatherite Corp.	Add secondary drain pans-HVAC Upgrade.	\$ 4,259.00

Minute Action

AGENDA ITEM: 3

Date: *December 4, 2024*

Subject:

Budget to Actual Report for First Quarter Ending September 30, 2024.

Recommendation:

Receive and file Budget to Actual Report for the first quarter ending September 30, 2024.

Background:

The Fiscal Year 2024/2025 Budget for new activity was adopted by the Board of Directors (Board) on June 5, 2024. Budgetary information includes the original and revised budgets and expenditures as of September 30, 2024.

The report is broken down by Fund group and provides a percentage of the budget received or expended through September 30, 2024.

The following is an explanation for significant percentage changes by Fund type:

General Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.
2. Interest is distributed to the appropriate funds at year-end based on ending cash balances. The positive balance is partially due to reversing the prior year's negative accruals related to fair value adjustment.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures or program activities.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers to reimburse expenditures funded by the Local Transportation Fund, State Transit Assistance Fund, and State of Good Repair Fund.
2. Operating transfers out are from cash transfers within the General Fund to fund the Indirect Cost Fund.

Federal Fund

A. Revenues:

1. The timing for revenue collection fluctuates as all federal grants are on a reimbursement basis.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

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

Board of Directors Agenda Item

December 4, 2024

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2. The negative balance in Transit is due to the reversal of accruals from the prior year.

C. Other Financing Sources:

1. Operating transfers out are for the repayment of commercial paper.

Federal Transit Administration Fund

A. Revenues:

1. The timing for revenue collection fluctuates as all federal grants are on a reimbursement basis.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

State Fund

A. Revenues:

1. The timing for revenue collection fluctuates as most state grants are on a reimbursement basis.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. The negative balance in Project Delivery is due to the reversal of accruals from the prior year.

Proposition 1B Fund

A. Revenues:

1. The revenue recognition for most Proposition 1B Funds is when expenditures are incurred since the funds are received in advance.

B. Expenditures:

1. Expenditures to date are zero mainly due to the timing of capital expenditures, which can take several years.

Local Transportation Fund (LTF)

A. Revenues:

1. LTF revenue is low since July and August receipts pertain to the prior fiscal year.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. The negative balance in Transit is due to the reversal of accruals from the prior year. This is partially offset by expenditures to date with claims received and paid.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund transit activities, which are on a reimbursement basis.

San Bernardino Council of Governments

San Bernardino County Transportation Authority

State Transit Assistance Fund

A. Revenues:

1. The timing for recording of revenues fluctuates based on the period of performance upon distribution from the state.
2. The positive investment earnings balance is due to a reversal of prior year negative accruals related to fair value adjustment.

B. Expenditures:

1. The negative balance in Transit is due to the reversal of accruals from the prior year. This is partially offset by expenditures to date with claims received and paid.

C. Other Financing Sources:

1. Operating transfers out are negative due to a reversal of prior year accrual that represent cash transfers to the General Fund to fund administrative, planning and transit activities, and transit projects. These transfers are on a reimbursement basis.

Senate Bill 1

A. Revenues:

1. The timing for revenue collection fluctuates as most state grants are on a reimbursement basis.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. The negative balance in Transit is due to the reversal of accruals from the prior year.

Measure I 1990-2010 Fund

A. Revenues:

1. Measure I 1990-2010 ended on March 31, 2010, and only interest earnings are accrued based on cash balances.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

Measure I 2010-2040 Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts pertain to the prior fiscal year.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

2. Funds for the Transit, Project Delivery, and Fund Administration programs are encumbered to ensure they are available to pay for the allocations approved by the Board.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the Enterprise Fund for draws on the Transportation Infrastructure Finance and Innovation Act loan and to properly allocate funds for the West Valley Connector Project.
2. Operating transfers out represent cash transfers to the General Fund to fund the Indirect Cost Fund and to the Debt Service Fund to cover debt service expenditures.

Debt Service Fund

A. Revenues:

1. Investment earnings fluctuate with the amount of cash held by the trustee due to the timing of debt service payments.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of debt service payments.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers from the Measure I funds to cover debt service expenditures.

Capital Projects Fund

A. Revenues:

1. The timing for revenue collection fluctuates as most projects are funded on a reimbursement basis.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.
2. Funds for the Transit and Project Delivery programs are encumbered to ensure they are available to pay for the allocations approved by the Board of Directors.
3. The negative balance in Regional & Subregional Planning is due to the reversal of accruals from the prior year.

C. Other Financing Sources:

1. No commercial paper has been issued in Fiscal Year 2024/2025.
2. Operating transfers in represent cash transfers within the Capital Projects Fund to properly allocate funding for the Monte Vista Grade Separation projects. Also included is the transfer for the repayment of commercial paper from the Federal Fund for the North First Avenue Bridge project.
3. Operating transfers out represent cash transfers within the Capital Projects Fund to properly allocate funding for the Monte Vista Grade Separation projects.

Nonmajor Governmental Funds – Excluding Council of Governments

A. Revenues:

1. The timing for collection of revenue fluctuates as most of the state grants are on a reimbursement basis.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of capital expenditures, which can take several years.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to fund the Indirect Cost Fund and to properly allocate funds for the West Valley Connector Project.

Council of Governments Fund

A. Revenues:

1. The timing for revenue collection fluctuates as this program is mostly funded on a reimbursement basis.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

B. Expenditures:

1. Expenditures to date are low mainly due to the timing of program activities.

C. Other Financing Sources:

1. Operating transfers out represent the cash transfers to fund the Indirect Cost Fund.

Enterprise Fund

A. Revenues:

1. Express Lanes Operations commenced in August 2024.
2. The negative investment earnings balance is due to a reversal of prior year accruals.

B. Expenditures:

1. Expenditures to date are low mainly due to the delay in the start of operations.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was received by the General Policy Committee on November 13, 2024.

Responsible Staff:

Lisa Lazzar, Chief Financial Officer

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

**Fiscal Year 2024-2025
First Quarter Budget to Actual Report
June 30, 2025**

	2024-2025 Original Budget		2024-2025 Revised Budget		Actual Revenues & Expenditures to Date		Encumbrances	Balance	% of Budget Remaining for Expenditures
GENERAL FUND									
Revenues									
Sales Tax-MSI	2,519,000	-	2,519,000	194,203	-	2,324,797			
Intergovernmental	-	-	-	757,058	-	(757,058)			
Charges for Services	40,010	-	40,010	417,792	-	(377,782)			
Investment Earnings	460,000	-	460,000	6,601,367	-	(6,141,367)			
Miscellaneous	141	-	141	412	-	(271)			
Total Revenues	3,019,151	-	3,019,151	7,970,832	-	(4,951,681)			
Expenditures									
General Government	13,832,509	331,663	14,164,172	2,031,265	1,469,432	10,663,475		75.28%	
Regional & Subregional Planning	1,553,616	(99,024)	1,454,592	98,892	-	1,355,700		93.20%	
Transit	70,952,674	2,260,637	73,213,311	13,565,823	219,247	59,428,241		81.17%	
Project Delivery	309,967	-	309,967	-	-	309,967		100.00%	
Fund Administration	444,094	-	444,094	76,135	2,000	365,959		82.41%	
Total Expenditures	87,092,860	2,493,276	89,586,136	15,772,115	1,690,679	72,123,342		80.51%	
Other Financing Sources									
Transfers in	84,911,887	-	84,911,887	5,800,265	-	79,111,622		93.17%	
Transfers out	(2,514,517)	(9,363)	(2,523,880)	(637,992)	-	(1,885,888)		74.72%	
Total Other Financing Sources	82,397,370	(9,363)	82,388,007	5,162,273	-	77,225,734		93.73%	
Revenues Over (Under) Expenditures	(1,676,339)	(2,502,639)	(4,178,978)	(2,639,010)	-	150,711			
Note: Transfers in are from LTF, STA, and SGR revenue for budget purposes. The comprehensive annual financial report accounts for the activity in the individual funds of LTF, STA, and SGR, not the general fund.									
FEDERAL FUND									
Revenues									
Intergovernmental	131,400,865	-	131,400,865	1,003,519	-	130,397,346			
Total Revenues	131,400,865	-	131,400,865	1,003,519	-	130,397,346			
Expenditures									
Regional & Subregional Planning	700,000	-	700,000	5,917	-	694,083		0.85%	
Transit	2,363,732	-	2,363,732	(314,387)	-	2,678,119		113.30%	
Project Delivery	128,337,133	(2,882,865)	125,454,268	13,901,873	-	111,552,395		88.92%	
Total Expenditures	131,400,865	(2,882,865)	128,518,000	13,593,403	-	114,924,597		89.42%	
Other Financing Sources									
Transfers out	-	(2,882,865)	(2,882,865)	(2,882,865)	-	-		0.00%	
Total Other Financing Sources	-	(2,882,865)	(2,882,865)	(2,882,865)	-	-		0.00%	
Revenues Over (Under) Expenditures	-	-	-	(15,472,749)	-	15,472,749			
FEDERAL TRANSIT ADMINISTRATION FUND									
Revenues									
Intergovernmental	44,789,439	-	44,789,439	-	-	44,789,439			
Total Revenues	44,789,439	-	44,789,439	-	-	44,789,439			
Expenditures									
Transit	44,789,439	-	44,789,439	707,096	-	44,082,343		98.42%	
Total Expenditures	44,789,439	-	44,789,439	707,096	-	44,082,343		98.42%	
Revenues Over (Under) Expenditures	-	-	-	(707,096)	-	707,096			
STATE FUND									
Revenues									
Intergovernmental	69,673,615	-	69,673,615	26,667,555	-	43,006,060			
Investment Earnings	-	-	-	23,455	-	(23,455)			
Total Revenues	69,673,615	-	69,673,615	26,691,010	-	42,982,605			
Expenditures									
General Government	9,070	-	9,070	265	-	8,805		0.00%	
Regional & Subregional Planning	491,374	-	491,374	41,081	-	450,293		91.64%	
Transit	35,578,278	566,510	36,144,788	325,578	20,234	35,798,976		99.04%	
Project Delivery	32,591,448	-	32,591,448	(1,086)	-	32,592,534		100.00%	
Fund Administration	1,003,077	-	1,003,077	169,220	-	833,857		83.13%	
Total Expenditures	69,673,247	566,510	70,239,757	535,058	20,234	69,684,465		99.21%	
Revenues Over (Under) Expenditures	368	(566,510)	(566,142)	26,155,952	(20,234)	(26,701,860)			

Attachment: Budget to Actual 1st Quarter 2025 (11074 : Budget to Actual Report - 1st Qtr. 2024/2025)

**Fiscal Year 2024-2025
First Quarter Budget to Actual Report
June 30, 2025**

	2024-2025 Original Budget	Amendments	2024-2025 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining for Expenditures
PROPOSITION 1B FUND							
Revenues							
Intergovernmental	12,998	-	12,998	-	-	12,998	
Total Revenues	12,998	-	12,998	-	-	12,998	
Expenditures							
Project Delivery	12,998	-	12,998	-	-	12,998	100.00%
Total Expenditures	12,998	-	12,998	-	-	12,998	100.00%
Revenues Over (Under) Expenditures	-	-	-	-	-	-	
LOCAL TRANSPORTATION FUND							
Revenues							
Sales Tax-LTF	149,568,943	-	149,568,943	11,446,532	-	138,122,411	
Investment Earnings	2,000,000	-	2,000,000	2,541,590	-	(541,590)	
Total Revenues	151,568,943	-	151,568,943	13,988,122	-	137,580,821	
Expenditures							
Transit	120,000,000	-	120,000,000	(31,751,378)	108,885	151,642,493	126.37%
Total Expenditures	120,000,000	-	120,000,000	(31,751,378)	108,885	151,642,493	126.37%
Other Financing Sources							
Transfers out	(44,811,525)	-	(44,811,525)	(899,163)	-	(43,912,362)	97.99%
Total Other Financing Sources	(44,811,525)	-	(44,811,525)	(899,163)	-	(43,912,362)	97.99%
Revenues Over (Under) Expenditures	(13,242,582)	-	(13,242,582)	44,840,337	(108,885)	(57,974,034)	
STATE TRANSIT ASSISTANCE FUND							
Revenues							
Intergovernmental	30,482,261	-	30,482,261	-	-	30,482,261	
Investment Earnings	840,000	-	840,000	1,000,194	-	(160,194)	
Total Revenues	31,322,261	-	31,322,261	1,000,194	-	30,322,067	
Expenditures							
Transit	24,958,873	-	24,958,873	(8,793,994)	-	33,752,867	135.23%
Total Expenditures	24,958,873	-	24,958,873	(8,793,994)	-	33,752,867	135.23%
Other Financing Sources							
Transfers out	(31,901,792)	-	(31,901,792)	2,930,394	-	(34,832,186)	109.19%
Total Other Financing Sources	(31,901,792)	-	(31,901,792)	2,930,394	-	(34,832,186)	109.19%
Revenues Over (Under) Expenditures	(25,538,404)	-	(25,538,404)	12,724,582	-	(38,262,986)	
Note: Intergovernmental revenue (from State Transit Assistance) is net of the amount allocated to SBCTA and accounted for in the General Fund.							
SENATE BILL 1 Fund							
Revenues							
Intergovernmental	91,516,246	-	91,516,246	-	-	91,516,246	
Total Revenues	91,516,246	-	91,516,246	-	-	91,516,246	
Expenditures							
Commuter and Motorist Assistance	1,431,379	-	1,431,379	-	-	1,431,379	0.00%
Regional & Subregional Planning Program	10,400,000	-	10,400,000	13,098	-	10,386,902	0.13%
Transit	37,343,567	-	37,343,567	(51,691)	-	37,395,258	100.14%
Major Project Delivery	42,341,300	-	42,341,300	1,507,424	-	40,833,876	3.56%
Total Expenditures	91,516,246	-	91,516,246	1,468,831	-	90,047,415	98.40%
Revenues Over (Under) Expenditures	-	-	-	(1,468,831)	-	1,468,831	
MEASURE 1 1990-2010 FUND							
Revenues							
Investment Earnings	100,000	-	100,000	(19,644)	-	119,644	
Total Revenues	100,000	-	100,000	(19,644)	-	119,644	
Expenditures							
Project Delivery	2,003,400	(100,000)	1,903,400	25,982	-	1,877,418	98.63%
Total Expenditures	2,003,400	(100,000)	1,903,400	25,982	-	1,877,418	98.63%

Attachment: Budget to Actual 1st Quarter 2025 (11074 : Budget to Actual Report - 1st Qtr. 2024/2025)

Fiscal Year 2024-2025
First Quarter Budget to Actual Report
June 30, 2025

	2024-2025		2024-2025		Actual Revenues		% of Budget	
	Original		Revised		& Expenditures		Remaining for	
	Budget	Amendments	Budget		to Date	Encumbrances	Balance	Expenditures
MEASURE I 2010-2040 FUND								
Revenues								
Sales Tax-MSI	249,381,000	-	249,381,000		19,226,121	-	230,154,879	
Investment Earnings	15,176,000	-	15,176,000		(2,783,676)	-	17,959,676	
Total Revenues	264,557,000	-	264,557,000		16,442,445	-	248,114,555	
Expenditures								
General Government	1,182,571	-	1,182,571		37,254	-	1,145,317	96.85%
Environment and Energy Conservation	298,449	-	298,449		4,726	-	293,723	98.42%
Commuter and Motorist Assistance	1,285,989	-	1,285,989		612	-	1,285,377	99.95%
Regional & Subregional Planning	1,365,852	49,512	1,415,364		108,997	-	1,306,367	92.30%
Transit	64,448,896	2,296,958	66,745,854		6,281,903	9,407,698	51,056,253	76.49%
Project Delivery	191,598,239	100,000	191,698,239		4,798,988	398,710	186,500,541	97.29%
Fund Administration	134,406,907	-	134,406,907		4,850,859	749,000	128,807,048	95.83%
Total Expenditures	394,586,903	2,446,470	397,033,373		16,083,339	10,555,408	370,394,626	93.29%
Other Financing Sources								
Transfers in	35,262,132	-	35,262,132		10,479,645	-	24,782,487	70.28%
Transfers out	(17,138,434)	-	(17,138,434)		(4,029,577)	-	(13,108,857)	76.49%
Total Other Financing Sources	18,123,698	-	18,123,698		6,450,068	-	11,673,630	64.41%
Revenues Over (Under) Expenditures	(111,906,205)	(2,446,470)	(114,352,675)		6,809,174	(10,555,408)	(110,606,441)	
Note: Sales tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.								
DEBT SERVICE FUND								
Revenues								
Investment Earnings	-	-	-		56,558	-	(56,558)	
Total Revenues	-	-	-		56,558	-	(56,558)	
Expenditures								
Debt Service	12,413,850	-	12,413,850		3,331,925	-	9,081,925	73.16%
Total Expenditures	12,413,850	-	12,413,850		3,331,925	-	9,081,925	73.16%
Other Financing Sources								
Operating Transfers In	12,413,850	-	12,413,850		3,095,963	-	9,317,887	75.06%
Total Other Financing Sources	12,413,850	-	12,413,850		3,095,963	-	9,317,887	75.06%
Revenues Over (Under) Expenditures	-	-	-		(179,404)	-	179,404	
CAPITAL PROJECTS FUND								
Revenues								
Intergovernmental	41,680,437	-	41,680,437		-	-	41,680,437	
Investment Earnings	1,065,000	-	1,065,000		(125,763)	-	1,190,763	
Miscellaneous	10,671,316	-	10,671,316		-	-	10,671,316	
Total Revenues	53,416,753	-	53,416,753		(125,763)	-	53,542,516	
Expenditures								
General Government	150,000	-	150,000		-	-	150,000	100.00%
Regional & Subregional Planning	6,708,337	49,512	6,757,849		(26,000)	-	6,783,849	100.38%
Transit	8,048,046	-	8,048,046		1,443,970	-	6,604,076	82.06%
Project Delivery	35,661,708	-	35,661,708		5,138,269	151,497	30,371,942	85.17%
Fund Administration	2,034,700	-	2,034,700		-	-	2,034,700	100.00%
Total Expenditures	52,602,791	49,512	52,652,303		6,556,239	151,497	45,944,567	87.26%
Other Financing Sources								
Proceeds from commercial paper	20,000,000	-	20,000,000		-	-	20,000,000	100.00%
Operating Transfers in	1,000,000	-	1,000,000		2,799,826	-	(1,799,826)	-179.98%
Operating Transfers out	(20,000,000)	-	(20,000,000)		(26,308)	-	(19,973,692)	99.87%
Total Other Financing Sources	1,000,000	-	1,000,000		2,773,518	-	(1,773,518)	-177.35%
Revenues Over (Under) Expenditures	1,813,962	(49,512)	1,764,450		(3,908,484)	(151,497)	5,824,431	

Attachment: Budget to Actual 1st Quarter 2025 (11074 : Budget to Actual Report - 1st Qtr. 2024/2025)

Fiscal Year 2024-2025
First Quarter Budget to Actual Report
June 30, 2025

	2024-2025		2024-2025	Actual Revenues	Encumbrances	Balance	% of Budget Remaining for Expenditures
	Original Budget	Amendments	Revised Budget	& Expenditures to Date			
NONMAJOR GOVERNMENTAL FUNDS - EXCLUDING COUNCIL OF GOVERNMENTS FUND							
Revenues							
Intergovernmental	19,710,125	-	19,710,125	-	-	19,710,125	
Charges for Services	12,213	-	12,213	-	-	12,213	
Investment Earnings	105,000	-	105,000	(20,575)	-	125,575	
Miscellaneous	14,676	-	14,676	-	-	14,676	
Total Revenues	19,842,014	-	19,842,014	(20,575)	-	19,862,589	
Expenditures							
General Government	116,884	-	116,884	6,803	1,000	109,081	93.32%
Commuter and Motorist Assistance	5,434,709	-	5,434,709	236,863	37,168	5,160,678	94.96%
Regional & Subregional Planning	700,988	-	700,988	28,163	-	672,825	95.98%
Transit	11,934,322	380,778	12,315,100	75,459	-	12,239,641	99.39%
Total Expenditures	18,186,903	380,778	18,567,681	347,288	38,168	18,182,225	97.92%
Other Financing Sources							
Transfers out	(1,085,366)	(19,222)	(1,104,588)	(290,564)	-	(814,024)	73.69%
Total Other Financing Sources	(1,085,366)	(19,222)	(1,104,588)	(290,564)	-	(814,024)	73.69%
Revenues Over (Under) Expenditures	569,745	(400,000)	169,745	(658,427)	(38,168)	866,340	
COUNCIL OF GOVERNMENTS FUND							
Revenues							
Special Assessments	991,873	-	991,873	-	-	991,873	
Investment Earnings	40,000	-	40,000	(5,539)	-	45,539	
Miscellaneous	825,993	-	825,993	13,125	-	812,868	
Total Revenues	1,857,866	-	1,857,866	7,586	-	1,850,280	
Expenditures							
Council of Governments	5,617,687	100,000	5,717,687	106,502	-	5,611,185	98.14%
Total Expenditures	5,617,687	100,000	5,717,687	106,502	-	5,611,185	98.14%
Other Financing Sources							
Transfers out	(781,437)	-	(781,437)	(195,359)	-	(586,078)	75.00%
Total Other Financing Sources	(781,437)	-	(781,437)	(195,359)	-	(586,078)	75.00%
Revenues Over (Under) Expenditures	(4,541,258)	(100,000)	(4,641,258)	(294,275)	-	(4,346,983)	
ENTERPRISE FUND							
Revenues							
Express Lanes Fees And Charges	13,828,000	-	13,828,000	866,323	-	12,961,677	
Investment Earnings	-	-	-	(23,561)	-	23,561	
Total Revenues	13,828,000	-	13,828,000	842,762	-	12,985,238	
Expenditures							
Express Lanes Operation	17,906,865	1,900	17,908,765	33,213	161,138	17,714,414	98.91%
Total Expenditures	17,906,865	1,900	17,908,765	33,213	161,138	17,714,414	98.91%
Revenues Over (Under) Expenditures	(4,078,865)	(1,900)	(4,080,765)	809,549	(161,138)	(4,729,176)	

Attachment: Budget to Actual 1st Quarter 2025 (11074 : Budget to Actual Report - 1st Qtr. 2024/2025)

Minute Action

AGENDA ITEM: 4

Date: December 4, 2024

Subject:

Measure I Revenue

Recommendation:

Receive report on Measure I receipts for Measure I 2010-2040.

Background:

Sales tax revenue collections for Measure I 2010 through 2040 began on April 1, 2010. Cumulative total receipts as of September 30, 2024, were \$2,571,096,480.

A summary of the current Measure I receipts by quarter and cumulative total since its inception is included. The quarterly receipts represent sales tax collection from the previous quarter's taxable sales. For example, receipts for July through September represent sales tax collections from April through June.

Measure I revenue for the 2024/2025 Fiscal Year Budget was estimated at \$251,900,000. Actual Measure I receipts for Fiscal Year 2024/2025 July through September are \$63,679,854, in comparison to \$64,368,274 received during the quarter ending September 2023/2024, with a decrease of 1.07% due to the reduction in consumer spending in the County of San Bernardino.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was received by the General Policy Committee on November 13, 2024.

Responsible Staff:

Lisa Lazzar, Chief Financial Officer

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

Summary of SBCTA Measure I Receipts 2010-2040

Fiscal Year	July-September	October-December	January-March	April- June	Fiscal Year Total	Cumulative Total To Date
Receipts Prior to FY 2010/11						\$7,158,800
Fiscal Year 2010/11	28,188,907	29,207,950	28,808,766	29,397,456	115,603,079	\$122,761,879
Fiscal Year 2011/12	31,027,319	33,547,956	32,757,419	33,476,051	130,808,745	\$253,570,624
Fiscal Year 2012/13	34,279,449	35,076,980	34,336,570	34,309,171	138,002,171	\$391,572,794
Fiscal Year 2013/14	35,430,012	35,403,641	36,843,452	35,789,045	143,466,150	\$535,038,944
Fiscal Year 2014/15	37,253,007	38,007,716	38,225,122	37,132,591	150,618,437	\$685,657,380
Fiscal Year 2015/16	39,298,056	40,309,825	40,950,261	38,929,588	159,487,730	\$845,145,110
Fiscal Year 2016/17	41,123,141	40,742,242	41,465,217	39,801,939	163,132,539	\$1,008,277,649
Fiscal Year 2017/18	43,117,814	42,305,693	44,007,900	39,149,611	168,581,018	\$1,176,858,666
Fiscal Year 2018/19	41,560,927	49,358,825	46,035,191	43,531,556	180,486,500	\$1,357,345,167
Fiscal Year 2019/20	46,250,572	46,514,574	49,729,997	35,959,684	178,454,827	\$1,535,799,994
Fiscal Year 2020/21	48,366,423	51,588,776	52,728,566	56,391,035	209,074,800	\$1,744,874,794
Fiscal Year 2021/22	64,058,781	61,231,465	64,329,895	63,172,838	252,792,978	\$1,997,667,772
Fiscal Year 2022/23	64,538,748	66,271,275	66,140,449	60,936,812	257,887,284	\$2,255,555,056
Fiscal Year 2023/24	64,368,274	62,247,797	65,142,607	60,102,892	251,861,570	\$2,507,416,626
Fiscal Year 2024/25	63,679,854				63,679,854	\$2,571,096,480
% Increase Over 23/24	-1.07%				-74.72%	

Attachment: MSI Receipts PDF Sept 2024 (11075 : Measure I Revenue - 1st Qtr 2024/2025)

Minute Action

AGENDA ITEM: 5

Date: December 4, 2024

Subject:

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

Recommendation:

Receive and file Change Order Report.

Background:

San Bernardino County Transportation Authority (SBCTA) Department of Transit and Rail Programs has two ongoing construction contracts, one procurement of major equipment, and one vehicle procurement contract, of which one has had Construction Change Orders (CCO) approved since the last reporting to the Transit Committee on October 10, 2024. The CCOs are listed below:

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

- 1) CCO 002: Notice to Proceed Delay Claim. (\$165,000)
- 2) CCO 004: Inland Empire Utilities Agency Drawing Revisions. (\$3,500)
- 3) CCO 006: Additional Insurance Language. (\$0)
- 4) CCO 007: Habit Grill Access. (\$4,663.43)
- 5) CCO 008: Canary Palm Preservation. (-\$132,822.72)

B. Contract No. 23-1002961 with Proterra Builders, Inc. for the Arrow Maintenance Facility (AMF) Hydrogen Fuel Upgrade Project: Procurement of Major Equipment: There are no newly executed CCOs since the last report.

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

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

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was received by the Transit Committee on November 14, 2024.

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

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

Number	Description	Amount
West Valley Connector Mainline Construction, Griffith Company (23-1002891)		
2	NTP Delay Claim	\$165,000.00
4	IEUA Drawing Revisions	\$3,500.00
6	Additional Insurance Language	\$0.00
7	Habit Grill Access	\$4,663.43
8	Canary Palm Preservation	(\$132,822.72)
	CCO Total	\$50,633.26
	Approved Contingency	\$11,995,991.00
	Remaining Contingency	\$11,945,357.74
ZEMU - Arrow Maintenance Facility (AMF) Upgrade Project, Proterra Builders, Inc. (23-1002961)		
	Description	Amount
	CCO Total	\$0.00
	Approved Contingency	\$56,280.21
	Remaining Contingency	\$56,280.21
ZEMU - Arrow Maintenance Facility (AMF) Upgrade Project, Metro Builders & Engineers Group, Ltd. (23-1002922)		
	Description	Amount
	CCO Total	\$0.00
	Approved Contingency	\$962,657.10
	Remaining Contingency	\$962,657.10
ZEMU- Vehicle Procurement Stadler (20-1002310)		
	Description	Amount
	CCO Total	\$2,592,169.12
	Approved Contingency	\$3,487,482.12
	Remaining Contingency	\$895,313.00

Attachment: Contract Change Order 10745 October 2024 (11059 : Transit and Rail Programs Contract Change Orders to On-Going Contracts)

Minute Action

AGENDA ITEM: 6

Date: *December 4, 2024*

Subject:

Project Delivery Contract Change Orders to On-Going Contracts

Recommendation:

Receive and file Change Order Report.

Background:

San Bernardino County Transportation Authority (SBCTA) Department of Project Delivery has 12 on-going construction contracts, of which six have had Construction Change Orders (CCO) approved since the last reporting to the Board of Directors Metro Valley Study Session on October 10, 2024. The CCOs are listed below:

A. Contract No. 19-1002078 with Guy F. Atkinson Construction, LLC, for the State Route (SR) 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation Project: There are no newly executed CCOs since last report.

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

C. Contract No. 19-1002026 with Diversified Landscape Company, for the Interstate 215 Segments 1, 2 and 3 Establish Existing Planting Project: There are no newly executed CCOs since last report.

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

- 1) CCO 155: Additional work and repair of waterline. (\$5,659)
- 2) CCO 157: Toll pad repair work due to vandalism. (\$16,262)

E. Contract 23-1002869 with SEMA Construction, Inc., for the I-10 Eastbound Truck Climbing Lane:

- 1) CCO 11: Remove existing drainage inlets, manholes, and pipes. (\$30,000)
- 2) CCO 14: Modification to drainage system. (-\$69,230)
- 3) CCO 15: Just in time training. (\$3,000)

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

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

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

Entity: San Bernardino County Transportation Authority

I. Contract No. 21-1002620 with Ortiz Enterprises, Inc., for the I-10 Alabama Street Interchange Improvements Project:

- 1) CCO 10.1: De-obligation of remaining funds for manual irrigation. (-\$7,005.27)
- 2) CCO 16.1: De-obligation of remaining funds for repair of drainage systems. (-\$10,929.67)
- 3) CCO 19: Increase and decrease in bid items. (-\$215,413.82)

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

- 1) CCO 5: Two sack slurry. (\$3,200)
- 2) CCO 6: Bioswale drainage addition along bike path. (\$46,000)

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

- 1) CCO 49: Value engineering change proposal, Cedar Avenue overhead bridge. (-\$127,960.74)
- 2) CCO 58: Drainage modifications at sound wall 690. (\$30,000)

L. Contract No. 22-1002780 with Skanska USA Civil West California District, Inc., for the North 1st Avenue Bridge Over BNSF Project:

- 1) CCO 19.1: Barrier end treatments. (\$84,340)

Financial Impact:

This item imposes no financial impact, as all CCOs are within previously approved contingency amounts under: Task No. 0830 Interchange Projects and Task No. 0820 Freeway Projects, Sub-Task No. 0823 I-10 Corridor Contract 1, Sub-Task No. 0854 I-10 Eastbound Truck Climbing Lane, Sub-Task No. 0811 North 1st Avenue over BNSF, Sub-Task No. 0810 Metrolink ATP, and Sub-Task No. 0895 I-10 Alabama.

Reviewed By:

This item was received by the Board of Directors Metro Valley Study Session on November 14, 2024.

Responsible Staff:

Kristi Harris, Director of Project Delivery

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
SR 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation (19-1002078)		
Number	Description	Amount
	CCO Total	\$24,789,630.30
	Approved Contingency	\$34,927,790.07
	Remaining Contingency	\$10,138,159.77
SR 60 Central Avenue Interchange (19-1002196)		
Number	Description	Amount
	CCO Total	\$1,457,424.91
	Approved Contingency	\$2,912,039.00
	Remaining Contingency	\$1,454,614.09
I-215 Segments 1, 2 & 3 Establish Existing Planting (19-1002026)		
Number	Description	Amount
	CCO Total	\$148,743.56
	Approved Contingency	\$1,451,300.00
	Remaining Contingency	\$1,302,556.44
I-10 Corridor Contract 1 (17-1001599)		
Number	Description	Amount
155	Additional work and repair of waterline.	\$5,659.00
157	Toll pad repair work due to vandalism.	\$16,262.00
	CCO Total	\$17,740,332.61
	Approved Contingency	\$51,369,000.00
	Remaining Contingency	\$33,628,667.39

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
I-10 Eastbound Truck Climbing Lane (23-1002869)		
Number	Description	Amount
11	Remove existing drainage inlets, manholes, and pipes.	\$30,000.00
14	Modification to drainage system.	(\$69,230.00)
15	Just in time training.	\$3,000.00
	CCO Total	\$978,324.37
	Approved Contingency	\$3,731,253.00
	Remaining Contingency	\$2,752,928.63
Monte Vista Avenue Grade Separation (16-1001461)		
Number	Description	Amount
	CCO Total	\$869,302.95
	Approved Contingency	\$2,498,958.60
	Remaining Contingency	\$1,629,655.65
Mount Vernon Avenue Viaduct (18-1001966)		
Number	Description	Amount
	CCO Total	\$15,063,976.99
	Approved Contingency	\$17,230,000.00
	Remaining Contingency	\$2,166,023.01
I-10 University Street Interchange Improvements (20-1002290)		
Number	Description	Amount
	CCO Total	\$1,211,725.45
	Approved Contingency	\$1,500,590.00
	Remaining Contingency	\$288,864.55
I-10 Alabama Street Interchange Improvements (21-1002620)		
Number	Description	Amount
10.1	De-obligation of remaining funds for manual irrigation.	(\$7,005.27)
16.1	De-obligation of remaining funds for repair of drainage systems.	(\$10,929.67)
19	Increase and decrease in bid items.	(\$215,413.82)
	CCO Total	\$727,529.33
	Approved Contingency	\$1,338,886.33
	Remaining Contingency	\$611,357.00

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
Metrolink Active Transportation Program Phase II Project (23-1002919)		
Number	Description	Amount
5	Two sack slurry.	\$3,200.00
6	Bioswale addition along bike path.	\$46,000.00
	CCO Total	\$69,200.00
	Approved Contingency	\$900,661.70
	Remaining Contingency	\$831,461.70
I-10 Cedar Avenue Improvement (22-1002784)		
Number	Description	Amount
49	Value engineering change proposal - Cedar Avenue overhead bridge.	(\$127,960.74)
58	Drainage modifications at sound wall 690.	\$30,000.00
	CCO Total	(\$1,117,589.29)
	Approved Contingency	\$8,098,400.00
	Remaining Contingency	\$16,158.80
North 1st Avenue Bridge Over BNSF (22-1002780)		
Number	Description	Amount
19.1	Barrier end treatments.	\$84,340.00
	CCO Total	\$1,325,248.77
	Approved Contingency	\$3,561,922.00
	Remaining Contingency	\$2,236,673.23

Minute Action

AGENDA ITEM: 7

Date: December 4, 2024

Subject:

Revisions to Measure I Local Street Program Policies No. 40003, 40012, and 40016

Recommendation:

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

Approve revisions to the Measure I Local Street Program Policies No. 40003, 40012, and 40016, incorporating a remedy to redistribute funds withheld due to an incomplete compliance audit within two years after the expiration of Measure I 2010-2040.

Background:

Measure I funds are received by San Bernardino County Transportation Authority monthly, and the Local Street Program dollars are passed through to the local jurisdictions for eligible local transportation priorities, as long as the local jurisdiction has submitted an annual Five-Year Capital Improvement Plan and is compliant with audit provisions. The Measure I 2010-2040 Ordinance No. 04-01 requires that each agency receiving an allocation of Measure I revenue shall undergo a compliance audit to ensure that each agency is expending funds in accordance with the provisions and guidelines established for Measure I revenue. Measure I Local Street Program Policies No. 40003, 40012, and 40016 require the compliance audit to be completed by December 31st each year.

Measure I Local Street Program Policies No. 40003, 40012, and 40016 do not address what happens if an agency does not complete annual compliance audits. Approval of this item would recommend the Board of Directors adopt revisions to the Measure I Local Street Program Policies No. 40003, 40012, and 40016 to set forth the consequence when a jurisdiction does not complete a compliance audit within two years after the expiration of Measure I 2010-2040. For those not meeting the sunset date, any withheld funds will be distributed to other compliant jurisdictions within that Subarea. The allocation will be based on the process in Section IV.A of the applicable policy after removing the jurisdiction not meeting the audit requirement.

The proposed revised policies for the three Local Street Programs are attached and include Valley, Victor Valley, and Rural Mountain/Desert.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA General Counsel has reviewed this item and the revised policies.

Responsible Staff:

Lisa Lazzar, Chief Financial Officer

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item
December 4, 2024
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Approved
Board of Directors
Date: December 4, 2024
Witnessed By:

San Bernardino County Transportation Authority

San Bernardino County Transportation Authority	Policy	40003
Adopted by the Board of Directors April 1, 2009	Revised	<u>412/04/2224</u>
Valley Local Street (VLS) Program Measure I 2010-2040 Strategic Plan	Revision No.	<u>78</u>

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA Intranet.

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I. PURPOSE

The purpose of this policy is to establish requirements relating to adoption of Five Year Plans by local jurisdictions outlining the projects that will be funded under the Measure I 2010-2040 Valley Subarea Local Street Program. Twenty percent of the total Measure I 2010-2040 revenue collected in the San Bernardino Valley Subarea shall be assigned to the Local Street Program. This program will be used by local jurisdictions to fund Local Street Projects.

II. REFERENCES

Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Exhibit A – Transportation Expenditure Plan.

SBCTA Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including Local Street, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SBCTA Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. Allocations of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five-Year Plan: A plan of projected local jurisdiction expenditures for the next five years on local projects eligible for Local Street Program funds, updated annually and submitted to SBCTA by local jurisdictions.

Independent Taxpayer Oversight Committee: A “Mandated Taxpayer Safeguard” established by Ordinance 04-01 for Measure I 2010-2040 to provide citizen review and to ensure that all Measure I funds are spent in accordance with provisions of the Measure I Expenditure Plan and Ordinance.

Maintenance of Effort: The requirement that Measure I funding will supplement and not replace the existing local discretionary funding being used for street and highway purposes.

Maintenance of Effort Base Year Level: The amount of General Fund used for street and highway purposes in Fiscal Year 2008/2009, prior to Measure I 2010-2040, as adopted by the SBCTA Board of Directors.

IV. POLICIES FOR THE VALLEY LOCAL STREET PROGRAM

A. Local Street Program Allocation

Policy VLS-1: Each jurisdiction shall receive an allocation from 20% of the Measure I revenue collected in the Valley Subarea on a per capita basis using the population estimate as of January 1 of that year. The population estimate for making the per capita calculation shall be determined by SBCTA each year based on the State Department of Finance population estimate. For the unincorporated areas, the calculation shall be based on the population estimate from the County Land Use Services Department - Planning Division and reconciled with the State Department of Finance population estimate as of January 1 of that year.

Policy VLS-2: Local jurisdictions shall not receive their Local Street Program allocation until they have submitted their annual adopted update of their Five-Year Plan. The due date to submit the Five-Year Plan to SBCTA is September 1 of each year. If the Five-Year Plan has not been received by the due date, the pass-through payments will be withheld. All withheld pass-through payments will be released upon receipt of the local jurisdiction governing body's adopted Five-Year Plan.

Policy VLS-3: The Local Street Program allocation shall be remitted to local jurisdictions monthly.

Policy VLS-4: Local Street Program allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SBCTA has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

B. Development Fair Share Contribution

Policy VLS-5: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects on the Nexus Study Network, contained in the most recent Board-adopted version of the Nexus Study approved for jurisdictions in the San Bernardino Valley and funded all or in part with Local Street Program allocations.

Policy VLS-6: Annually as part of its audit of each jurisdictions' use of Measure I funds, SBCTA will specifically review development mitigation contribution records for capacity improvements to Nexus Study Network facilities that were funded all or in part by Local Street Program allocations. If a material finding is made in the audit showing that the development fair share contribution was not made, SBCTA may, as the agency responsible for the Congestion Management Program, withhold Section 2105 Gas Tax funds or Measure I Local Street Program allocations until the jurisdiction shows that they are in compliance with the Congestion Management Program.

Policy VLS-7: Jurisdictions may borrow from other internal accounts (i.e. within their own jurisdiction) to fund the required development fair share. Jurisdictions will maintain a record of borrowing between internal accounts. The internal accounts shall be reimbursed by development mitigation as development occurs.

C. Five-Year Plan

Policy VLS-8: Each local jurisdiction is required to annually adopt a Five-Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass-Through Funds must be detailed in the Five-Year Capital Improvement Plan and adopted by resolution of the governing body. Expenditures can only be made on projects listed in the current Five-Year Capital Improvement Plan.

Policy VLS-9: Five-Year Capital Improvement Plans shall:

- a. Specifically identify projects by either 1) street name, boundaries, and project type, subject to eligibility requirements listed in Section D below, or 2) defining the project as a program of work without any identified streets, such as a pavement management program, transportation system improvements, routine roadway maintenance or other miscellaneous transportation-related expenditures as identified in Policy VLS-12. Projects defined as a program of work shall not include capacity enhancements.
- b. Constrain the total amount of planned expenditures to 150% of SBCTA's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.

- c. For capacity enhancement projects listed in the Nexus Study, limit the use of Measure I local funds to the Measure I public share of the project cost and identify the required development contribution. Maintenance projects or projects that do not enhance the capacity of a Nexus Study Network roadway do not require a development contribution.
- d. Use the SBCTA-approved forms and/or online database. Instructions will be issued to the City Manager annually prior to the deadline.

Policy VLS-10: No longer applicable.

Policy VLS-11: The Five-Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in adding and/or deleting projects in their current Five-Year Capital Improvement Plan based on the necessities of the jurisdiction, and subject to eligibility requirements listed in Section D below. However, in order for a project to be eligible for expenditure of Local Street Program funds, it must be listed in the current Five-Year Capital Improvement Plan. If a revised Capital Improvement Plan is necessary to reflect added projects, it must be adopted by resolution of the governing body and provided to SBCTA by September 1 of each fiscal year for use in the annual audit. If the Capital Improvement Plan is not modified to reflect the changes to the project list, an audit finding will result. If the audit finding is not corrected, the project will not be eligible for expenditures of Local Street Program funds.

D. Eligible Expenditures

Policy VLS-12: Eligible expenditures include construction, maintenance, and overhead for transportation related purposes only. Included below are definitions and types of eligible expenditures by category.

a. Construction

Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.

Construction work can be separated into four categories:

- 1) New Construction – A construction that substantially deviates from the existing alignment and provides for an entirely new street or roadbed for the greater parts of its length.
- 2) Reconstruction – A construction involving realignment or the use of standards well above those of the existing element, whereby the type or the geometric and structural features are significantly changed.
- 3) Preventative Maintenance – Includes, but is not limited to, roadway activities such as joint and shoulder rehabilitation, heater re-mix, seal coats, corrective grinding of PCC1 pavement, and restoration of drainage systems.
- 4) 3R Work – All other work that does not fall into the above-defined categories for new construction, reconstruction, or preventative maintenance and typically involves the improvement of highway pavement surfaces through resurfacing, restoration, or rehabilitation. 3R Work is generally regarded as heavy, ~~non-routine~~non-routine maintenance designed to achieve a ten-year service life. Specifically, 3R Work is defined as:
 - *Resurfacing* generally consists of placing additional asphalt concrete over a structurally sound highway, street, or bridge that needs treatment to extend its useful service life.
 - *Restoration* means returning a road, street, structure, or collateral facility to the condition existing after -original construction.
 - *Rehabilitation* implies providing some betterments, such as upgrading guardrail or widening shoulders.

The following examples of construction expenditures are grouped by types of work:

<i>Expenditures</i>	<i>Types of Work</i>	
Additions	1.	The addition of a frontage street or road
	2.	Addition of auxiliary lanes such as speed change, storage, or climbing lanes
Barriers	3.	Earthwork protective structures within or adjacent to the right-of-way area
	4.	Extensions and new installation of walls
	5.	Replacement of retaining walls to a higher standard
	6.	Extension of new installation of guardrails, fence lines, raised medians, or barriers for traffic safety
	7.	Construction of bikeways where they are an integral part of the streets and highway system
	8.	Construction of bicycle or pedestrian underpasses or overhead crossings for the general public use
Bridges	9.	Reconstruction of an existing bridge or installation of a new bridge
	10.	Widening of a bridge
	11.	Replacement of bridge rails and floors to a higher standard
Curbs, etc.	12.	Installation or extension of curbs, gutters, sidewalks, or underdrain (including improvements to handicap ramps to make them ADA compliant).
Drainage	13.	A complete reconstruction or an addition to a culvert including cross culverts regardless of angle of crossing; storm drains, culverts, or drainage channels which are required to be constructed or reconstructed by improvement of the roadway; longitudinal storm drains or other longitudinal culverts, including manholes; cross longitudinal gutters at intersections; and catch basins and related pipes. The term "catch basin" shall include outlet structures or curb openings. An eligible "catch basin" must be located within the road or street system rights-of-way, or as close to the curb return joining the road or street system as practicable, considering the location of obstructions and/or hydraulic considerations.
	14.	Extending old culverts and drains and replacing headwalls
Interagency Projects	15.	Road improvements within an adjoining jurisdiction as long as the improvements are made within the County of San Bernardino
	16.	Road improvements and maintenance on a state highway as long as the appropriate agreement with Caltrans is in place
	17.	Maintenance or construction on alleys that have been formally accepted into the city or county street system
	18.	Development of facilities associated with Metrolink commuter rail operations that are determined to be a local responsibility
Landscaping	19.	Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc. along the street or road right-of-way
	20.	Purchase of land for "greenbelt" if needed to mitigate the environmental impact of a street or road construction project
Layout	21.	Change of alignment, profile, and cross-section
	22.	Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to a grade separation and ramps
Lighting	23.	Installation, replacement, or expansion of street or road lighting system
Associated Planning and Design	24.	Project development, planning studies, and design for eligible transportation projects

	25.	Expenses incurred in attending or participating in transportation and traffic engineering sponsored programs or training conducted for street or road purposes
	26.	Engineering review of plans for construction of Valley Measure I Major Streets projects
Relocation	27.	The removal of old street and roadbeds and structures, and detour costs when connected with a construction project
	28.	Replacement in kind, when legally required, of structures that are required to be relocated for street and road purposes
Signs and Signals	29.	Installation of original traffic signs and markers on routes
	30.	Replacement of all major signs or traffic control devices on a street or road
	31.	The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installation
	32.	Installation or improvements of traffic signal controls at intersections and protective devices at railroad grade crossings
	33.	Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software, and that portion of preemption equipment not mounted on motor vehicles
Striping	34.	Painting or rearrangement of pavement striping and markings, or repainting to a higher standard
Surface Work	35.	Original surfacing of shoulders
	36.	Improvement of a surface to a higher type of material
	37.	Placing sufficient new material on soil surface or gravel street or road to substantially improve the quality or the original surface
	38.	Bituminous material of 1" or more placed on bituminous or concrete material - a lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
	39.	Remix existing bituminous surfacing with added materials to provide a total thickness of one inch or more – a lesser thickness may be considered construction provided the engineer certifies that the resulting pavement is structurally adequate to serve anticipated traffic
	40.	Stabilization of street or road base by additive, such as cement, lime, or asphaltic material
Transit	41.	Public transit systems, including rail, and related purposes
Widening	42.	Widening of existing street or roadbed or pavement, with or without resurfacing
	43.	Resurfacing, stabilizing, or widening of shoulders including necessary connections to side streets or road approaches
Other eligible expenditures	44.	Matching funds to federal or state contributions to a roadway project
	45.	Park and ride facilities
	46.	Undergrounding utilities or utility relocation only if part of a new roadway construction or documented as a legal road or street obligation.
	47.	Rubberized railroad grade crossing material or repair of grade crossings
	48.	Preliminary and construction engineering may be claimed on the percentage basis approved in previous years by Caltrans for contract work.
	49.	Relocation expenses necessitated by right-of-way acquisitions in accordance with the applicable government codes on relocation assistance.

b. Maintenance

Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient, and economical highway transportation.

Physical Maintenance is preservation and upkeep of a highway, including all of its elements, in as nearly as practicable its original condition or its subsequently improved condition.

Traffic Services include the operation of a highway facility, and services incidental thereto, to provide safe, convenient, and economic travel.

The following are examples of maintenance expenditures:

1.	Scarifying, reshaping, and restoring material losses
2.	Applying dust palliatives
3.	Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces
4.	Jacking concrete pavements
5.	Repairing traveled way and shoulders
6.	Adding bituminous material of less than 1" to bituminous material including seal coats
7.	Remixing existing bituminous surfacing with added materials to provide a total thickness of less than 1" (see exception under Construction, example 39)
8.	Patching operations including base restoration
9.	Resealing street or road shoulders and side street and road approaches
10.	Reseeding and resodding shoulders and approaches
11.	Reshaping drainage channels and side slopes
12.	Restoring erosion controls
13.	Cleaning culverts and drains
14.	Removing slides and restoring facilities damaged by slides (additional new facilities shall be considered construction)
15.	Mowing, tree trimming, and watering within the street right-of-way
16.	Replacing topsoil, sod, shrubs, trees, irrigation facilities, etc., on streets and roadsides
17.	Repairing curb, gutter, rip-rap, underdrain, culverts, and drains
18.	Cleaning, painting, and repairing bridges and structures
19.	Performing all snow control operations such as erection of snow fences and the actual removal of snow and ice from the traveled way
20.	Repainting pavements, striping, and markings
21.	Repainting and repairing signs, guard rails, traffic signals, lighting standards, etc.
22.	Adding small numbers of conventional traffic control devices including signs
23.	Servicing street or road lighting and traffic control devices
24.	Furnishing power for street or road lighting and traffic control devices, including payment for the cost of power
25.	Developing and maintaining programs that enhance management of transportation facilities such as travel demand models and pavement management programs
26.	Purchase of street-related equipment used exclusively for road maintenance
27.	Purchase of rubberized railroad grade crossing material for repair of grade crossings

c. Administrative Costs

1) Direct Costs

Direct costs are expenditures incurred solely and specifically for eligible street or road purposes or projects. Direct costs include contract payments, right-of-way acquisition, direct material and forced labor costs, and the salaries, wages, fringe benefits and related costs of employees directly participating on street and road purpose projects. Typical direct costs include:

- Compensation of employees for the time devoted and identified specifically to the performance of the eligible street or road project(s). Direct cost typically includes first level of supervision dedicated to the project. Supervisory activities above the first level of supervision may be recoverable as indirect costs.
- Costs of materials consumed or expended specifically for the purpose in which they were authorized.
- Equipment and other approved capital expenditures.
- Expense items or services contracted, or furnished specifically for the project to carry out the purpose in which they were authorized.

2) Indirect Costs (Overhead)

Indirect costs shall be defined as those elements of costs that are incurred for eligible street or road purposes that cannot be readily identified to a particular project. Cities and counties are allowed to use Measure I local funds to reimburse for indirect costs provided that there is documentation that amounts reimbursed were fairly and equitable allocated.

Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

Indirect costs typically include:

- Cost of overall supervision of field operations including payroll, facilities, advertising, general government, department or general accounting/finance, procurement, top management, data processing, legal costs and bids
- Cost of shop supplies such as expendable small tools and non-permanent barricades, warning signs, and other devices

E. Ineligible Expenditures

Policy VLS-13: Although many types of work may be referred to as “construction”, this does not make these costs automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street or road purposes.

Following is a list of the types of expenditures that are not eligible for financing with Measure funds:

1.	Costs of rearranging non-street or road facilities, including utility relocation, when not a legal road or street obligation
2.	New (first installation of) utilities, including water mains, sanitary sewers, and other non-street facilities
3.	Cost of leasing property or right-of-way, except when required for construction work purposes on a temporary basis
4.	Cost of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic
5.	Decorative lighting
6.	Park features such as benches, playground equipment and restrooms
7.	Work outside the right-of-way which is not a specific right-of-way obligation

8.	Equestrian under- and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation
9.	Construction, installation, or maintenance of cattle guards
10.	Maintenance or construction on alleys that have not been formally designated as part of a jurisdiction's street and road system
11.	Non-street and road-related salaries and benefits
12.	Driveways outside of the street and road right-of-way
13.	Purchase of electronic speed control devices or other non-highway related equipment
14.	Freeway telephone emergency system
15.	Interest charged for non-highway purposes
16.	Grantwriting consultant fees
17.	Debt service payments for non-voter-approved bonds, including Certificates of Participation
18.	Over-expended funds (deficit fund balance)
19.	Negative interest allocation
20.	The value of park or other city/county owned property rededicated for a street right-of-way.

F. Accounting Requirements

Policy VLS-14: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street and road purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy VLS-15: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All allocations shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall only be used for street and road purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the current adopted Five-Year Capital Improvement Plan and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy VLS-19.
- g. Temporary loans of Measure I local funds can only be made among other Measure I accounts/projects if project and other pertinent data is identified to establish a clear audit trail.
- h. If Measure I funds are used to purchase salable excess right-of-way, any unsold portions should be reported to SBCTA including the reasons for holding it and the anticipated date of disposal.

Policy VLS-16: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average month-end cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy VLS-17: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Cooperative agreements
- Equipment use rates for equipment purchased with Measure I funds and used for non-street purposes
- Equipment dispositions
- Right-of-way dispositions
- Federal and safety projects

Policy VLS-18: Records:

- a. Source Documentation - On construction or purchase of right-of-way or equipment, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications, and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail. If street-related equipment is purchased with Measure I local funds, the jurisdiction must keep accurate records on acquisition cost, use, maintenance, and disposition.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy VLS-19: Compliance Audit Deadline

- a. A jurisdiction's annual Compliance Audit must be completed by December 31st (Compliance Audit Deadline). SBCTA staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by the jurisdiction and timely completion of the final Measure I audit report.
- b. If a jurisdiction is not able to meet the Compliance Audit Deadline, the jurisdiction may submit a letter requesting an extension and specifying the period of the requested extension for consideration by the General Policy Committee at their February meeting and the Board at their March meeting. Letters must be received timely for inclusion in the agenda. If a letter is not submitted and the Compliance Audit has not been completed, notification will be made to the Board at their March meeting that future allocations of Local Pass-Through Funds for the jurisdiction will be withheld until the Compliance Audit has been completed. Upon satisfactory completion of the Compliance Audit, any withheld allocations will be paid to the City including interest determined using the current LAIF rate. The Board may approve Compliance Audit Deadline extensions if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting requirements, or catastrophic events; or (2) it is in the best interest of SBCTA to grant the extension.
- c. SBCTA staff shall be responsible for requesting from the Board any extensions related to Auditor performance.

Policy VLS-20: Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund in an equal amount through an internal fund transfer from another source. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, which may be extended pursuant to Policy VLS-19, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund through an internal fund transfer from another source in the amount of the Measure I Local Street Program allocation for the subject fiscal year of Compliance Audit findings of unsubstantiated or questioned costs. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- c. If the jurisdiction is unable to make such immediate repayment under VLS-20 (a) or (b), the jurisdiction shall not receive its Local Street Program allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SBCTA. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- d. If the jurisdiction enters into a Repayment Agreement with SBCTA, as approved by the jurisdiction and the SBCTA Board of Directors, providing for repayment of the amounts owed under VLS-20 (a) or (b) over a period not to exceed five (5) years, SBCTA will return any pass-through funds withheld. SBCTA will recommence withholding Local Street Program allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.
- e. If a jurisdiction has not completed an annual Compliance Audit within two years after the expiration of Measure I 2010-2040 by the sunset of the current measure, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.

A.

G. Maintenance of Effort Requirements

Policy VLS-21: The SBCTA Board of Directors shall retain authority over actions related to these Maintenance of Effort (MOE) requirements.

Policy VLS-22: In accordance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Local Street Program funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes.

Policy VLS-23: SBCTA shall monitor local agency use of General Fund for street and highway purposes relative to their use prior to Measure I 2010-2040, which shall be referred to as the MOE base year level.

Policy VLS-24: The following requirements are to provide guidance on the determination of a MOE base year level.

- a. The MOE base year level shall be equivalent to the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VLS-12 in Fiscal Year 2008/2009.
- b. Jurisdictions may propose deductions to the recorded expenditures for the following:
 - 1) Expenditures for unusual circumstances that increased the MOE base year level arbitrarily outside of the normal on-going General Fund expenditures, e.g. General Fund loans to other transportation-related funds, emergency repairs, or special projects.
 - 2) Administrative/overhead costs that were not project-specific, i.e. staff time for transportation staff was charged to a general "program" budget rather than charged directly to specific projects.

- c. The proposed MOE base year level shall be adopted by resolution of the governing body.
- d. The Independent Taxpayer Oversight Committee (ITOC) will review the proposed MOE base year levels, including the proposed deductions, as adopted by resolution of the governing body, and provide a recommendation to the SBCTA Board of Directors for approval.
- e. The MOE base year level as approved by the SBCTA Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Policy VLS-25: Jurisdictions shall annually provide a statement in the resolution of the governing body adopting the Five Year Capital Improvement Plan that acknowledges the jurisdiction will maintain General Fund expenditures for transportation-related construction and maintenance activities at the required MOE base year level in that fiscal year. Jurisdictions whose MOE base year level is determined to be \$0 are not required to provide this statement in the resolution.

Policy VLS-26: The MOE requirement shall be tracked and verified as part of the annual Measure I Local Street Program audit. This will be accomplished by comparing the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VLS-12 to the MOE base year level.

Policy VLS-27: General Fund expenditures in excess of the MOE base year level will carry over to subsequent fiscal years and can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement. Carryover balances will be documented in the annual Measure I Local Street Program audit.

Policy VLS-28: If the annual Measure I Local Street Program audit indicates that the required MOE base level is not being met, then the jurisdiction has the following four fiscal years to make up the amount. If the audit following those four fiscal years indicates the jurisdiction is still below the MOE base year level, SBCTA will immediately stop disbursing Measure I Local Street Program funds until an amount equivalent to the MOE base year level shortfall has been withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements.

Policy VLS-29: The following provides guidance on resolution of MOE base year level shortfalls at the expiration of Measure I 2010-2040.

- a. If the jurisdiction has not resolved a MOE base year level shortfall within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.
- b. If any Measure I Local Street Program audit after Fiscal Year 2033/2034 indicates that the required MOE base year level was not met, then the jurisdiction has until Fiscal Year 2038/2039 to make up the amount. If the audit of Fiscal Year 2038/2039 indicates the jurisdiction is still below the MOE base level, the jurisdiction must pay the MOE base level shortfall to SBCTA for distribution to other compliant jurisdictions within that subarea. -The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.

Policy VLS-30: Prior to withholding or required repayment of Measure I Local Street Program funds, jurisdictions shall have an opportunity to appeal to the ITOC. The jurisdiction must present evidence to the ITOC demonstrating unusual circumstances or the need for special consideration. The ITOC will be responsible for making a recommendation to the SBCTA Board of Directors to either approve or deny the request for special consideration.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on January 8, 2014, Agenda Item 14.	01/08/2014
2	Revisions adopted by the Board of Directors on May 6, 2015, Agenda Items 6 & 8.	05/06/2015
3	Amended list of eligible expenses to be more consistent with the list of eligible expenses in the State Controller's Office Gas Tax Fund Guidelines. Modified remedy language in Policy VLS-20. Approved by the BOD 9/6/17, Agenda Item 11.	09/06/2017
4	Addition of due date of Capital Improvement Plan in VLS-2. Approved by the BOD 7/11/18, Agenda Item 25.	7/11/2018
5	Clarified Capital Improvement Plan requirements, amended eligible expenditures to be consistent with current gas tax guidelines, added requirements for tracking equipment purchased with Measure I funds, and updated Compliance Audit Deadline extension requirements. Approved by the BOD 6/3/20, Agenda Item 25.	06/03/2020
6	Moved transit purposes from the ineligible list of projects to the eligible list of projects for consistency with the Expenditure Plan. Approved by the BOD 3/3/21, Agenda Item 31.	3/3/2021
7	Amended Capital Improvement Plan requirements to remove limit on categorical expenditures, revise due date for amended Capital Improvement Plans, and remove the requirement to revise the list for projects where eligible expenditures exceed the estimate.	4/6/2022
<u>8</u>	<u>Remedy added Amended to address if a jurisdiction does not complete a Compliance Audit within two years of Measure I sunseting. by the sunset of the current measure.</u>	<u>12/4/2024</u>

San Bernardino County Transportation Authority	Policy	40003
Adopted by the Board of Directors April 1, 2009	Revised	12/04/24
Valley Local Street (VLS) Program Measure I 2010-2040 Strategic Plan	Revision No.	8

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA Intranet.

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I. PURPOSE

The purpose of this policy is to establish requirements relating to adoption of Five Year Plans by local jurisdictions outlining the projects that will be funded under the Measure I 2010-2040 Valley Subarea Local Street Program. Twenty percent of the total Measure I 2010-2040 revenue collected in the San Bernardino Valley Subarea shall be assigned to the Local Street Program. This program will be used by local jurisdictions to fund Local Street Projects.

II. REFERENCES

Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Exhibit A – Transportation Expenditure Plan.

SBCTA Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including Local Street, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SBCTA Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. Allocations of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five-Year Plan: A plan of projected local jurisdiction expenditures for the next five years on local projects eligible for Local Street Program funds, updated annually and submitted to SBCTA by local jurisdictions.

Independent Taxpayer Oversight Committee: A “Mandated Taxpayer Safeguard” established by Ordinance 04-01 for Measure I 2010-2040 to provide citizen review and to ensure that all Measure I funds are spent in accordance with provisions of the Measure I Expenditure Plan and Ordinance.

Maintenance of Effort: The requirement that Measure I funding will supplement and not replace the existing local discretionary funding being used for street and highway purposes.

Maintenance of Effort Base Year Level: The amount of General Fund used for street and highway purposes in Fiscal Year 2008/2009, prior to Measure I 2010-2040, as adopted by the SBCTA Board of Directors.

Attachment: Revised Policy 40003 - Revision 8 - Clean Version (11073 : Revisions to Measure I Local Street Program Policies No. 40003, 40012,

IV. POLICIES FOR THE VALLEY LOCAL STREET PROGRAM

A. Local Street Program Allocation

Policy VLS-1: Each jurisdiction shall receive an allocation from 20% of the Measure I revenue collected in the Valley Subarea on a per capita basis using the population estimate as of January 1 of that year. The population estimate for making the per capita calculation shall be determined by SBCTA each year based on the State Department of Finance population estimate. For the unincorporated areas, the calculation shall be based on the population estimate from the County Land Use Services Department - Planning Division and reconciled with the State Department of Finance population estimate as of January 1 of that year.

Policy VLS-2: Local jurisdictions shall not receive their Local Street Program allocation until they have submitted their annual adopted update of their Five-Year Plan. The due date to submit the Five-Year Plan to SBCTA is September 1 of each year. If the Five-Year Plan has not been received by the due date, the pass-through payments will be withheld. All withheld pass-through payments will be released upon receipt of the local jurisdiction governing body's adopted Five-Year Plan.

Policy VLS-3: The Local Street Program allocation shall be remitted to local jurisdictions monthly.

Policy VLS-4: Local Street Program allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SBCTA has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

B. Development Fair Share Contribution

Policy VLS-5: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects on the Nexus Study Network, contained in the most recent Board-adopted version of the Nexus Study approved for jurisdictions in the San Bernardino Valley and funded all or in part with Local Street Program allocations.

Policy VLS-6: Annually as part of its audit of each jurisdictions' use of Measure I funds, SBCTA will specifically review development mitigation contribution records for capacity improvements to Nexus Study Network facilities that were funded all or in part by Local Street Program allocations. If a material finding is made in the audit showing that the development fair share contribution was not made, SBCTA may, as the agency responsible for the Congestion Management Program, withhold Section 2105 Gas Tax funds or Measure I Local Street Program allocations until the jurisdiction shows that they are in compliance with the Congestion Management Program.

Policy VLS-7: Jurisdictions may borrow from other internal accounts (i.e. within their own jurisdiction) to fund the required development fair share. Jurisdictions will maintain a record of borrowing between internal accounts. The internal accounts shall be reimbursed by development mitigation as development occurs.

C. Five-Year Plan

Policy VLS-8: Each local jurisdiction is required to annually adopt a Five-Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass-Through Funds must be detailed in the Five-Year Capital Improvement Plan and adopted by resolution of the governing body. Expenditures can only be made on projects listed in the current Five-Year Capital Improvement Plan.

Policy VLS-9: Five-Year Capital Improvement Plans shall:

- a. Specifically identify projects by either 1) street name, boundaries, and project type, subject to eligibility requirements listed in Section D below, or 2) defining the project as a program of work without any identified streets, such as a pavement management program, transportation system improvements, routine roadway maintenance or other miscellaneous transportation-related expenditures as identified in Policy VLS-12. Projects defined as a program of work shall not include capacity enhancements.
- b. Constrain the total amount of planned expenditures to 150% of SBCTA's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.

- c. For capacity enhancement projects listed in the Nexus Study, limit the use of Measure I local funds to the Measure I public share of the project cost and identify the required development contribution. Maintenance projects or projects that do not enhance the capacity of a Nexus Study Network roadway do not require a development contribution.
- d. Use the SBCTA-approved forms and/or online database. Instructions will be issued to the City Manager annually prior to the deadline.

Policy VLS-10: No longer applicable.

Policy VLS-11: The Five-Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in adding and/or deleting projects in their current Five-Year Capital Improvement Plan based on the necessities of the jurisdiction, and subject to eligibility requirements listed in Section D below. However, in order for a project to be eligible for expenditure of Local Street Program funds, it must be listed in the current Five-Year Capital Improvement Plan. If a revised Capital Improvement Plan is necessary to reflect added projects, it must be adopted by resolution of the governing body and provided to SBCTA by September 1 of each fiscal year for use in the annual audit. If the Capital Improvement Plan is not modified to reflect the changes to the project list, an audit finding will result. If the audit finding is not corrected, the project will not be eligible for expenditures of Local Street Program funds.

D. Eligible Expenditures

Policy VLS-12: Eligible expenditures include construction, maintenance, and overhead for transportation related purposes only. Included below are definitions and types of eligible expenditures by category.

a. Construction

Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.

Construction work can be separated into four categories:

- 1) New Construction – A construction that substantially deviates from the existing alignment and provides for an entirely new street or roadbed for the greater parts of its length.
- 2) Reconstruction – A construction involving realignment or the use of standards well above those of the existing element, whereby the type or the geometric and structural features are significantly changed.
- 3) Preventative Maintenance – Includes, but is not limited to, roadway activities such as joint and shoulder rehabilitation, heater re-mix, seal coats, corrective grinding of PCC1 pavement, and restoration of drainage systems.
- 4) 3R Work – All other work that does not fall into the above-defined categories for new construction, reconstruction, or preventative maintenance and typically involves the improvement of highway pavement surfaces through resurfacing, restoration, or rehabilitation. 3R Work is generally regarded as heavy, non-routine maintenance designed to achieve a ten-year service life. Specifically, 3R Work is defined as:
 - *Resurfacing* generally consists of placing additional asphalt concrete over a structurally sound highway, street, or bridge that needs treatment to extend its useful service life.
 - *Restoration* means returning a road, street, structure, or collateral facility to the condition existing after original construction.
 - *Rehabilitation* implies providing some betterments, such as upgrading guardrail or widening shoulders.

The following examples of construction expenditures are grouped by types of work:

<i>Expenditures</i>	<i>Types of Work</i>	
Additions	1.	The addition of a frontage street or road
	2.	Addition of auxiliary lanes such as speed change, storage, or climbing lanes
Barriers	3.	Earthwork protective structures within or adjacent to the right-of-way area
	4.	Extensions and new installation of walls
	5.	Replacement of retaining walls to a higher standard
	6.	Extension of new installation of guardrails, fence lines, raised medians, or barriers for traffic safety
Bikeways	7.	Construction of bikeways where they are an integral part of the streets and highway system
	8.	Construction of bicycle or pedestrian underpasses or overhead crossings for the general public use
Bridges	9.	Reconstruction of an existing bridge or installation of a new bridge
	10.	Widening of a bridge
	11.	Replacement of bridge rails and floors to a higher standard
Curbs, etc.	12.	Installation or extension of curbs, gutters, sidewalks, or underdrain (including improvements to handicap ramps to make them ADA compliant).
Drainage	13.	A complete reconstruction or an addition to a culvert including cross culverts regardless of angle of crossing; storm drains, culverts, or drainage channels which are required to be constructed or reconstructed by improvement of the roadway; longitudinal storm drains or other longitudinal culverts, including manholes; cross longitudinal gutters at intersections; and catch basins and related pipes. The term "catch basin" shall include outlet structures or curb openings. An eligible "catch basin" must be located within the road or street system rights-of-way, or as close to the curb return joining the road or street system as practicable, considering the location of obstructions and/or hydraulic considerations.
	14.	Extending old culverts and drains and replacing headwalls
Interagency Projects	15.	Road improvements within an adjoining jurisdiction as long as the improvements are made within the County of San Bernardino
	16.	Road improvements and maintenance on a state highway as long as the appropriate agreement with Caltrans is in place
	17.	Maintenance or construction on alleys that have been formally accepted into the city or county street system
	18.	Development of facilities associated with Metrolink commuter rail operations that are determined to be a local responsibility
Landscaping	19.	Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc. along the street or road right-of-way
	20.	Purchase of land for "greenbelt" if needed to mitigate the environmental impact of a street or road construction project
Layout	21.	Change of alignment, profile, and cross-section
	22.	Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to a grade separation and ramps
Lighting	23.	Installation, replacement, or expansion of street or road lighting system
Associated Planning and Design	24.	Project development, planning studies, and design for eligible transportation projects

	25.	Expenses incurred in attending or participating in transportation and traffic engineering sponsored programs or training conducted for street or road purposes
	26.	Engineering review of plans for construction of Valley Measure I Major Streets projects
Relocation	27.	The removal of old street and roadbeds and structures, and detour costs when connected with a construction project
	28.	Replacement in kind, when legally required, of structures that are required to be relocated for street and road purposes
Signs and Signals	29.	Installation of original traffic signs and markers on routes
	30.	Replacement of all major signs or traffic control devices on a street or road
	31.	The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installation
	32.	Installation or improvements of traffic signal controls at intersections and protective devices at railroad grade crossings
	33.	Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software, and that portion of preemption equipment not mounted on motor vehicles
Striping	34.	Painting or rearrangement of pavement striping and markings, or repainting to a higher standard
Surface Work	35.	Original surfacing of shoulders
	36.	Improvement of a surface to a higher type of material
	37.	Placing sufficient new material on soil surface or gravel street or road to substantially improve the quality or the original surface
	38.	Bituminous material of 1" or more placed on bituminous or concrete material - a lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
	39.	Remix existing bituminous surfacing with added materials to provide a total thickness of one inch or more – a lesser thickness may be considered construction provided the engineer certifies that the resulting pavement is structurally adequate to serve anticipated traffic
	40.	Stabilization of street or road base by additive, such as cement, lime, or asphaltic material
Transit	41.	Public transit systems, including rail, and related purposes
Widening	42.	Widening of existing street or roadbed or pavement, with or without resurfacing
	43.	Resurfacing, stabilizing, or widening of shoulders including necessary connections to side streets or road approaches
Other eligible expenditures	44.	Matching funds to federal or state contributions to a roadway project
	45.	Park and ride facilities
	46.	Undergrounding utilities or utility relocation only if part of a new roadway construction or documented as a legal road or street obligation.
	47.	Rubberized railroad grade crossing material or repair of grade crossings
	48.	Preliminary and construction engineering may be claimed on the percentage basis approved in previous years by Caltrans for contract work.
	49.	Relocation expenses necessitated by right-of-way acquisitions in accordance with the applicable government codes on relocation assistance.

b. Maintenance

Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient, and economical highway transportation.

Physical Maintenance is preservation and upkeep of a highway, including all of its elements, in as nearly as practicable its original condition or its subsequently improved condition.

Traffic Services include the operation of a highway facility, and services incidental thereto, to provide safe, convenient, and economic travel.

The following are examples of maintenance expenditures:

1.	Scarifying, reshaping, and restoring material losses
2.	Applying dust palliatives
3.	Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces
4.	Jacking concrete pavements
5.	Repairing traveled way and shoulders
6.	Adding bituminous material of less than 1" to bituminous material including seal coats
7.	Remixing existing bituminous surfacing with added materials to provide a total thickness of less than 1" (see exception under Construction, example 39)
8.	Patching operations including base restoration
9.	Resealing street or road shoulders and side street and road approaches
10.	Reseeding and resodding shoulders and approaches
11.	Reshaping drainage channels and side slopes
12.	Restoring erosion controls
13.	Cleaning culverts and drains
14.	Removing slides and restoring facilities damaged by slides (additional new facilities shall be considered construction)
15.	Mowing, tree trimming, and watering within the street right-of-way
16.	Replacing topsoil, sod, shrubs, trees, irrigation facilities, etc., on streets and roadsides
17.	Repairing curb, gutter, rip-rap, underdrain, culverts, and drains
18.	Cleaning, painting, and repairing bridges and structures
19.	Performing all snow control operations such as erection of snow fences and the actual removal of snow and ice from the traveled way
20.	Repainting pavements, striping, and markings
21.	Repainting and repairing signs, guard rails, traffic signals, lighting standards, etc.
22.	Adding small numbers of conventional traffic control devices including signs
23.	Servicing street or road lighting and traffic control devices
24.	Furnishing power for street or road lighting and traffic control devices, including payment for the cost of power
25.	Developing and maintaining programs that enhance management of transportation facilities such as travel demand models and pavement management programs
26.	Purchase of street-related equipment used exclusively for road maintenance
27.	Purchase of rubberized railroad grade crossing material for repair of grade crossings

c. Administrative Costs

1) Direct Costs

Direct costs are expenditures incurred solely and specifically for eligible street or road purposes or projects. Direct costs include contract payments, right-of-way acquisition, direct material and forced labor costs, and the salaries, wages, fringe benefits and related costs of employees directly participating on street and road purpose projects. Typical direct costs include:

- Compensation of employees for the time devoted and identified specifically to the performance of the eligible street or road project(s). Direct cost typically includes first level of supervision dedicated to the project. Supervisory activities above the first level of supervision may be recoverable as indirect costs.
- Costs of materials consumed or expended specifically for the purpose in which they were authorized.
- Equipment and other approved capital expenditures.
- Expense items or services contracted, or furnished specifically for the project to carry out the purpose in which they were authorized.

2) Indirect Costs (Overhead)

Indirect costs shall be defined as those elements of costs that are incurred for eligible street or road purposes that cannot be readily identified to a particular project. Cities and counties are allowed to use Measure I local funds to reimburse for indirect costs provided that there is documentation that amounts reimbursed were fairly and equitable allocated.

Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

Indirect costs typically include:

- Cost of overall supervision of field operations including payroll, facilities, advertising, general government, department or general accounting/finance, procurement, top management, data processing, legal costs and bids
- Cost of shop supplies such as expendable small tools and non-permanent barricades, warning signs, and other devices

E. Ineligible Expenditures

Policy VLS-13: Although many types of work may be referred to as “construction”, this does not make these costs automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street or road purposes.

Following is a list of the types of expenditures that are not eligible for financing with Measure funds:

1.	Costs of rearranging non-street or road facilities, including utility relocation, when not a legal road or street obligation
2.	New (first installation of) utilities, including water mains, sanitary sewers, and other non-street facilities
3.	Cost of leasing property or right-of-way, except when required for construction work purposes on a temporary basis
4.	Cost of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic
5.	Decorative lighting
6.	Park features such as benches, playground equipment and restrooms
7.	Work outside the right-of-way which is not a specific right-of-way obligation

8.	Equestrian under- and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation
9.	Construction, installation, or maintenance of cattle guards
10.	Maintenance or construction on alleys that have not been formally designated as part of a jurisdiction's street and road system
11.	Non-street and road-related salaries and benefits
12.	Driveways outside of the street and road right-of-way
13.	Purchase of electronic speed control devices or other non-highway related equipment
14.	Freeway telephone emergency system
15.	Interest charged for non-highway purposes
16.	Grantwriting consultant fees
17.	Debt service payments for non-voter-approved bonds, including Certificates of Participation
18.	Over-expended funds (deficit fund balance)
19.	Negative interest allocation
20.	The value of park or other city/county owned property rededicated for a street right-of-way.

F. Accounting Requirements

Policy VLS-14: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street and road purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy VLS-15: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All allocations shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall only be used for street and road purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the current adopted Five-Year Capital Improvement Plan and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy VLS-19.
- g. Temporary loans of Measure I local funds can only be made among other Measure I accounts/projects if project and other pertinent data is identified to establish a clear audit trail.
- h. If Measure I funds are used to purchase salable excess right-of-way, any unsold portions should be reported to SBCTA including the reasons for holding it and the anticipated date of disposal.

Policy VLS-16: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average month-end cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy VLS-17: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Cooperative agreements
- Equipment use rates for equipment purchased with Measure I funds and used for non-street purposes
- Equipment dispositions
- Right-of-way dispositions
- Federal and safety projects

Policy VLS-18: Records:

- a. Source Documentation - On construction or purchase of right-of-way or equipment, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications, and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail. If street-related equipment is purchased with Measure I local funds, the jurisdiction must keep accurate records on acquisition cost, use, maintenance, and disposition.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy VLS-19: Compliance Audit Deadline

- a. A jurisdiction's annual Compliance Audit must be completed by December 31st (Compliance Audit Deadline). SBCTA staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by the jurisdiction and timely completion of the final Measure I audit report.
- b. If a jurisdiction is not able to meet the Compliance Audit Deadline, the jurisdiction may submit a letter requesting an extension and specifying the period of the requested extension for consideration by the General Policy Committee at their February meeting and the Board at their March meeting. Letters must be received timely for inclusion in the agenda. If a letter is not submitted and the Compliance Audit has not been completed, notification will be made to the Board at their March meeting that future allocations of Local Pass-Through Funds for the jurisdiction will be withheld until the Compliance Audit has been completed. Upon satisfactory completion of the Compliance Audit, any withheld allocations will be paid to the City including interest determined using the current LAIF rate. The Board may approve Compliance Audit Deadline extensions if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting requirements, or catastrophic events; or (2) it is in the best interest of SBCTA to grant the extension.
- c. SBCTA staff shall be responsible for requesting from the Board any extensions related to Auditor performance.

Policy VLS-20: Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund in an equal amount through an internal fund transfer from another source. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, which may be extended pursuant to Policy VLS-19, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund through an internal fund transfer from another source in the amount of the Measure I Local Street Program allocation for the subject fiscal year of Compliance Audit findings of unsubstantiated or questioned costs. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- c. If the jurisdiction is unable to make such immediate repayment under VLS-20 (a) or (b), the jurisdiction shall not receive its Local Street Program allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SBCTA. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- d. If the jurisdiction enters into a Repayment Agreement with SBCTA, as approved by the jurisdiction and the SBCTA Board of Directors, providing for repayment of the amounts owed under VLS-20 (a) or (b) over a period not to exceed five (5) years, SBCTA will return any pass-through funds withheld. SBCTA will recommence withholding Local Street Program allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.
- e. If a jurisdiction has not completed an annual Compliance Audit within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.

G. Maintenance of Effort Requirements

Policy VLS-21: The SBCTA Board of Directors shall retain authority over actions related to these Maintenance of Effort (MOE) requirements.

Policy VLS-22: In accordance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Local Street Program funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes.

Policy VLS-23: SBCTA shall monitor local agency use of General Fund for street and highway purposes relative to their use prior to Measure I 2010-2040, which shall be referred to as the MOE base year level.

Policy VLS-24: The following requirements are to provide guidance on the determination of a MOE base year level.

- a. The MOE base year level shall be equivalent to the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VLS-12 in Fiscal Year 2008/2009.
- b. Jurisdictions may propose deductions to the recorded expenditures for the following:
 - 1) Expenditures for unusual circumstances that increased the MOE base year level arbitrarily outside of the normal on-going General Fund expenditures, e.g. General Fund loans to other transportation-related funds, emergency repairs, or special projects.
 - 2) Administrative/overhead costs that were not project-specific, i.e. staff time for transportation staff was charged to a general "program" budget rather than charged directly to specific projects.

- c. The proposed MOE base year level shall be adopted by resolution of the governing body.
- d. The Independent Taxpayer Oversight Committee (ITOC) will review the proposed MOE base year levels, including the proposed deductions, as adopted by resolution of the governing body, and provide a recommendation to the SBCTA Board of Directors for approval.
- e. The MOE base year level as approved by the SBCTA Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Policy VLS-25: Jurisdictions shall annually provide a statement in the resolution of the governing body adopting the Five Year Capital Improvement Plan that acknowledges the jurisdiction will maintain General Fund expenditures for transportation-related construction and maintenance activities at the required MOE base year level in that fiscal year. Jurisdictions whose MOE base year level is determined to be \$0 are not required to provide this statement in the resolution.

Policy VLS-26: The MOE requirement shall be tracked and verified as part of the annual Measure I Local Street Program audit. This will be accomplished by comparing the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VLS-12 to the MOE base year level.

Policy VLS-27: General Fund expenditures in excess of the MOE base year level will carry over to subsequent fiscal years and can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement. Carryover balances will be documented in the annual Measure I Local Street Program audit.

Policy VLS-28: If the annual Measure I Local Street Program audit indicates that the required MOE base level is not being met, then the jurisdiction has the following four fiscal years to make up the amount. If the audit following those four fiscal years indicates the jurisdiction is still below the MOE base year level, SBCTA will immediately stop disbursing Measure I Local Street Program funds until an amount equivalent to the MOE base year level shortfall has been withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements.

Policy VLS-29: The following provides guidance on resolution of MOE base year level shortfalls at the expiration of Measure I 2010-2040.

- a. If the jurisdiction has not resolved a MOE base year level shortfall within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.
- b. If any Measure I Local Street Program audit after Fiscal Year 2033/2034 indicates that the required MOE base year level was not met, then the jurisdiction has until Fiscal Year 2038/2039 to make up the amount. If the audit of Fiscal Year 2038/2039 indicates the jurisdiction is still below the MOE base level, the jurisdiction must pay the MOE base level shortfall to SBCTA for distribution to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.

Policy VLS-30: Prior to withholding or required repayment of Measure I Local Street Program funds, jurisdictions shall have an opportunity to appeal to the ITOC. The jurisdiction must present evidence to the ITOC demonstrating unusual circumstances or the need for special consideration. The ITOC will be responsible for making a recommendation to the SBCTA Board of Directors to either approve or deny the request for special consideration.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on January 8, 2014, Agenda Item 14.	01/08/2014
2	Revisions adopted by the Board of Directors on May 6, 2015, Agenda Items 6 & 8.	05/06/2015
3	Amended list of eligible expenses to be more consistent with the list of eligible expenses in the State Controller's Office Gas Tax Fund Guidelines. Modified remedy language in Policy VLS-20. Approved by the BOD 9/6/17, Agenda Item 11.	09/06/2017
4	Addition of due date of Capital Improvement Plan in VLS-2. Approved by the BOD 7/11/18, Agenda Item 25.	7/11/2018
5	Clarified Capital Improvement Plan requirements, amended eligible expenditures to be consistent with current gas tax guidelines, added requirements for tracking equipment purchased with Measure I funds, and updated Compliance Audit Deadline extension requirements. Approved by the BOD 6/3/20, Agenda Item 25.	06/03/2020
6	Moved transit purposes from the ineligible list of projects to the eligible list of projects for consistency with the Expenditure Plan. Approved by the BOD 3/3/21, Agenda Item 31.	3/3/2021
7	Amended Capital Improvement Plan requirements to remove limit on categorical expenditures, revise due date for amended Capital Improvement Plans, and remove the requirement to revise the list for projects where eligible expenditures exceed the estimate.	4/6/2022
8	Remedy added to address if a jurisdiction does not complete a Compliance Audit within two years of Measure I sunseting.	12/4/2024

San Bernardino County Transportation Authority	Policy	40012
Adopted by the Board of Directors	April 1, 2009	Revised
Victor Valley Local Street (VVLS) Program Measure I 2010-2040 Strategic Plan		Revision No.
		<u>78</u>

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA website.

Table of Contents Purpose References Definitions Policies for the Victor Valley Local Street Program Revision History

I. PURPOSE

The purpose of this policy is to establish requirements for the Victor Valley Local Street Program, including project eligibility, adoption of Five Year Plans by local jurisdictions, accounting requirements, and development mitigation requirements.

II. REFERENCES

Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Exhibit A – Transportation Expenditure Plan.

SBCTA Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including Local Street, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SBCTA Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. Allocations of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five-Year Plan: A plan of projected local jurisdiction expenditures for the next five years on local projects eligible for Local Street Program funds, updated annually and submitted to SBCTA by local jurisdictions.

Independent Taxpayer Oversight Committee: A “Mandated Taxpayer Safeguard” established by Ordinance 04-01 for Measure I 2010-2040 to provide citizen review and to ensure that all Measure I funds are spent in accordance with provisions of the Measure I Expenditure Plan and Ordinance.

Maintenance of Effort: The requirement that Measure I funding will supplement and not replace the existing local discretionary funding being used for street and highway purposes.

Maintenance of Effort Base Year Level: The amount of General Fund used for street and highway purposes in Fiscal Year 2008/2009, prior to Measure I 2010-2040 as adopted by the SBCTA Board of Directors.

Attachment: Revised Policy 40012- Revision 8 (11073 : Revisions to Measure I Local Street Program Policies No. 40003, 40012, and 40016)

IV. POLICIES FOR THE VICTOR VALLEY LOCAL STREET PROGRAM

A. Local Street Allocation

Policy VVLS-1 70% of revenue collected in the Victor Valley subarea shall be apportioned for Local Street Projects. After reservation of 2% collected in the subarea for Project Development and Traffic Management Systems, each jurisdiction shall receive an allocation from 68% of the Measure I revenue. The allocation methodology is determined based on:

- 50% population. The population estimate for making the per capita calculation shall be determined by SBCTA each year based on the State Department of Finance population estimate. Annual adjustments to the population estimates are made mid-year, based on availability of DOF estimates. Following approval of the population estimates by the Board, adjustments will be made to the local pass-through fund allocations retroactive to January 1 of the year.
- 50% return to source. The sales tax estimates provided by the State Board of Equalization, updated quarterly based on the prior quarter's financial data, shall be used as the basis for making the return to source calculations.

Policy VVLS-2: Local jurisdictions shall not receive their Local Street allocation until they have submitted their annual adopted update of their Five-Year Plan. The due date to submit the Five-Year Plan to SBCTA is September 1 of each year. If the Five-Year Plan has not been received by the due date, the pass-through payments will be withheld. All withheld pass-through payments will be released upon receipt of the local jurisdiction governing body's adopted Five-Year Plan.

Policy VVLS-3: The Local Street allocation shall be remitted to local jurisdictions monthly.

Policy VVLS-4: Local Street Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SBCTA has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

Policy VVLS-5: Local Street Allocations sales tax generation portion will be based on the prior quarter's data. Because of the lag in receiving sales tax data from the Board of Equalization, the Sales Tax Generation calculations for that portion of the Local Street Allocation will be calculated using the data from the prior quarter. (Example: During the months of January, February and March SBCTA will use the local sales tax generation figure derived from the fourth quarter of the previous calendar year.)

Policy VVLS-6: SBCTA will make the monthly allocations using the following procedure:

- a. Determine total amount of Measure I Sales Tax generated in the subarea from information submitted by the State Board of Equalization.
- b. Multiply the total Measure I Sales Tax received for the month by 0.68 to arrive at the total amount of Local Street Program funds available for distribution to local jurisdictions.
- c. Divide the Local Street Program fund into two 50% pools of funding: Allocate the two pools of funding based on:
 - 1) a jurisdiction's population share of the entire subarea population.
 - 2) jurisdiction's share of sales tax generation within the total subarea.
- d. Add the population based component and the sales tax based component of each jurisdiction's allocation to arrive at the total Local Street Allocation for each jurisdiction.
- e. Remit payment of Local Street Program fund to local jurisdiction.

Policy VVLS-7: The Local Street program allocation will be decreased by 0.5% beginning in 2015 with additional decreases of 0.5% every five years thereafter to a maximum of 2.5% to be allocated to the Senior and Disabled Transit Service Program. This change in allocation will occur automatically unless each jurisdiction in the subarea makes a finding that such increase in Senior and Disabled Transit Service Program is not needed to address unmet transit needs of senior and disabled transit users.

B. Development Fair Share Contribution

Policy VVLS-8: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects on the Nexus Study Network contained in the most recent Board-adopted version of the Nexus Study approved for jurisdictions in the urbanized Victor Valley and funded all or in part with Local Street Program allocations. The urbanized Victor Valley is defined as the cities of Adelanto, Hesperia, Victorville, Town of Apple Valley and their spheres of influence.

Policy VVLS-9: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects funded all or in part with Local Street Program allocations as identified by Traffic Impact Analysis (TIA) reports as required by the Congestion Management Program in the non-urban areas. The amount of the Development Fair Share Contribution for each project is defined by the traffic mitigation measures identified in the related TIA reports.

Policy VVLS-10: Annually as part of its audit of each jurisdictions' use of Measure I funds, SBCTA will specifically review development mitigation contribution records for capacity improvements to Nexus Study Network facilities that were funded all or in part by Local Street Program allocations. If a material finding is made in the audit showing that the development fair share contribution was not made, SBCTA may, as the agency responsible for the Congestion Management Program, withhold Section 2105 Gas Tax funds or Measure I Local Street allocations until the jurisdiction shows that they are in compliance with the Congestion Management Program.

Policy VVLS-11: Jurisdictions may borrow from other internal accounts (i.e. within their own jurisdictions) to fund the required development fair share. Jurisdictions will maintain a record of borrowing between internal accounts. The internal accounts shall be reimbursed by development mitigation as development occurs.

C. Five-Year Plan

Policy VVLS-12: Each local jurisdiction is required to annually adopt a Five-Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass-Through Funds must be detailed in the Five-Year Capital Improvement Plan and adopted by resolution of the governing body. Expenditures can only be made on projects listed in the current Five Year Capital Improvement Plan.

Policy VVLS-13: Five-Year Capital Improvement Plans shall:

- a. Specifically identify projects by either 1) street name, boundaries, and project type, subject to eligibility requirements listed in Section D below, or 2) defining the project as a program of work without any identified streets, such as a pavement management program, transportation system improvements, routine roadway maintenance or other miscellaneous transportation-related expenditures as identified in Policy VVLS-16. Projects defined as a program of work shall not include capacity enhancements.
- b. Constrain the total amount of planned expenditures to 150% of SBCTA's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. For capacity enhancement projects listed in the Nexus Study, limit the use of Measure I local funds to the Measure I public share of the project cost and identify the required development contribution. Maintenance projects or projects that do not enhance the capacity of a Nexus Study Network roadway do not require a development contribution.
- d. Use the SBCTA-approved forms and/or online database. Instructions will be issued to the City Manager annually prior to the deadline.

Policy VVLS-14: No longer applicable.

Policy VVLS-15: The Five-Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in adding and/or deleting projects in their current Five-Year Capital Improvement Plan based on the necessities of the jurisdiction, and subject to eligibility requirements listed in Section D below. However, in order for a project to be eligible for expenditure of Local Street Program funds, it must be listed in the current Five-Year Capital Improvement Plan. If a revised Capital Improvement Plan is necessary to reflect added projects, it must be adopted by resolution of the governing body and provided to SBCTA by September 1 of each fiscal year for use in the annual audit. If the Capital Improvement Plan is not modified to reflect the changes to the project list, an

audit finding will result. If the audit finding is not corrected, the project will not be eligible for expenditures of Local Street Program funds.

D. Eligible Expenditures

Policy VVLS-16: Eligible expenditures include construction, maintenance, and overhead for transportation related purposes only. Included below are definitions and types of eligible expenditures by category.

a. Construction

Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.

Construction work can be separated into four categories:

- 1) New Construction – A construction that substantially deviates from the existing alignment and provides for an entirely new street or roadbed for the greater parts of its length.
- 2) Reconstruction – A construction involving realignment or the use of standards well above those of the existing element, whereby the type or the geometric and structural features are significantly changed.
- 3) Preventative Maintenance – Includes, but is not limited to, roadway activities such as joint and shoulder rehabilitation, heater re-mix, seal coats, corrective grinding of PCC1 pavement, and restoration of drainage systems.
- 4) 3R Work – All other work that does not fall into the above-defined categories for new construction, reconstruction, or preventative maintenance and typically involves the improvement of highway pavement surfaces through resurfacing, restoration, or rehabilitation. 3R Work is generally regarded as heavy, non-routine maintenance designed to achieve a ten-year service life. Specifically, 3R Work is defined as the following:
 - *Resurfacing* generally consists of placing additional asphalt concrete over a structurally sound highway, street, or bridge that needs treatment to extend its useful service life.
 - *Restoration* means returning a road, street, structure, or collateral facility to the condition existing after original construction.
 - *Rehabilitation* implies providing some betterments, such as upgrading guardrail or widening shoulders.

The following examples of construction expenditures are grouped by types of work:

<i>Expenditures</i>	<i>Types of Work</i>	
Additions	1.	The addition of a frontage street or road
	2.	Addition of auxiliary lanes such as speed change, storage, or climbing lanes
Barriers	3.	Earthwork protective structures within or adjacent to the right-of-way area
	4.	Extensions and new installation of walls
	5.	Replacement of retaining walls to a higher standard
Bikeways	6.	Extension of new installation of guardrails, fence lines, raised medians, or barriers for traffic safety
	7.	Construction of bikeways where they are an integral part of the streets and highway system
	8.	Construction of bicycle or pedestrian underpasses or overhead crossings for the general public use
Bridges	9.	Reconstruction of an existing bridge or installation of a new bridge
	10.	Widening of a bridge
	11.	Replacement of bridge rails and floors to a higher standard

Curbs, etc.	12.	Installation or extension of curbs, gutters, sidewalks, or underdrain (including improvements to handicap ramps to make them ADA compliant).
Drainage	13.	A complete reconstruction or an addition to a culvert including cross culverts regardless of angle of crossing; storm drains, culverts, or drainage channels which are required to be constructed or reconstructed by improvement of the roadway; longitudinal storm drains or other longitudinal culverts, including manholes; cross longitudinal gutters at intersections; and catch basins and related pipes. The term "catch basin" shall include outlet structures or curb openings. An eligible "catch basin" must be located within the road or street system rights-of-way, or as close to the curb return joining the road or street system as practicable, considering the location of obstructions and/or hydraulic considerations.
	14.	Extending old culverts and drains and replacing headwalls
Interagency Projects	15.	Road improvements within an adjoining jurisdiction as long as the improvements are made within the County of San Bernardino
	16.	Road improvements and maintenance on a state highway as long as the appropriate agreement with Caltrans is in place
	17.	Maintenance or construction on alleys that have been formally accepted into the city or county street system
	18.	Development of facilities associated with Metrolink commuter rail operations that are determined to be a local responsibility
Landscaping	19.	Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc. along the street or road right-of-way
	20.	Purchase of land for "greenbelt" if needed to mitigate the environmental impact of a street or road construction project
Layout	21.	Change of alignment, profile, and cross-section
	22.	Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to a grade separation and ramps
Lighting	23.	Installation, replacement, or expansion of street or road lighting system
Associated Planning and Design	24.	Project development, planning studies, and design for eligible transportation projects
	25.	Expenses incurred in attending or participating in transportation and traffic engineering sponsored programs or training conducted for street or road purposes
	26.	Engineering review of plans for construction of Valley Measure I Major Streets projects
Relocation	27.	The removal of old street and roadbeds and structures, and detour costs when connected with a construction project
	28.	Replacement in kind, when legally required, of structures that are required to be relocated for street and road purposes
Signs and Signals	29.	Installation of original traffic signs and markers on routes
	30.	Replacement of all major signs or traffic control devices on a street or road
	31.	The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installation
	32.	Installation or improvements of traffic signal controls at intersections and protective devices at railroad grade crossings

	33.	Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software, and that portion of preemption equipment not mounted on motor vehicles
Striping	34.	Painting or rearrangement of pavement striping and markings, or repainting to a higher standard
Surface Work	35.	Original surfacing of shoulders
	36.	Improvement of a surface to a higher type of material
	37.	Placing sufficient new material on soil surface or gravel street or road to substantially improve the quality or the original surface
	38.	Bituminous material of 1" or more placed on bituminous or concrete material - a lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
	39.	Remix existing bituminous surfacing with added materials to provide a total thickness of one inch or more – a lesser thickness may be considered construction provided the engineer certifies that the resulting pavement is structurally adequate to serve anticipated traffic
	40.	Stabilization of street or road base by additive, such as cement, lime, or asphaltic material
Transit	41.	Public transit systems, including rail, and related purposes
Widening	42.	Widening of existing street or roadbed or pavement, with or without resurfacing
	43.	Resurfacing, stabilizing, or widening of shoulders including necessary connections to side streets or road approaches
Other eligible expenditures	44.	Matching funds to federal or state contributions to a roadway project
	45.	Park and ride facilities
	46.	Undergrounding utilities or utility relocation only if part of a new roadway construction or documented as a legal road or street obligation
	47.	Rubberized railroad grade crossing material or repair of grade crossings
	48.	Preliminary and construction engineering may be claimed on the percentage basis approved in previous years by Caltrans for contract work
	49.	Relocation expenses necessitated by right-of-way acquisitions in accordance with the applicable government codes on relocation assistance

b. Maintenance

Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient, and economical highway transportation.

Physical Maintenance is preservation and upkeep of a highway, including all of its elements, in as nearly as practicable its original condition or its subsequently improved condition.

Traffic Services include the operation of a highway facility, and services incidental thereto, to provide safe, convenient, and economic travel.

The following are examples of maintenance expenditures:

1.	Scarifying, reshaping, and restoring material losses
2.	Applying dust palliatives
3.	Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces
4.	Jacking concrete pavements
5.	Repairing traveled way and shoulders
6.	Adding bituminous material of less than 1" to bituminous material including seal coats
7.	Remixing existing bituminous surfacing with added materials to provide a total thickness of less than 1" (see exception under Construction, example 39)
8.	Patching operations including base restoration
9.	Resealing street or road shoulders and side street and road approaches
10.	Reseeding and resodding shoulders and approaches
11.	Reshaping drainage channels and side slopes
12.	Restoring erosion controls
13.	Cleaning culverts and drains
14.	Removing slides and restoring facilities damaged by slides (additional new facilities shall be considered construction)
15.	Mowing, tree trimming, and watering within the street right-of-way
16.	Replacing topsoil, sod, shrubs, trees, irrigation facilities, etc., on streets and roadsides
17.	Repairing curb, gutter, rip-rap, underdrain, culverts, and drains
18.	Cleaning, painting, and repairing bridges and structures
19.	Performing all snow control operations such as erection of snow fences and the actual removal of snow and ice from the traveled way
20.	Repainting pavements, striping, and markings
21.	Repainting and repairing signs, guard rails, traffic signals, lighting standards, etc.
22.	Adding small numbers of conventional traffic control devices including signs
23.	Servicing street or road lighting and traffic control devices
24.	Furnishing power for street or road lighting and traffic control devices including payment for the cost of power
25.	Developing and maintaining programs that enhance management of transportation facilities such as travel demand models and pavement management programs
26.	Purchase of street-related equipment used exclusively for road maintenance
27.	Purchase of rubberized railroad grade crossing material for repair of grade crossings

c. Administrative Costs

1) Direct Costs

Direct costs are expenditures incurred solely and specifically for eligible street or road purposes or projects. Direct costs include contract payments, right-of-way acquisition, direct material and forced labor costs, and the salaries, wages, fringe benefits and related costs of employees directly participating on street and road purpose projects. Typical direct costs include:

- Compensation of employees for the time devoted and identified specifically to the performance of the eligible street or road project(s). Direct cost typically includes first level of supervision dedicated to the project. Supervisory activities above the first level of supervision may be recoverable as indirect costs.
- Costs of materials consumed or expended specifically for the purpose in which they were authorized.
- Equipment and other approved capital expenditures.
- Expense items or services contracted, or furnished specifically for the project to carry out the purpose in which they were authorized.

2) Indirect Costs (Overhead)

Indirect costs shall be defined as those elements of costs that are incurred for eligible street or road purposes that cannot be readily identified to a particular project. Cities and counties are allowed to use Measure I local funds to reimburse for indirect costs provided that there is documentation that amounts reimbursed were fairly and equitable allocated.

Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

Indirect costs typically include:

- Cost of overall supervision of field operations including payroll, facilities, advertising, general government, department or general accounting/finance, procurement, top management, data processing, legal costs and bids
- Cost of shop supplies such as expendable small tools and non-permanent barricades, warning signs, and other devices

E. Ineligible Expenditures

Policy VVLS-17: Although many types of work may be referred to as “construction”, this does not make these costs automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street or road purposes.

Following is a list of the types of expenditures that are not eligible for financing with Measure funds:

1.	Costs of rearranging non-street or road facilities, including utility relocation, when not a legal road or street obligation
2.	New (first installation of) utilities, including water mains, sanitary sewers, and other non-street facilities
3.	Cost of leasing property or right-of-way, except when required for construction work purposes on a temporary basis
4.	Cost of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic
5.	Decorative lighting
6.	Park features such as benches, playground equipment and restrooms
7.	Work outside the right-of-way which is not a specific right-of-way obligation

8.	Equestrian under- and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation
9.	Construction, installation, or maintenance of cattle guards
10.	Maintenance or construction on alleys that have not been formally designated as part of a jurisdiction's street and road system
11.	Non-street and road-related salaries and benefits
12.	Driveways outside of the street and road right-of-way
13.	Purchase of electronic speed control devices or other non-highway related equipment
14.	Freeway telephone emergency system
15.	Interest charged for non-highway purposes
16.	Grantwriting consultant fees
17.	Debt service payments for non-voter-approved bonds, including Certificates of Participation
18.	Over-expended funds (deficit fund balance)
19.	Negative interest allocation
20.	The value of park or other city/county owned property rededicated for a street right-of-way

F. Accounting Requirements

Policy VVLS-18:

Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street and road purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy VVLS-19: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All allocations shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall be used only for street and road purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the current adopted Five-Year Capital Improvement Plan and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy VVLS-23.
- g. Temporary loans of Measure I local funds can only be made among other Measure I accounts/projects if project and other pertinent data is identified to establish a clear audit trail.

- h. If Measure I funds are used to purchase salable excess right-of-way, any unsold portions should be reported to SBCTA including the reasons for holding it and the anticipated date of disposal.

Policy VVLS-20: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average month-end cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy VVLS-21:

Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Equipment use rates for equipment purchased with Measure I funds and used for non-street purposes
- Equipment dispositions
- Right-of-way dispositions
- Federal and safety projects

Policy VVLS-22: Records

- a. Source Documentation - On construction or purchase of right-of-way or equipment, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail. If street-related equipment is purchased with Measure I local funds, the jurisdiction must keep accurate records on acquisition cost, use, maintenance, and disposition.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy VVLS-23: Compliance Audit Deadline

- a. A jurisdiction's annual Compliance Audit must be completed by December 31st (Compliance Audit Deadline). SBCTA staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by jurisdiction, and timely completion of the final MSI audit report.
- b. If a jurisdiction is not able to meet the Compliance Audit Deadline, the jurisdiction may submit a letter requesting an extension and specifying the period of the requested extension for consideration by the General Policy Committee at their February meeting and the Board at their March meeting. Letters must be received timely for inclusion in the agenda. If a letter is not submitted and the Compliance Audit has not been completed, notification will be made to the Board at their March meeting that future allocations of Local Pass-Through Funds for the jurisdiction will be withheld until the Compliance Audit has been completed. Upon satisfactory completion of the Compliance Audit, any withheld allocations will be paid to the City including interest determined using the current LAIF rate. The Board may approve Compliance Audit Deadline extensions, if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting

requirements, or catastrophic events; or (2) it is in the best interests of SBCTA to grant the extension.

- c. SBCTA staff shall be responsible for requesting from the Board any extensions related to Auditor performance.

Policy VVLS-24 Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund in an equal amount through an internal fund transfer from another source. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, which may be extended pursuant to Policy VVLS-23, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund through an internal fund transfer from another source, in the amount of the Measure I Local Street allocation for the subject fiscal year of annual Compliance Audit findings of unsubstantiated or questioned costs. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- c. If the jurisdiction is unable to make such immediate repayment under VVLS-24 (a) or (b), the jurisdiction shall not receive its Local Street allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SBCTA. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- d. If the jurisdiction enters into a Repayment Agreement with SBCTA, as approved by the jurisdiction and the SBCTA Board of Directors, providing for repayment of the amounts owed under VVLS-24 (a) or (b) over a period not to exceed five (5) years, SBCTA will return any pass-through funds withheld. SBCTA will recommence withholding Local Street Allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.
- e. If a jurisdiction has not completed an annual Compliance Audit within two years after the expiration of Measure I 2010-2040 by the sunset of the current measure, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A. of this Policy after removing the jurisdiction not meeting the audit requirement.

G. Maintenance of Effort Requirements

Policy VVLS-25: The SBCTA Board of Directors shall retain authority over actions related to these Maintenance of Effort (MOE) requirements.

Policy VVLS-26: In accordance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Local Street Program funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes.

Policy VVLS-27: SBCTA shall monitor local agency use of General Fund for street and highway purposes relative to their use prior to Measure I 2010-2040, which shall be referred to as the MOE base year level.

Policy VVLS-28: The following requirements are to provide guidance on the determination of a MOE base year level.

- a. The MOE base year level shall be equivalent to the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VVLS-16 in Fiscal Year 2008/2009.
- b. Jurisdictions may propose deductions to the recorded expenditures for the following:
 - 1) Expenditures for unusual circumstances that increased the MOE base year level arbitrarily outside of the normal on-going General Fund expenditures, e.g. General Fund loans to other transportation-related funds, emergency repairs, or special projects.

- 2) Administrative/overhead costs that were not project-specific, i.e. staff time for transportation staff was charged to a general "program" budget rather than charged directly to specific projects.
- c. The proposed MOE base year level shall be adopted by resolution of the governing body.
 - d. The Independent Taxpayer Oversight Committee (ITOC) will review the proposed MOE base year levels, including the proposed deductions, as adopted by resolution of the governing body, and provide a recommendation to the SBCTA Board of Directors for approval.
 - e. The MOE base year level as approved by the SBCTA Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Policy VVLS-29: Jurisdictions shall annually provide a statement in the resolution of the governing body adopting the Five Year Capital Improvement Plan that acknowledges the jurisdiction will maintain General Fund expenditures for transportation-related construction and maintenance activities at the required MOE base year level in that fiscal year. Jurisdictions whose MOE base year level is determined to be \$0 are not required to provide this statement in the resolution.

Policy VVLS-30: The MOE requirement shall be tracked and verified as part of the annual Measure I Local Street Program audit. This will be accomplished by comparing the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VVLS-16 to the MOE base year level.

Policy VVLS-31: General Fund expenditures in excess of the MOE base year level will carry over to subsequent fiscal years and can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement. Carryover balances will be documented in the annual Measure I Local Street Program audit.

Policy VVLS-32: If the annual Measure I Local Street Program audit indicates that the required MOE base level is not being met, then the jurisdiction has the following four fiscal years to make up the amount. If the audit following those four fiscal years indicates the jurisdiction is still below the MOE base year level, SBCTA will immediately stop disbursing Measure I Local Street Program funds until an amount equivalent to the MOE base year level shortfall has been withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements.

Policy VVLS-33: The following provides guidance on resolution of MOE base year level shortfalls at the expiration of Measure I 2010-2040.

- a. If the jurisdiction has not resolved a MOE base year level shortfall within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.
- b. If any Measure I Local Street Program audit after Fiscal Year 2033/2034 indicates that the required MOE base year level was not met, then the jurisdiction has until Fiscal Year 2038/2039 to make up the amount. If the audit of Fiscal Year 2038/2039 indicates the jurisdiction is still below the MOE base level, the jurisdiction must pay the MOE base level shortfall to SBCTA for distribution to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.

Policy VVLS-34: Prior to withholding or required repayment of Measure I Local Street Program funds, jurisdictions shall have an opportunity to appeal to the ITOC. The jurisdiction must present evidence to the ITOC demonstrating unusual circumstances or the need for special consideration. The ITOC will be responsible for making a recommendation to the SBCTA Board of Directors to either approve or deny the request for special consideration.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on Jan. 8, 2014, Agenda Item 14.	01/08/2014
2	Revisions adopted by the Board of Directors on May 6, 2014, Agenda Items 6 & 18.	05/06/2015
3	Amended list of eligible expenses to be more consistent with the list of eligible expenses in the State Controller's Office Gas Tax Fund Guidelines. Modified remedy language in Policy VVLS-24. BOD approved changes 9/6/17, Agenda Item 11.	9/6/2017
4	Addition of due date of Capital Improvement Plan in VVLS-2. BOD approved changes 7/11/18, Agenda Item 25.	7/11/2018
5	Clarified Capital Improvement Plan requirements, amended eligible expenditures to be consistent with current gas tax guidelines, added requirements for tracking equipment purchased with Measure I funds, and updated Compliance Audit Deadline extension requirements. Approved by the BOD 6/3/20, Agenda Item 23.	6/3/2020
6	Moved transit purposes from the ineligible list of projects to the eligible list of projects for consistency with the Expenditure Plan. Approved by the BOD 3/3/21, Agenda Item 32.	3/3/2021
7	Amended Capital Improvement Plan requirements to remove limit on categorical expenditures, revise due date for amended Capital Improvement Plans, and remove the requirement to revise the list for projects where eligible expenditures exceed the estimate.	4/6/2022
8	<u>Remedy Amended added to address if a jurisdiction does not complete the required a Compliance Audit within two years of Measure I sunseting. by the sunset of the current measure.</u>	<u>12/4/2024</u>

San Bernardino County Transportation Authority	Policy	40012
Adopted by the Board of Directors	April 1, 2009	Revised
Victor Valley Local Street (VVLS) Program Measure I 2010-2040 Strategic Plan		Revision No.
		8

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA website.

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I. PURPOSE

The purpose of this policy is to establish requirements for the Victor Valley Local Street Program, including project eligibility, adoption of Five Year Plans by local jurisdictions, accounting requirements, and development mitigation requirements.

II. REFERENCES

Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Exhibit A – Transportation Expenditure Plan.

SBCTA Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including Local Street, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SBCTA Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. Allocations of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five-Year Plan: A plan of projected local jurisdiction expenditures for the next five years on local projects eligible for Local Street Program funds, updated annually and submitted to SBCTA by local jurisdictions.

Independent Taxpayer Oversight Committee: A “Mandated Taxpayer Safeguard” established by Ordinance 04-01 for Measure I 2010-2040 to provide citizen review and to ensure that all Measure I funds are spent in accordance with provisions of the Measure I Expenditure Plan and Ordinance.

Maintenance of Effort: The requirement that Measure I funding will supplement and not replace the existing local discretionary funding being used for street and highway purposes.

Maintenance of Effort Base Year Level: The amount of General Fund used for street and highway purposes in Fiscal Year 2008/2009, prior to Measure I 2010-2040 as adopted by the SBCTA Board of Directors.

Attachment: Revised Policy 40012- Revision 8 - Clean Version (11073 : Revisions to Measure I Local Street Program Policies No. 40003, 40012,

IV. POLICIES FOR THE VICTOR VALLEY LOCAL STREET PROGRAM

A. Local Street Allocation

Policy VVLS-1 70% of revenue collected in the Victor Valley subarea shall be apportioned for Local Street Projects. After reservation of 2% collected in the subarea for Project Development and Traffic Management Systems, each jurisdiction shall receive an allocation from 68% of the Measure I revenue. The allocation methodology is determined based on:

- 50% population. The population estimate for making the per capita calculation shall be determined by SBCTA each year based on the State Department of Finance population estimate. Annual adjustments to the population estimates are made mid-year, based on availability of DOF estimates. Following approval of the population estimates by the Board, adjustments will be made to the local pass-through fund allocations retroactive to January 1 of the year.
- 50% return to source. The sales tax estimates provided by the State Board of Equalization, updated quarterly based on the prior quarter's financial data, shall be used as the basis for making the return to source calculations.

Policy VVLS-2: Local jurisdictions shall not receive their Local Street allocation until they have submitted their annual adopted update of their Five-Year Plan. The due date to submit the Five-Year Plan to SBCTA is September 1 of each year. If the Five-Year Plan has not been received by the due date, the pass-through payments will be withheld. All withheld pass-through payments will be released upon receipt of the local jurisdiction governing body's adopted Five-Year Plan.

Policy VVLS-3: The Local Street allocation shall be remitted to local jurisdictions monthly.

Policy VVLS-4: Local Street Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SBCTA has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

Policy VVLS-5: Local Street Allocations sales tax generation portion will be based on the prior quarter's data. Because of the lag in receiving sales tax data from the Board of Equalization, the Sales Tax Generation calculations for that portion of the Local Street Allocation will be calculated using the data from the prior quarter. (Example: During the months of January, February and March SBCTA will use the local sales tax generation figure derived from the fourth quarter of the previous calendar year.)

Policy VVLS-6: SBCTA will make the monthly allocations using the following procedure:

- a. Determine total amount of Measure I Sales Tax generated in the subarea from information submitted by the State Board of Equalization.
- b. Multiply the total Measure I Sales Tax received for the month by 0.68 to arrive at the total amount of Local Street Program funds available for distribution to local jurisdictions.
- c. Divide the Local Street Program fund into two 50% pools of funding: Allocate the two pools of funding based on:
 - 1) a jurisdiction's population share of the entire subarea population.
 - 2) jurisdiction's share of sales tax generation within the total subarea.
- d. Add the population based component and the sales tax based component of each jurisdiction's allocation to arrive at the total Local Street Allocation for each jurisdiction.
- e. Remit payment of Local Street Program fund to local jurisdiction.

Policy VVLS-7: The Local Street program allocation will be decreased by 0.5% beginning in 2015 with additional decreases of 0.5% every five years thereafter to a maximum of 2.5% to be allocated to the Senior and Disabled Transit Service Program. This change in allocation will occur automatically unless each jurisdiction in the subarea makes a finding that such increase in Senior and Disabled Transit Service Program is not needed to address unmet transit needs of senior and disabled transit users.

B. Development Fair Share Contribution

Policy VVLS-8: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects on the Nexus Study Network contained in the most recent Board-adopted version of the Nexus Study approved for jurisdictions in the urbanized Victor Valley and funded all or in part with Local Street Program allocations. The urbanized Victor Valley is defined as the cities of Adelanto, Hesperia, Victorville, Town of Apple Valley and their spheres of influence.

Policy VVLS-9: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects funded all or in part with Local Street Program allocations as identified by Traffic Impact Analysis (TIA) reports as required by the Congestion Management Program in the non-urban areas. The amount of the Development Fair Share Contribution for each project is defined by the traffic mitigation measures identified in the related TIA reports.

Policy VVLS-10: Annually as part of its audit of each jurisdictions' use of Measure I funds, SBCTA will specifically review development mitigation contribution records for capacity improvements to Nexus Study Network facilities that were funded all or in part by Local Street Program allocations. If a material finding is made in the audit showing that the development fair share contribution was not made, SBCTA may, as the agency responsible for the Congestion Management Program, withhold Section 2105 Gas Tax funds or Measure I Local Street allocations until the jurisdiction shows that they are in compliance with the Congestion Management Program.

Policy VVLS-11: Jurisdictions may borrow from other internal accounts (i.e. within their own jurisdictions) to fund the required development fair share. Jurisdictions will maintain a record of borrowing between internal accounts. The internal accounts shall be reimbursed by development mitigation as development occurs.

C. Five-Year Plan

Policy VVLS-12: Each local jurisdiction is required to annually adopt a Five-Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass-Through Funds must be detailed in the Five-Year Capital Improvement Plan and adopted by resolution of the governing body. Expenditures can only be made on projects listed in the current Five Year Capital Improvement Plan.

Policy VVLS-13: Five-Year Capital Improvement Plans shall:

- a. Specifically identify projects by either 1) street name, boundaries, and project type, subject to eligibility requirements listed in Section D below, or 2) defining the project as a program of work without any identified streets, such as a pavement management program, transportation system improvements, routine roadway maintenance or other miscellaneous transportation-related expenditures as identified in Policy VVLS-16. Projects defined as a program of work shall not include capacity enhancements.
- b. Constrain the total amount of planned expenditures to 150% of SBCTA's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. For capacity enhancement projects listed in the Nexus Study, limit the use of Measure I local funds to the Measure I public share of the project cost and identify the required development contribution. Maintenance projects or projects that do not enhance the capacity of a Nexus Study Network roadway do not require a development contribution.
- d. Use the SBCTA-approved forms and/or online database. Instructions will be issued to the City Manager annually prior to the deadline.

Policy VVLS-14: No longer applicable.

Policy VVLS-15: The Five-Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in adding and/or deleting projects in their current Five-Year Capital Improvement Plan based on the necessities of the jurisdiction, and subject to eligibility requirements listed in Section D below. However, in order for a project to be eligible for expenditure of Local Street Program funds, it must be listed in the current Five-Year Capital Improvement Plan. If a revised Capital Improvement Plan is necessary to reflect added projects, it must be adopted by resolution of the governing body and provided to SBCTA by September 1 of each fiscal year for use in the annual audit. If the Capital Improvement Plan is not modified to reflect the changes to the project list, an

audit finding will result. If the audit finding is not corrected, the project will not be eligible for expenditures of Local Street Program funds.

D. Eligible Expenditures

Policy VVLS-16: Eligible expenditures include construction, maintenance, and overhead for transportation related purposes only. Included below are definitions and types of eligible expenditures by category.

a. Construction

Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.

Construction work can be separated into four categories:

- 1) **New Construction** – A construction that substantially deviates from the existing alignment and provides for an entirely new street or roadbed for the greater parts of its length.
- 2) **Reconstruction** – A construction involving realignment or the use of standards well above those of the existing element, whereby the type or the geometric and structural features are significantly changed.
- 3) **Preventative Maintenance** – Includes, but is not limited to, roadway activities such as joint and shoulder rehabilitation, heater re-mix, seal coats, corrective grinding of PCC1 pavement, and restoration of drainage systems.
- 4) **3R Work** – All other work that does not fall into the above-defined categories for new construction, reconstruction, or preventative maintenance and typically involves the improvement of highway pavement surfaces through resurfacing, restoration, or rehabilitation. 3R Work is generally regarded as heavy, non-routine maintenance designed to achieve a ten-year service life. Specifically, 3R Work is defined as the following:
 - *Resurfacing* generally consists of placing additional asphalt concrete over a structurally sound highway, street, or bridge that needs treatment to extend its useful service life.
 - *Restoration* means returning a road, street, structure, or collateral facility to the condition existing after original construction.
 - *Rehabilitation* implies providing some betterments, such as upgrading guardrail or widening shoulders.

The following examples of construction expenditures are grouped by types of work:

<i>Expenditures</i>	<i>Types of Work</i>	
Additions	1.	The addition of a frontage street or road
	2.	Addition of auxiliary lanes such as speed change, storage, or climbing lanes
Barriers	3.	Earthwork protective structures within or adjacent to the right-of-way area
	4.	Extensions and new installation of walls
	5.	Replacement of retaining walls to a higher standard
Bikeways	6.	Extension of new installation of guardrails, fence lines, raised medians, or barriers for traffic safety
	7.	Construction of bikeways where they are an integral part of the streets and highway system
	8.	Construction of bicycle or pedestrian underpasses or overhead crossings for the general public use
Bridges	9.	Reconstruction of an existing bridge or installation of a new bridge
	10.	Widening of a bridge
	11.	Replacement of bridge rails and floors to a higher standard

Curbs, etc.	12.	Installation or extension of curbs, gutters, sidewalks, or underdrain (including improvements to handicap ramps to make them ADA compliant).
Drainage	13.	A complete reconstruction or an addition to a culvert including cross culverts regardless of angle of crossing; storm drains, culverts, or drainage channels which are required to be constructed or reconstructed by improvement of the roadway; longitudinal storm drains or other longitudinal culverts, including manholes; cross longitudinal gutters at intersections; and catch basins and related pipes. The term "catch basin" shall include outlet structures or curb openings. An eligible "catch basin" must be located within the road or street system rights-of-way, or as close to the curb return joining the road or street system as practicable, considering the location of obstructions and/or hydraulic considerations.
	14.	Extending old culverts and drains and replacing headwalls
Interagency Projects	15.	Road improvements within an adjoining jurisdiction as long as the improvements are made within the County of San Bernardino
	16.	Road improvements and maintenance on a state highway as long as the appropriate agreement with Caltrans is in place
	17.	Maintenance or construction on alleys that have been formally accepted into the city or county street system
	18.	Development of facilities associated with Metrolink commuter rail operations that are determined to be a local responsibility
Landscaping	19.	Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc. along the street or road right-of-way
	20.	Purchase of land for "greenbelt" if needed to mitigate the environmental impact of a street or road construction project
Layout	21.	Change of alignment, profile, and cross-section
	22.	Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to a grade separation and ramps
Lighting	23.	Installation, replacement, or expansion of street or road lighting system
Associated Planning and Design	24.	Project development, planning studies, and design for eligible transportation projects
	25.	Expenses incurred in attending or participating in transportation and traffic engineering sponsored programs or training conducted for street or road purposes
	26.	Engineering review of plans for construction of Valley Measure I Major Streets projects
Relocation	27.	The removal of old street and roadbeds and structures, and detour costs when connected with a construction project
	28.	Replacement in kind, when legally required, of structures that are required to be relocated for street and road purposes
Signs and Signals	29.	Installation of original traffic signs and markers on routes
	30.	Replacement of all major signs or traffic control devices on a street or road
	31.	The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installation
	32.	Installation or improvements of traffic signal controls at intersections and protective devices at railroad grade crossings

	33.	Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software, and that portion of preemption equipment not mounted on motor vehicles
Striping	34.	Painting or rearrangement of pavement striping and markings, or repainting to a higher standard
Surface Work	35.	Original surfacing of shoulders
	36.	Improvement of a surface to a higher type of material
	37.	Placing sufficient new material on soil surface or gravel street or road to substantially improve the quality or the original surface
	38.	Bituminous material of 1" or more placed on bituminous or concrete material - a lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
	39.	Remix existing bituminous surfacing with added materials to provide a total thickness of one inch or more – a lesser thickness may be considered construction provided the engineer certifies that the resulting pavement is structurally adequate to serve anticipated traffic
	40.	Stabilization of street or road base by additive, such as cement, lime, or asphaltic material
Transit	41.	Public transit systems, including rail, and related purposes
Widening	42.	Widening of existing street or roadbed or pavement, with or without resurfacing
	43.	Resurfacing, stabilizing, or widening of shoulders including necessary connections to side streets or road approaches
Other eligible expenditures	44.	Matching funds to federal or state contributions to a roadway project
	45.	Park and ride facilities
	46.	Undergrounding utilities or utility relocation only if part of a new roadway construction or documented as a legal road or street obligation
	47.	Rubberized railroad grade crossing material or repair of grade crossings
	48.	Preliminary and construction engineering may be claimed on the percentage basis approved in previous years by Caltrans for contract work
	49.	Relocation expenses necessitated by right-of-way acquisitions in accordance with the applicable government codes on relocation assistance

b. Maintenance

Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient, and economical highway transportation.

Physical Maintenance is preservation and upkeep of a highway, including all of its elements, in as nearly as practicable its original condition or its subsequently improved condition.

Traffic Services include the operation of a highway facility, and services incidental thereto, to provide safe, convenient, and economic travel.

The following are examples of maintenance expenditures:

1.	Scarifying, reshaping, and restoring material losses
2.	Applying dust palliatives
3.	Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces
4.	Jacking concrete pavements
5.	Repairing traveled way and shoulders
6.	Adding bituminous material of less than 1" to bituminous material including seal coats
7.	Remixing existing bituminous surfacing with added materials to provide a total thickness of less than 1" (see exception under Construction, example 39)
8.	Patching operations including base restoration
9.	Resealing street or road shoulders and side street and road approaches
10.	Reseeding and resodding shoulders and approaches
11.	Reshaping drainage channels and side slopes
12.	Restoring erosion controls
13.	Cleaning culverts and drains
14.	Removing slides and restoring facilities damaged by slides (additional new facilities shall be considered construction)
15.	Mowing, tree trimming, and watering within the street right-of-way
16.	Replacing topsoil, sod, shrubs, trees, irrigation facilities, etc., on streets and roadsides
17.	Repairing curb, gutter, rip-rap, underdrain, culverts, and drains
18.	Cleaning, painting, and repairing bridges and structures
19.	Performing all snow control operations such as erection of snow fences and the actual removal of snow and ice from the traveled way
20.	Repainting pavements, striping, and markings
21.	Repainting and repairing signs, guard rails, traffic signals, lighting standards, etc.
22.	Adding small numbers of conventional traffic control devices including signs
23.	Servicing street or road lighting and traffic control devices
24.	Furnishing power for street or road lighting and traffic control devices including payment for the cost of power
25.	Developing and maintaining programs that enhance management of transportation facilities such as travel demand models and pavement management programs
26.	Purchase of street-related equipment used exclusively for road maintenance
27.	Purchase of rubberized railroad grade crossing material for repair of grade crossings

c. Administrative Costs

1) Direct Costs

Direct costs are expenditures incurred solely and specifically for eligible street or road purposes or projects. Direct costs include contract payments, right-of-way acquisition, direct material and forced labor costs, and the salaries, wages, fringe benefits and related costs of employees directly participating on street and road purpose projects. Typical direct costs include:

- Compensation of employees for the time devoted and identified specifically to the performance of the eligible street or road project(s). Direct cost typically includes first level of supervision dedicated to the project. Supervisory activities above the first level of supervision may be recoverable as indirect costs.
- Costs of materials consumed or expended specifically for the purpose in which they were authorized.
- Equipment and other approved capital expenditures.
- Expense items or services contracted, or furnished specifically for the project to carry out the purpose in which they were authorized.

2) Indirect Costs (Overhead)

Indirect costs shall be defined as those elements of costs that are incurred for eligible street or road purposes that cannot be readily identified to a particular project. Cities and counties are allowed to use Measure I local funds to reimburse for indirect costs provided that there is documentation that amounts reimbursed were fairly and equitable allocated.

Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

Indirect costs typically include:

- Cost of overall supervision of field operations including payroll, facilities, advertising, general government, department or general accounting/finance, procurement, top management, data processing, legal costs and bids
- Cost of shop supplies such as expendable small tools and non-permanent barricades, warning signs, and other devices

E. Ineligible Expenditures

Policy VVLS-17: Although many types of work may be referred to as "construction", this does not make these costs automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street or road purposes.

Following is a list of the types of expenditures that are not eligible for financing with Measure funds:

1.	Costs of rearranging non-street or road facilities, including utility relocation, when not a legal road or street obligation
2.	New (first installation of) utilities, including water mains, sanitary sewers, and other non-street facilities
3.	Cost of leasing property or right-of-way, except when required for construction work purposes on a temporary basis
4.	Cost of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic
5.	Decorative lighting
6.	Park features such as benches, playground equipment and restrooms
7.	Work outside the right-of-way which is not a specific right-of-way obligation

8.	Equestrian under- and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation
9.	Construction, installation, or maintenance of cattle guards
10.	Maintenance or construction on alleys that have not been formally designated as part of a jurisdiction's street and road system
11.	Non-street and road-related salaries and benefits
12.	Driveways outside of the street and road right-of-way
13.	Purchase of electronic speed control devices or other non-highway related equipment
14.	Freeway telephone emergency system
15.	Interest charged for non-highway purposes
16.	Grantwriting consultant fees
17.	Debt service payments for non-voter-approved bonds, including Certificates of Participation
18.	Over-expended funds (deficit fund balance)
19.	Negative interest allocation
20.	The value of park or other city/county owned property rededicated for a street right-of-way

F. Accounting Requirements

Policy VVLS-18:

Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street and road purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy VVLS-19: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All allocations shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall be used only for street and road purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the current adopted Five-Year Capital Improvement Plan and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy VVLS-23.
- g. Temporary loans of Measure I local funds can only be made among other Measure I accounts/projects if project and other pertinent data is identified to establish a clear audit trail.

- h. If Measure I funds are used to purchase salable excess right-of-way, any unsold portions should be reported to SBCTA including the reasons for holding it and the anticipated date of disposal.

Policy VVLS-20: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average month-end cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy VVLS-21:

Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Equipment use rates for equipment purchased with Measure I funds and used for non-street purposes
- Equipment dispositions
- Right-of-way dispositions
- Federal and safety projects

Policy VVLS-22: Records

- a. Source Documentation - On construction or purchase of right-of-way or equipment, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail. If street-related equipment is purchased with Measure I local funds, the jurisdiction must keep accurate records on acquisition cost, use, maintenance, and disposition.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy VVLS-23: Compliance Audit Deadline

- a. A jurisdiction's annual Compliance Audit must be completed by December 31st (Compliance Audit Deadline). SBCTA staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by jurisdiction, and timely completion of the final MSI audit report.
- b. If a jurisdiction is not able to meet the Compliance Audit Deadline, the jurisdiction may submit a letter requesting an extension and specifying the period of the requested extension for consideration by the General Policy Committee at their February meeting and the Board at their March meeting. Letters must be received timely for inclusion in the agenda. If a letter is not submitted and the Compliance Audit has not been completed, notification will be made to the Board at their March meeting that future allocations of Local Pass-Through Funds for the jurisdiction will be withheld until the Compliance Audit has been completed. Upon satisfactory completion of the Compliance Audit, any withheld allocations will be paid to the City including interest determined using the current LAIF rate. The Board may approve Compliance Audit Deadline extensions, if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting

requirements, or catastrophic events; or (2) it is in the best interests of SBCTA to grant the extension.

- c. SBCTA staff shall be responsible for requesting from the Board any extensions related to Auditor performance.

Policy VVLS-24 Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund in an equal amount through an internal fund transfer from another source. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, which may be extended pursuant to Policy VVLS-23, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund through an internal fund transfer from another source, in the amount of the Measure I Local Street allocation for the subject fiscal year of annual Compliance Audit findings of unsubstantiated or questioned costs. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- c. If the jurisdiction is unable to make such immediate repayment under VVLS-24 (a) or (b), the jurisdiction shall not receive its Local Street allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SBCTA. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- d. If the jurisdiction enters into a Repayment Agreement with SBCTA, as approved by the jurisdiction and the SBCTA Board of Directors, providing for repayment of the amounts owed under VVLS-24 (a) or (b) over a period not to exceed five (5) years, SBCTA will return any pass-through funds withheld. SBCTA will recommence withholding Local Street Allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.
- e. If a jurisdiction has not completed an annual Compliance Audit within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A. of this Policy after removing the jurisdiction not meeting the audit requirement.

G. Maintenance of Effort Requirements

Policy VVLS-25: The SBCTA Board of Directors shall retain authority over actions related to these Maintenance of Effort (MOE) requirements.

Policy VVLS-26: In accordance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Local Street Program funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes.

Policy VVLS-27: SBCTA shall monitor local agency use of General Fund for street and highway purposes relative to their use prior to Measure I 2010-2040, which shall be referred to as the MOE base year level.

Policy VVLS-28: The following requirements are to provide guidance on the determination of a MOE base year level.

- a. The MOE base year level shall be equivalent to the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VVLS-16 in Fiscal Year 2008/2009.
- b. Jurisdictions may propose deductions to the recorded expenditures for the following:
 - 1) Expenditures for unusual circumstances that increased the MOE base year level arbitrarily outside of the normal on-going General Fund expenditures, e.g. General Fund loans to other transportation-related funds, emergency repairs, or special projects.

- 2) Administrative/overhead costs that were not project-specific, i.e. staff time for transportation staff was charged to a general "program" budget rather than charged directly to specific projects.
- c. The proposed MOE base year level shall be adopted by resolution of the governing body.
 - d. The Independent Taxpayer Oversight Committee (ITOC) will review the proposed MOE base year levels, including the proposed deductions, as adopted by resolution of the governing body, and provide a recommendation to the SBCTA Board of Directors for approval.
 - e. The MOE base year level as approved by the SBCTA Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Policy VVLS-29: Jurisdictions shall annually provide a statement in the resolution of the governing body adopting the Five Year Capital Improvement Plan that acknowledges the jurisdiction will maintain General Fund expenditures for transportation-related construction and maintenance activities at the required MOE base year level in that fiscal year. Jurisdictions whose MOE base year level is determined to be \$0 are not required to provide this statement in the resolution.

Policy VVLS-30: The MOE requirement shall be tracked and verified as part of the annual Measure I Local Street Program audit. This will be accomplished by comparing the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VVLS-16 to the MOE base year level.

Policy VVLS-31: General Fund expenditures in excess of the MOE base year level will carry over to subsequent fiscal years and can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement. Carryover balances will be documented in the annual Measure I Local Street Program audit.

Policy VVLS-32: If the annual Measure I Local Street Program audit indicates that the required MOE base level is not being met, then the jurisdiction has the following four fiscal years to make up the amount. If the audit following those four fiscal years indicates the jurisdiction is still below the MOE base year level, SBCTA will immediately stop disbursing Measure I Local Street Program funds until an amount equivalent to the MOE base year level shortfall has been withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements.

Policy VVLS-33: The following provides guidance on resolution of MOE base year level shortfalls at the expiration of Measure I 2010-2040.

- a. If the jurisdiction has not resolved a MOE base year level shortfall within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.
- b. If any Measure I Local Street Program audit after Fiscal Year 2033/2034 indicates that the required MOE base year level was not met, then the jurisdiction has until Fiscal Year 2038/2039 to make up the amount. If the audit of Fiscal Year 2038/2039 indicates the jurisdiction is still below the MOE base level, the jurisdiction must pay the MOE base level shortfall to SBCTA for distribution to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.

Policy VVLS-34: Prior to withholding or required repayment of Measure I Local Street Program funds, jurisdictions shall have an opportunity to appeal to the ITOC. The jurisdiction must present evidence to the ITOC demonstrating unusual circumstances or the need for special consideration. The ITOC will be responsible for making a recommendation to the SBCTA Board of Directors to either approve or deny the request for special consideration.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on Jan. 8, 2014, Agenda Item 14.	01/08/2014
2	Revisions adopted by the Board of Directors on May 6, 2014, Agenda Items 6 & 18.	05/06/2015
3	Amended list of eligible expenses to be more consistent with the list of eligible expenses in the State Controller's Office Gas Tax Fund Guidelines. Modified remedy language in Policy VVLS-24. BOD approved changes 9/6/17, Agenda Item 11.	9/6/2017
4	Addition of due date of Capital Improvement Plan in VVLS-2. BOD approved changes 7/11/18, Agenda Item 25.	7/11/2018
5	Clarified Capital Improvement Plan requirements, amended eligible expenditures to be consistent with current gas tax guidelines, added requirements for tracking equipment purchased with Measure I funds, and updated Compliance Audit Deadline extension requirements. Approved by the BOD 6/3/20, Agenda Item 23.	6/3/2020
6	Moved transit purposes from the ineligible list of projects to the eligible list of projects for consistency with the Expenditure Plan. Approved by the BOD 3/3/21, Agenda Item 32.	3/3/2021
7	Amended Capital Improvement Plan requirements to remove limit on categorical expenditures, revise due date for amended Capital Improvement Plans, and remove the requirement to revise the list for projects where eligible expenditures exceed the estimate.	4/6/2022
8	Remedy added to address if a jurisdiction does not complete the required Compliance Audit within two years of Measure I sunsetting. .	12/4/2024

San Bernardino County Transportation Authority	Policy	40016
Adopted by the Board of Directors April 1, 2009	Revised	11 12/04 24 24
Rural Mountain/Desert Subareas Local Street Program (MDLS) Measure I 2010-2040 Strategic Plan	Revision No.	<u>87</u>

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I. PURPOSE

The purpose of this policy is to establish requirements for the Local Street Programs for the Colorado River, Morongo Basin, Mountains, and North Desert subareas, including project eligibility, adoption of Five Year Plans by local jurisdictions, accounting requirements, and development mitigation requirements.

II. REFERENCES

Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Exhibit A – Transportation Expenditure Plan
 SBCTA Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including Local Street, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SBCTA Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board of Directors by March of each year. Allocation of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five-Year Plan: A plan of projected local jurisdiction expenditures for the next five years on local projects eligible for Local Street Program funds, updated annually and submitted to SBCTA by local jurisdictions.

Independent Taxpayer Oversight Committee: A “Mandated Taxpayer Safeguard” established by Ordinance 04-01 for Measure I 2010-2040 to provide citizen review and to ensure that all Measure I funds are spent in accordance with provisions of the Measure I Expenditure Plan and Ordinance.

Maintenance of Effort: The requirement that Measure I funding will supplement and not replace the existing local discretionary funding being used for street and highway purposes.

Maintenance of Effort Base Year Level: The amount of General Fund used for street and highway purposes in Fiscal Year 2008/2009 prior to Measure I 2010-2040 as adopted by the SBCTA Board of Directors.

Attachment: Revised Policy 40016 - Rev 8 (11073 : Revisions to Measure I Local Street Program Policies No. 40003, 40012, and 40016)

IV. POLICIES FOR THE RURAL MOUNTAIN/DESERT SUBAREAS LOCAL STREET PROGRAM

A. Local Street Allocation

Policy MDLS-1: 70% of revenue collected in a subarea shall be apportioned for Local Street Projects. After reservation of 2% collected in the subarea for Project Development and Traffic Management Systems, each jurisdiction shall receive an allocation from 68% of the Measure I revenue. The allocation methodology is determined based on:

- 50% population. The population estimate for making the per capita calculation shall be determined by SBCTA each year based on the State Department of Finance population estimate. Annual adjustments to the population estimates are made mid-year, based on availability of DOF estimates. Following approval of the population estimates by the Board, adjustments will be made to the local pass through fund allocations retroactive to January 1 of the year.
- 50% return to source. The sales tax estimates provided by the State Board of Equalization, updated quarterly based on the prior quarter's financial data, shall be used as the basis for making the return to source calculations.

Policy MDLS-2: Local jurisdictions shall not receive their Local Street Program allocation until they have submitted their annual adopted update of their Five-Year Plan. The due date to submit the Five-Year Plan to SBCTA is September 1 of each year. If the Five-Year Plan has not been received by the due date, the pass through payments will be withheld. All withheld pass through payments will be released upon receipt of the local jurisdiction governing body's adopted Five-Year Plan.

Policy MDLS-3: The Local Street Allocation shall be remitted to local jurisdictions monthly.

Policy MDLS-4: Local Street Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SBCTA has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

Policy MDLS-5: Local Street Allocations sales tax generation portion will be based on the prior quarter's data. Because of the lag in receiving sales tax data from the Board of Equalization, the Sales Tax Generation calculations for that portion of the Local Street Allocation will be calculated using the data from the prior quarter. (Example: During the months of January, February and March SBCTA will use the local sales tax generation figure derived from the fourth quarter of the previous calendar year.)

Policy MDLS-6: SBCTA will make the monthly allocations using the following procedure:

- a. Determine total amount of Measure I Sales Tax generated in the subarea from information submitted by the State Board of Equalization.
- b. Multiply the total Measure I Sales Tax received for the month by 0.68 to arrive at the total subarea Local Street Allocation.
- c. Divide the Local Street Program fund into two 50% pools of funding: Allocate the two pools of funding based on:
 - 1) a jurisdiction's population share of the entire subarea population.
 - 2) jurisdiction's share of sales tax generation within the total subarea.
- d. Add the population based component and the sales tax based component of each jurisdiction's allocation to arrive at the total Local Street Allocation for each jurisdiction.
- e. Remit payment of Local Street Program fund to local jurisdiction.

Policy MDLS-7: Upon each jurisdiction in a particular subarea making a finding that an increase in Senior and Disabled Transit Service is needed to meet the unmet transit needs of senior and disabled users, the Local Street allocation may be reduced and that allocation may be shifted to the Senior and Disabled Transit Service Program for that subarea.

B. Development Fair Share Contribution

Policy MDLS-8: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects in the Rural Mountain/Desert subarea for transportation facilities funded all or in part with Local Street Program allocations as identified by a Traffic Impact Analysis (TIA) report as required by the Congestion Management Program. The amount of the development mitigation for each project is defined by the traffic mitigation measures identified in the related TIA reports.

Policy MDLS-9: Annually as part of its audit of each jurisdictions' use of Measure I funds, SBCTA will specifically look to make sure that the development mitigation towards capacity improvements identified in TIAs is accounted for. If a material finding is made in the audit showing that a contribution of development mitigation was not made as identified by a TIA, then SBCTA may, as the agency responsible for the Congestion Management Program, withhold Section 2105 Gas Tax funds or Measure I Local Street Allocations until the jurisdiction shows that they are in compliance with the Congestion Management Plan.

C. Five-Year Plan

Policy MDLS-10: Each local jurisdiction is required to annually adopt and submit to SBCTA by September 1 of each year a Five-Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass-Through Funds must be detailed in the Five-Year Capital Improvement Plan and adopted by resolution of the governing body. Expenditures can only be made on projects listed in the current Five Year Capital Improvement Plan.

Policy MDLS-11: Five-Year Capital Improvement Plans shall:

- a. Specifically identify projects by either 1) street name, boundaries, and project type, subject to eligibility requirements listed in Section D below, or 2) defining the project as a program of work without any identified streets, such as a pavement management program, transportation system improvements, routine roadway maintenance or other miscellaneous transportation-related expenditures as identified in Policy MDLS-14. Projects defined as a program of work shall not include capacity enhancements.
- b. Constrain the total annual amount of planned expenditures to 150% of SBCTA's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. Use the SBCTA-approved forms and/or online database. Instructions will be issued to the City Manager annually prior to the deadline.

Policy MDLS-12: No longer applicable.

Policy MDLS-13: The Five-Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in adding and/or deleting projects in their current Five-Year Capital Improvement Plan based on the necessities of the jurisdiction, and subject to eligibility requirements listed in Section D below. However, in order for a project to be eligible for expenditure of Local Street funds, it must be listed in the current Five-Year Capital Improvement Plan. If a revised Capital Improvement Plan is necessary to reflect added projects, it must be adopted by resolution of the governing body and provided to SBCTA by September 1 of each fiscal year for use in the annual audit. If the Capital Improvement Plan is not modified to reflect the changes to the project list, an audit finding will result. If the audit finding is not corrected, the project will not be eligible for expenditures of Local Street funds.

D. Eligible Expenditures

Policy MDLS-14: Eligible expenditures include construction, maintenance, and overhead for transportation related purposes only. Included below are definitions and types of eligible expenditures by category.

- a. Construction

Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is

provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.

Construction work can be separated into four categories:

- 1) **New Construction** – A construction that substantially deviates from the existing alignment and provides for an entirely new street or roadbed for the greater parts of its length.
- 2) **Reconstruction** – A construction involving realignment or the use of standards well above those of the existing element, whereby the type or the geometric and structural features are significantly changed.
- 3) **Preventative Maintenance** – Includes, but is not limited to, roadway activities such as joint and shoulder rehabilitation, heater re-mix, seal coats, corrective grinding of PCC1 pavement, and restoration of drainage systems.
- 4) **3R Work** – All other work that does not fall into the above-defined categories for new construction, reconstruction, or preventative maintenance and typically involves the improvement of highway pavement surfaces through resurfacing, restoration, or rehabilitation. 3R Work is generally regarded as heavy, non-routine maintenance designed to achieve a ten-year service life. Specifically, 3R Work is defined as the following:
 - *Resurfacing* generally consists of placing additional asphalt concrete over a structurally sound highway, street, or bridge that needs treatment to extend its useful service life.
 - *Restoration* means returning a road, street, structure, or collateral facility to the condition existing after original construction.
 - *Rehabilitation* implies providing some betterments, such as upgrading guardrail or widening shoulders.

The following examples of construction expenditures are grouped by types of work:

<i>Expenditures</i>	<i>Types of Work</i>	
Additions	1.	The addition of a frontage street or road
	2.	Addition of auxiliary lanes such as speed change, storage, or climbing lanes
Barriers	3.	Earthwork protective structures within or adjacent to the right-of-way area
	4.	Extensions and new installation of walls
	5.	Replacement of retaining walls to a higher standard
Bikeways	6.	Extension of new installation of guardrails, fence lines, raised medians, or barriers for traffic safety
	7.	Construction of bikeways where they are an integral part of the streets and highway system
	8.	Construction of bicycle or pedestrian underpasses or overhead crossings for the general public use
Bridges	9.	Reconstruction of an existing bridge or installation of a new bridge
	10.	Widening of a bridge
Curbs, etc.	11.	Replacement of bridge rails and floors to a higher standard
	12.	Installation or extension of curbs, gutters, sidewalks, or underdrain (including improvements to handicap ramps to make them ADA compliant).
Drainage	13.	A complete reconstruction or an addition to a culvert including cross culverts regardless of angle of crossing; storm drains, culverts, or drainage channels which are required to be constructed or reconstructed by improvement of the roadway; longitudinal storm drains or other longitudinal culverts, including manholes; cross longitudinal gutters at intersections; and catch basins and related pipes. The term "catch basin" shall include outlet structures or curb openings. An eligible "catch basin" must

		be located within the road or street system rights-of-way, or as close to the curb return joining the road or street system as practicable, considering the location of obstructions and/or hydraulic considerations.
	14.	Extending old culverts and drains and replacing headwalls
Interagency Projects	15.	Road improvements within an adjoining jurisdiction as long as the improvements are made within the County of San Bernardino
	16.	Road improvements and maintenance on a state highway as long as the appropriate agreement with Caltrans is in place
	17.	Maintenance or construction on alleys that have been formally accepted into the city or county street system
	18.	Development of facilities associated with Metrolink commuter rail operations that are determined to be a local responsibility
Landscaping	19.	Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc. along the street or road right-of-way
	20.	Purchase of land for "greenbelt" if needed to mitigate the environmental impact of a street or road construction project
Layout	21.	Change of alignment, profile, and cross-section
	22.	Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to a grade separation and ramps
Lighting	23.	Installation, replacement, or expansion of street or road lighting system
Associated Planning and Design	24.	Project development, planning studies, and design for eligible transportation projects
	25.	Expenses incurred in attending or participating in transportation and traffic engineering sponsored programs or training conducted for street or road purposes
	26.	Engineering review of plans for construction of Valley Measure I Major Streets projects
Relocation	27.	The removal of old street and roadbeds and structures, and detour costs when connected with a construction project
	28.	Replacement in kind, when legally required, of structures that are required to be relocated for street and road purposes
Signs and Signals	29.	Installation of original traffic signs and markers on routes
	30.	Replacement of all major signs or traffic control devices on a street or road
	31.	The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installation
	32.	Installation or improvements of traffic signal controls at intersections and protective devices at railroad grade crossings
	33.	Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software, and that portion of preemption equipment not mounted on motor vehicles
Striping	34.	Painting or rearrangement of pavement striping and markings, or repainting to a higher standard
Surface Work	35.	Original surfacing of shoulders
	36.	Improvement of a surface to a higher type of material
	37.	Placing sufficient new material on soil surface or gravel street or road to substantially improve the quality or the original surface

	38.	Bituminous material of 1" or more placed on bituminous or concrete material - a lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
	39.	Remix existing bituminous surfacing with added materials to provide a total thickness of one inch or more – a lesser thickness may be considered construction provided the engineer certifies that the resulting pavement is structurally adequate to serve anticipated traffic
	40.	Stabilization of street or road base by additive, such as cement, lime, or asphaltic material
Transit	41.	Public transit systems, including rail, and related purposes
Widening	42.	Widening of existing street or roadbed or pavement, with or without resurfacing
	43.	Resurfacing, stabilizing, or widening of shoulders including necessary connections to side streets or road approaches
Other eligible expenditures	44.	Matching funds to federal or state contributions to a roadway project
	45.	Park and ride facilities
	46.	Undergrounding utilities or utility relocation only if part of a new roadway construction or documented as a legal road or street obligation.
	47.	Rubberized railroad grade crossing material or repair of grade crossings
	48.	Preliminary and construction engineering may be claimed on the percentage basis approved in previous years by Caltrans for contract work.
	49.	Relocation expenses necessitated by right-of-way acquisitions in accordance with the applicable government codes on relocation assistance.

b. Maintenance

Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient, and economical highway transportation.

Physical Maintenance is preservation and upkeep of a highway, including all of its elements, in as nearly as practicable its original condition or its subsequently improved condition.

Traffic Services include the operation of a highway facility, and services incidental thereto, to provide safe, convenient, and economic travel.

The following are examples of maintenance expenditures:

1.	Scarifying, reshaping, and restoring material losses
2.	Applying dust palliatives
3.	Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces
4.	Jacking concrete pavements
5.	Repairing traveled way and shoulders
6.	Adding bituminous material of less than 1" to bituminous material including seal coats
7.	Remixing existing bituminous surfacing with added materials to provide a total thickness of less than 1" (see exception under Construction, example 39)
8.	Patching operations including base restoration

9.	Resealing street or road shoulders and side street and road approaches
10.	Reseeding and resodding shoulders and approaches
11.	Reshaping drainage channels and side slopes
12.	Restoring erosion controls
13.	Cleaning culverts and drains
14.	Removing slides and restoring facilities damaged by slides (additional new facilities shall be considered construction)
15.	Mowing, tree trimming, and watering within the street right-of-way
16.	Replacing topsoil, sod, shrubs, trees, irrigation facilities, etc., on streets and roadsides
17.	Repairing curb, gutter, rip-rap, underdrain, culverts, and drains
18.	Cleaning, painting, and repairing bridges and structures
19.	Performing all snow control operations such as erection of snow fences and the actual removal of snow and ice from the traveled way
20.	Repainting pavements, striping, and markings
21.	Repainting and repairing signs, guard rails, traffic signals, lighting standards, etc.
22.	Adding small numbers of conventional traffic control devices including signs
23.	Servicing street or road lighting and traffic control devices
24.	Furnishing power for street or road lighting and traffic control devices including payment for the cost of power
25.	Developing and maintaining programs that enhance management of transportation facilities such as travel demand models and pavement management programs
26.	Purchase of street-related equipment used exclusively for road maintenance
27.	Purchase of rubberized railroad grade crossing material for repair of grade crossings

c. Administrative Costs

1) Direct Costs

Direct costs are expenditures incurred solely and specifically for eligible street or road purposes or projects. Direct costs include contract payments, right-of-way acquisition, direct material and forced labor costs, and the salaries, wages, fringe benefits and related costs of employees directly participating on street and road purpose projects. Typical direct costs include:

- Compensation of employees for the time devoted and identified specifically to the performance of the eligible street or road project(s). Direct cost typically includes first level of supervision dedicated to the project. Supervisory activities above the first level of supervision may be recoverable as indirect costs.
- Costs of materials consumed or expended specifically for the purpose in which they were authorized.
- Equipment and other approved capital expenditures.
- Expense items or services contracted, or furnished specifically for the project to carry out the purpose in which they were authorized.

2) Indirect Costs (Overhead)

Indirect costs shall be defined as those elements of costs that are incurred for eligible street or road purposes that cannot be readily identified to a particular project. Cities and counties are allowed to use Measure I local funds to reimburse for indirect costs provided that there is documentation that amounts reimbursed were fairly and equitable allocated.

Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

Indirect costs typically include:

- Cost of overall supervision of field operations including payroll, facilities, advertising, general government, department or general accounting/finance, procurement, top management, data processing, legal costs and bids
- Cost of shop supplies such as expendable small tools and non-permanent barricades, warning signs, and other devices

E. Ineligible Expenditures

Policy MDLS-15: Although many types of work may be referred to as “construction”, this does not make these costs automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street or road purposes.

Following is a list of the types of expenditures that are not eligible for financing with Measure funds:

1.	Costs of rearranging non-street or road facilities, including utility relocation, when not a legal road or street obligation
2.	New (first installation of) utilities, including water mains, sanitary sewers, and other non-street facilities
3.	Cost of leasing property or right-of-way, except when required for construction work purposes on a temporary basis
4.	Cost of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic
5.	Decorative lighting
6.	Park features such as benches, playground equipment and restrooms
7.	Work outside the right-of-way which is not a specific right-of-way obligation
8.	Equestrian under- and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation
9.	Construction, installation, or maintenance of cattle guards
10.	Maintenance or construction on alleys that have not been formally designated as part of a jurisdiction's street and road system
11.	Non-street and road-related salaries and benefits
12.	Driveways outside of the street and road right-of-way
13.	Purchase of electronic speed control devices or other non-highway related equipment
14.	Freeway telephone emergency system
15.	Interest charged for non-highway purposes
16.	Grantwriting consultant fees
17.	Debt service payments for non-voter-approved bonds, including Certificates of Participation
18.	Over-expended funds (deficit fund balance)
19.	Negative interest allocation
20.	The value of park or other city/county owned property rededicated for a street right-of-way.

F. Accounting Requirements

Policy MDLS-16: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy MDLS-17: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All allocations shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall only be used for street and road purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the current adopted Five-Year Capital Improvement Plan and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy MDLS-21.
- g. Temporary loans of Measure I local funds can only be made among other Measure I accounts/projects if project and other pertinent data is identified to establish a clear audit trail.
- h. If Measure I funds are used to purchase salable excess right-of-way, any unsold portions should be reported to SBCTA including the reasons for holding it and the anticipated date of disposal.

Policy MDLS-18: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average monthend cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy MDLS-19: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Equipment use rates for equipment purchased with Measure I funds and used for non-street purposes
- Equipment dispositions
- Right-of-way dispositions
- Federal and safety projects

Policy MDLS-20: Records

- a. Source Documentation - On construction or purchase of right-of-way or equipment, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail. If street-related equipment is purchased with Measure I local funds, the jurisdiction must keep accurate records on acquisition cost, use, maintenance, and disposition.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy MDLS-21: Compliance Audit Deadline

- a. A jurisdiction's annual Compliance Audit must be completed by December 31st (Compliance Audit Deadline). SBCTA staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by jurisdiction, and timely completion of the final MSI audit report.
- b. If a jurisdiction is not able to meet the Compliance Audit Deadline, the jurisdiction may submit a letter requesting an extension and specifying the period of the requested extension for consideration by the General Policy Committee at their February meeting and the Board at their March meeting. Letters must be received timely for inclusion in the agenda. If a letter is not submitted and the Compliance Audit has not been completed, notification will be made to the Board at their March meeting that future allocations of Local Pass-Through Funds for the jurisdiction will be withheld until the Compliance Audit has been completed. Upon satisfactory completion of the Compliance Audit, any withheld allocations will be paid to the City including interest determined using the current LAIF rate. The Board may approve Compliance Audit Deadline extensions, if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting requirements, or catastrophic events; or (2) it is in the best interests of SBCTA to grant the extension.
- c. SBCTA staff shall be responsible for requesting from the Board any extensions related to Auditor performance.

Policy MDLS-22 Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund in an equal amount through an internal fund transfer from another source. Repayment will include interest that would have been earned in the Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, which may be extended pursuant to Policy MDLS-21, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund through an internal fund transfer from another source, in the amount of the Measure I Local Street allocation for the subject fiscal year of annual Compliance Audit findings of unsubstantiated or questioned costs. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- c. If the jurisdiction is unable to make such immediate repayment under MDLS-22 (a) or (b), the jurisdiction shall not receive its Local Street Allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SBCTA. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- d. If the jurisdiction enters into a Repayment Agreement with SBCTA, as approved by the jurisdiction and the SBCTA Board of Directors, providing for repayment of the amounts owed under MDLS-22 (a) or (b) over a period not to exceed five (5) years, SBCTA will return any pass-

through funds withheld. SBCTA will recommence withholding Local Street Allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.

- e. If a jurisdiction has not completed an annual Compliance Audit within two years after the expiration of Measure I 2010-2040 by the sunset of the current measure, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A. of this Policy after removing the jurisdiction not meeting the audit requirement.

G. Maintenance of Effort Requirements

Policy MDLS-23: The SBCTA Board of Directors shall retain authority over actions related to these Maintenance of Effort (MOE) requirements.

Policy MDLS-24: In accordance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Local Street Program funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes.

Policy MDLS-25: SBCTA shall monitor local agency use of General Fund for street and highway purposes relative to their use prior to Measure I 2010-2040, which shall be referred to as the MOE base year level.

Policy MDLS-26: The following requirements are to provide guidance on the determination of a MOE base year level.

- a. The MOE base year level shall be equivalent to the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy MDLS-14 in Fiscal Year 2008/2009.
- b. Jurisdictions may propose deductions to the recorded expenditures for the following:
 - 1) Expenditures for unusual circumstances that increased the MOE base year level arbitrarily outside of the normal on-going General Fund expenditures, e.g. General Fund loans to other transportation-related funds, emergency repairs, or special projects.
 - 2) Administrative/overhead costs that were not project-specific, i.e. staff time for transportation staff was charged to a general "program" budget rather than charged directly to specific projects.
- c. The proposed MOE base year level shall be adopted by resolution of the governing body.
- d. The Independent Taxpayer Oversight Committee (ITOC) will review the proposed MOE base year levels, including the proposed deductions, as adopted by resolution of the governing body, and provide a recommendation to the SBCTA Board of Directors for approval.
- e. The MOE base year level as approved by the SBCTA Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Policy MDLS-27: Jurisdictions shall annually provide a statement in the resolution of the governing body adopting the Five Year Capital Improvement Plan that acknowledges the jurisdiction will maintain General Fund expenditures for transportation-related construction and maintenance activities at the required MOE base year level in that fiscal year. Jurisdictions whose MOE base year level is determined to be \$0 are not required to provide this statement in the resolution.

Policy MDLS-28: The MOE requirement shall be tracked and verified as part of the annual Measure I Local Street Program audit. This will be accomplished by comparing the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy MDLS-14 to the MOE base year level.

Policy MDLS-29: General Fund expenditures in excess of the MOE base year level will carry over to subsequent fiscal years and can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement. Carryover balances will be documented in the annual Measure I Local Street Program audit.

Policy MDLS-30: If the annual Measure I Local Street Program audit indicates that the required MOE base level is not being met, then the jurisdiction has the following four fiscal years to make up the amount. If the audit following those four fiscal years indicates the jurisdiction is still below the MOE

base year level, SBCTA will immediately stop disbursing Measure I Local Street Program funds until an amount equivalent to the MOE base year level shortfall has been withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements.

Policy MDLS-31: The following provides guidance on resolution of MOE base year level shortfalls at the expiration of Measure I 2010-2040.

- a. If the jurisdiction has not resolved a MOE base year level shortfall within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.
- b. If any Measure I Local Street Program audit after Fiscal Year 2033/2034 indicates that the required MOE base year level was not met, then the jurisdiction has until Fiscal Year 2038/2039 to make up the amount. If the audit of Fiscal Year 2038/2039 indicates the jurisdiction is still below the MOE base level, the jurisdiction must pay the MOE base level shortfall to SBCTA for distribution to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.

Policy MDLS-32: Prior to withholding or required repayment of Measure I Local Street Program funds, jurisdictions shall have an opportunity to appeal to the ITOC. The jurisdiction must present evidence to the ITOC demonstrating unusual circumstances or the need for special consideration. The ITOC will be responsible for making a recommendation to the SBCTA Board of Directors to either approve or deny the request for special consideration.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on January 8, 2014, Agenda Item 14.	01/08/2014
2	Revisions adopted by the Board of Directors on May 6, 2015, Agenda Items 6 & 18.	05/06/2015
3	Amended list of eligible expenses to be more consistent with the list of eligible expenses in the State Controller's Office Gas Tax Fund Guidelines. Modified remedy language in Policy MDLS-22. Approved by the BOD 9/6/17, Agenda Item 11.	09/06/2017
4	Addition of due date of Capital Improvement Plan in MDLS-2. BOD approved changes 7/11/18, Agenda Item 25.	07/11/2018
5	Clarified Capital Improvement Plan requirements, amended eligible expenditures to be consistent with current gas tax guidelines, added requirements for tracking equipment purchased with Measure I funds, and updated Compliance Audit Deadline extension requirements.	6/3/2020
6	Moved transit purposes from the ineligible list of projects to the eligible list of projects for consistency with the Expenditure Plan. BOD approved changes 3/3/21, Agenda Item 32.	3/3/2021
7	Amended Capital Improvement Plan requirements to remove limit on categorical expenditures, revise due date for amended Capital Improvement Plans, and remove the requirement to revise the list for projects where eligible expenditures exceed the estimate.	4/6/2022
8	<u>Remedy added Amended to address if a jurisdiction does not complete a Compliance Audit within two years of Measure I sunseting. by the sunset of the current measure.</u>	<u>12/4/2024</u>

San Bernardino County Transportation Authority	Policy	40016
Adopted by the Board of Directors	April 1, 2009	Revised
		12/0424
Rural Mountain/Desert Subareas Local Street Program (MDLS) Measure I 2010-2040 Strategic Plan		Revision No.
		8

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA Intranet.

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I. PURPOSE

The purpose of this policy is to establish requirements for the Local Street Programs for the Colorado River, Morongo Basin, Mountains, and North Desert subareas, including project eligibility, adoption of Five Year Plans by local jurisdictions, accounting requirements, and development mitigation requirements.

II. REFERENCES

Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Exhibit A – Transportation Expenditure Plan

SBCTA Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including Local Street, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SBCTA Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board of Directors by March of each year. Allocation of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five-Year Plan: A plan of projected local jurisdiction expenditures for the next five years on local projects eligible for Local Street Program funds, updated annually and submitted to SBCTA by local jurisdictions.

Independent Taxpayer Oversight Committee: A “Mandated Taxpayer Safeguard” established by Ordinance 04-01 for Measure I 2010-2040 to provide citizen review and to ensure that all Measure I funds are spent in accordance with provisions of the Measure I Expenditure Plan and Ordinance.

Maintenance of Effort: The requirement that Measure I funding will supplement and not replace the existing local discretionary funding being used for street and highway purposes.

Maintenance of Effort Base Year Level: The amount of General Fund used for street and highway purposes in Fiscal Year 2008/2009 prior to Measure I 2010-2040 as adopted by the SBCTA Board of Directors.

IV. POLICIES FOR THE RURAL MOUNTAIN/DESERT SUBAREAS LOCAL STREET PROGRAM

A. Local Street Allocation

Policy MDLS-1: 70% of revenue collected in a subarea shall be apportioned for Local Street Projects. After reservation of 2% collected in the subarea for Project Development and Traffic Management Systems, each jurisdiction shall receive an allocation from 68% of the Measure I revenue. The allocation methodology is determined based on:

- 50% population. The population estimate for making the per capita calculation shall be determined by SBCTA each year based on the State Department of Finance population estimate. Annual adjustments to the population estimates are made mid-year, based on availability of DOF estimates. Following approval of the population estimates by the Board, adjustments will be made to the local pass through fund allocations retroactive to January 1 of the year.
- 50% return to source. The sales tax estimates provided by the State Board of Equalization, updated quarterly based on the prior quarter's financial data, shall be used as the basis for making the return to source calculations.

Policy MDLS-2: Local jurisdictions shall not receive their Local Street Program allocation until they have submitted their annual adopted update of their Five-Year Plan. The due date to submit the Five-Year Plan to SBCTA is September 1 of each year. If the Five-Year Plan has not been received by the due date, the pass through payments will be withheld. All withheld pass through payments will be released upon receipt of the local jurisdiction governing body's adopted Five-Year Plan.

Policy MDLS-3: The Local Street Allocation shall be remitted to local jurisdictions monthly.

Policy MDLS-4: Local Street Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SBCTA has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

Policy MDLS-5: Local Street Allocations sales tax generation portion will be based on the prior quarter's data. Because of the lag in receiving sales tax data from the Board of Equalization, the Sales Tax Generation calculations for that portion of the Local Street Allocation will be calculated using the data from the prior quarter. (Example: During the months of January, February and March SBCTA will use the local sales tax generation figure derived from the fourth quarter of the previous calendar year.)

Policy MDLS-6: SBCTA will make the monthly allocations using the following procedure:

- a. Determine total amount of Measure I Sales Tax generated in the subarea from information submitted by the State Board of Equalization.
- b. Multiply the total Measure I Sales Tax received for the month by 0.68 to arrive at the total subarea Local Street Allocation.
- c. Divide the Local Street Program fund into two 50% pools of funding: Allocate the two pools of funding based on:
 - 1) a jurisdiction's population share of the entire subarea population.
 - 2) jurisdiction's share of sales tax generation within the total subarea.
- d. Add the population based component and the sales tax based component of each jurisdiction's allocation to arrive at the total Local Street Allocation for each jurisdiction.
- e. Remit payment of Local Street Program fund to local jurisdiction.

Policy MDLS-7: Upon each jurisdiction in a particular subarea making a finding that an increase in Senior and Disabled Transit Service is needed to meet the unmet transit needs of senior and disabled users, the Local Street allocation may be reduced and that allocation may be shifted to the Senior and Disabled Transit Service Program for that subarea.

B. Development Fair Share Contribution

Policy MDLS-8: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects in the Rural Mountain/Desert subarea for transportation facilities funded all or in part with Local Street Program allocations as identified by a Traffic Impact Analysis (TIA) report as required by the Congestion Management Program. The amount of the development mitigation for each project is defined by the traffic mitigation measures identified in the related TIA reports.

Policy MDLS-9: Annually as part of its audit of each jurisdictions' use of Measure I funds, SBCTA will specifically look to make sure that the development mitigation towards capacity improvements identified in TIAs is accounted for. If a material finding is made in the audit showing that a contribution of development mitigation was not made as identified by a TIA, then SBCTA may, as the agency responsible for the Congestion Management Program, withhold Section 2105 Gas Tax funds or Measure I Local Street Allocations until the jurisdiction shows that they are in compliance with the Congestion Management Plan.

C. Five-Year Plan

Policy MDLS-10: Each local jurisdiction is required to annually adopt and submit to SBCTA by September 1 of each year a Five-Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass-Through Funds must be detailed in the Five-Year Capital Improvement Plan and adopted by resolution of the governing body. Expenditures can only be made on projects listed in the current Five Year Capital Improvement Plan.

Policy MDLS-11: Five-Year Capital Improvement Plans shall:

- a. Specifically identify projects by either 1) street name, boundaries, and project type, subject to eligibility requirements listed in Section D below, or 2) defining the project as a program of work without any identified streets, such as a pavement management program, transportation system improvements, routine roadway maintenance or other miscellaneous transportation-related expenditures as identified in Policy MDLS-14. Projects defined as a program of work shall not include capacity enhancements.
- b. Constrain the total annual amount of planned expenditures to 150% of SBCTA's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. Use the SBCTA-approved forms and/or online database. Instructions will be issued to the City Manager annually prior to the deadline.

Policy MDLS-12: No longer applicable.

Policy MDLS-13: The Five-Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in adding and/or deleting projects in their current Five-Year Capital Improvement Plan based on the necessities of the jurisdiction, and subject to eligibility requirements listed in Section D below. However, in order for a project to be eligible for expenditure of Local Street funds, it must be listed in the current Five-Year Capital Improvement Plan. If a revised Capital Improvement Plan is necessary to reflect added projects, it must be adopted by resolution of the governing body and provided to SBCTA by September 1 of each fiscal year for use in the annual audit. If the Capital Improvement Plan is not modified to reflect the changes to the project list, an audit finding will result. If the audit finding is not corrected, the project will not be eligible for expenditures of Local Street funds.

D. Eligible Expenditures

Policy MDLS-14: Eligible expenditures include construction, maintenance, and overhead for transportation related purposes only. Included below are definitions and types of eligible expenditures by category.

- a. Construction

Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is

provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.

Construction work can be separated into four categories:

- 1) **New Construction** – A construction that substantially deviates from the existing alignment and provides for an entirely new street or roadbed for the greater parts of its length.
- 2) **Reconstruction** – A construction involving realignment or the use of standards well above those of the existing element, whereby the type or the geometric and structural features are significantly changed.
- 3) **Preventative Maintenance** – Includes, but is not limited to, roadway activities such as joint and shoulder rehabilitation, heater re-mix, seal coats, corrective grinding of PCC1 pavement, and restoration of drainage systems.
- 4) **3R Work** – All other work that does not fall into the above-defined categories for new construction, reconstruction, or preventative maintenance and typically involves the improvement of highway pavement surfaces through resurfacing, restoration, or rehabilitation. 3R Work is generally regarded as heavy, non-routine maintenance designed to achieve a ten-year service life. Specifically, 3R Work is defined as the following:
 - *Resurfacing* generally consists of placing additional asphalt concrete over a structurally sound highway, street, or bridge that needs treatment to extend its useful service life.
 - *Restoration* means returning a road, street, structure, or collateral facility to the condition existing after original construction.
 - *Rehabilitation* implies providing some betterments, such as upgrading guardrail or widening shoulders.

The following examples of construction expenditures are grouped by types of work:

<i>Expenditures</i>	<i>Types of Work</i>	
Additions	1.	The addition of a frontage street or road
	2.	Addition of auxiliary lanes such as speed change, storage, or climbing lanes
Barriers	3.	Earthwork protective structures within or adjacent to the right-of-way area
	4.	Extensions and new installation of walls
	5.	Replacement of retaining walls to a higher standard
Bikeways	6.	Extension of new installation of guardrails, fence lines, raised medians, or barriers for traffic safety
	7.	Construction of bikeways where they are an integral part of the streets and highway system
	8.	Construction of bicycle or pedestrian underpasses or overhead crossings for the general public use
Bridges	9.	Reconstruction of an existing bridge or installation of a new bridge
	10.	Widening of a bridge
	11.	Replacement of bridge rails and floors to a higher standard
Curbs, etc.	12.	Installation or extension of curbs, gutters, sidewalks, or underdrain (including improvements to handicap ramps to make them ADA compliant).
Drainage	13.	A complete reconstruction or an addition to a culvert including cross culverts regardless of angle of crossing; storm drains, culverts, or drainage channels which are required to be constructed or reconstructed by improvement of the roadway; longitudinal storm drains or other longitudinal culverts, including manholes; cross longitudinal gutters at intersections; and catch basins and related pipes. The term "catch basin" shall include outlet structures or curb openings. An eligible "catch basin" must

		be located within the road or street system rights-of-way, or as close to the curb return joining the road or street system as practicable, considering the location of obstructions and/or hydraulic considerations.
	14.	Extending old culverts and drains and replacing headwalls
Interagency Projects	15.	Road improvements within an adjoining jurisdiction as long as the improvements are made within the County of San Bernardino
	16.	Road improvements and maintenance on a state highway as long as the appropriate agreement with Caltrans is in place
	17.	Maintenance or construction on alleys that have been formally accepted into the city or county street system
	18.	Development of facilities associated with Metrolink commuter rail operations that are determined to be a local responsibility
Landscaping	19.	Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc. along the street or road right-of-way
	20.	Purchase of land for "greenbelt" if needed to mitigate the environmental impact of a street or road construction project
Layout	21.	Change of alignment, profile, and cross-section
	22.	Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to a grade separation and ramps
Lighting	23.	Installation, replacement, or expansion of street or road lighting system
Associated Planning and Design	24.	Project development, planning studies, and design for eligible transportation projects
	25.	Expenses incurred in attending or participating in transportation and traffic engineering sponsored programs or training conducted for street or road purposes
	26.	Engineering review of plans for construction of Valley Measure I Major Streets projects
Relocation	27.	The removal of old street and roadbeds and structures, and detour costs when connected with a construction project
	28.	Replacement in kind, when legally required, of structures that are required to be relocated for street and road purposes
Signs and Signals	29.	Installation of original traffic signs and markers on routes
	30.	Replacement of all major signs or traffic control devices on a street or road
	31.	The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installation
	32.	Installation or improvements of traffic signal controls at intersections and protective devices at railroad grade crossings
	33.	Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software, and that portion of preemption equipment not mounted on motor vehicles
Striping	34.	Painting or rearrangement of pavement striping and markings, or repainting to a higher standard
Surface Work	35.	Original surfacing of shoulders
	36.	Improvement of a surface to a higher type of material
	37.	Placing sufficient new material on soil surface or gravel street or road to substantially improve the quality or the original surface

	38.	Bituminous material of 1" or more placed on bituminous or concrete material - a lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic
	39.	Remix existing bituminous surfacing with added materials to provide a total thickness of one inch or more – a lesser thickness may be considered construction provided the engineer certifies that the resulting pavement is structurally adequate to serve anticipated traffic
	40.	Stabilization of street or road base by additive, such as cement, lime, or asphaltic material
Transit	41.	Public transit systems, including rail, and related purposes
Widening	42.	Widening of existing street or roadbed or pavement, with or without resurfacing
	43.	Resurfacing, stabilizing, or widening of shoulders including necessary connections to side streets or road approaches
Other eligible expenditures	44.	Matching funds to federal or state contributions to a roadway project
	45.	Park and ride facilities
	46.	Undergrounding utilities or utility relocation only if part of a new roadway construction or documented as a legal road or street obligation.
	47.	Rubberized railroad grade crossing material or repair of grade crossings
	48.	Preliminary and construction engineering may be claimed on the percentage basis approved in previous years by Caltrans for contract work.
	49.	Relocation expenses necessitated by right-of-way acquisitions in accordance with the applicable government codes on relocation assistance.

b. Maintenance

Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient, and economical highway transportation.

Physical Maintenance is preservation and upkeep of a highway, including all of its elements, in as nearly as practicable its original condition or its subsequently improved condition.

Traffic Services include the operation of a highway facility, and services incidental thereto, to provide safe, convenient, and economic travel.

The following are examples of maintenance expenditures:

1.	Scarifying, reshaping, and restoring material losses
2.	Applying dust palliatives
3.	Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces
4.	Jacking concrete pavements
5.	Repairing traveled way and shoulders
6.	Adding bituminous material of less than 1" to bituminous material including seal coats
7.	Remixing existing bituminous surfacing with added materials to provide a total thickness of less than 1" (see exception under Construction, example 39)
8.	Patching operations including base restoration

9.	Resealing street or road shoulders and side street and road approaches
10.	Reseeding and resodding shoulders and approaches
11.	Reshaping drainage channels and side slopes
12.	Restoring erosion controls
13.	Cleaning culverts and drains
14.	Removing slides and restoring facilities damaged by slides (additional new facilities shall be considered construction)
15.	Mowing, tree trimming, and watering within the street right-of-way
16.	Replacing topsoil, sod, shrubs, trees, irrigation facilities, etc., on streets and roadsides
17.	Repairing curb, gutter, rip-rap, underdrain, culverts, and drains
18.	Cleaning, painting, and repairing bridges and structures
19.	Performing all snow control operations such as erection of snow fences and the actual removal of snow and ice from the traveled way
20.	Repainting pavements, striping, and markings
21.	Repainting and repairing signs, guard rails, traffic signals, lighting standards, etc.
22.	Adding small numbers of conventional traffic control devices including signs
23.	Servicing street or road lighting and traffic control devices
24.	Furnishing power for street or road lighting and traffic control devices including payment for the cost of power
25.	Developing and maintaining programs that enhance management of transportation facilities such as travel demand models and pavement management programs
26.	Purchase of street-related equipment used exclusively for road maintenance
27.	Purchase of rubberized railroad grade crossing material for repair of grade crossings

c. Administrative Costs

1) Direct Costs

Direct costs are expenditures incurred solely and specifically for eligible street or road purposes or projects. Direct costs include contract payments, right-of-way acquisition, direct material and forced labor costs, and the salaries, wages, fringe benefits and related costs of employees directly participating on street and road purpose projects. Typical direct costs include:

- Compensation of employees for the time devoted and identified specifically to the performance of the eligible street or road project(s). Direct cost typically includes first level of supervision dedicated to the project. Supervisory activities above the first level of supervision may be recoverable as indirect costs.
- Costs of materials consumed or expended specifically for the purpose in which they were authorized.
- Equipment and other approved capital expenditures.
- Expense items or services contracted, or furnished specifically for the project to carry out the purpose in which they were authorized.

2) Indirect Costs (Overhead)

Indirect costs shall be defined as those elements of costs that are incurred for eligible street or road purposes that cannot be readily identified to a particular project. Cities and counties are allowed to use Measure I local funds to reimburse for indirect costs provided that there is documentation that amounts reimbursed were fairly and equitable allocated.

Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

Indirect costs typically include:

- Cost of overall supervision of field operations including payroll, facilities, advertising, general government, department or general accounting/finance, procurement, top management, data processing, legal costs and bids
- Cost of shop supplies such as expendable small tools and non-permanent barricades, warning signs, and other devices

E. Ineligible Expenditures

Policy MDLS-15: Although many types of work may be referred to as “construction”, this does not make these costs automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street or road purposes.

Following is a list of the types of expenditures that are not eligible for financing with Measure funds:

1.	Costs of rearranging non-street or road facilities, including utility relocation, when not a legal road or street obligation
2.	New (first installation of) utilities, including water mains, sanitary sewers, and other non-street facilities
3.	Cost of leasing property or right-of-way, except when required for construction work purposes on a temporary basis
4.	Cost of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic
5.	Decorative lighting
6.	Park features such as benches, playground equipment and restrooms
7.	Work outside the right-of-way which is not a specific right-of-way obligation
8.	Equestrian under- and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation
9.	Construction, installation, or maintenance of cattle guards
10.	Maintenance or construction on alleys that have not been formally designated as part of a jurisdiction's street and road system
11.	Non-street and road-related salaries and benefits
12.	Driveways outside of the street and road right-of-way
13.	Purchase of electronic speed control devices or other non-highway related equipment
14.	Freeway telephone emergency system
15.	Interest charged for non-highway purposes
16.	Grantwriting consultant fees
17.	Debt service payments for non-voter-approved bonds, including Certificates of Participation
18.	Over-expended funds (deficit fund balance)
19.	Negative interest allocation
20.	The value of park or other city/county owned property rededicated for a street right-of-way.

F. Accounting Requirements

Policy MDLS-16: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy MDLS-17: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All allocations shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall only be used for street and road purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the current adopted Five-Year Capital Improvement Plan and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy MDLS-21.
- g. Temporary loans of Measure I local funds can only be made among other Measure I accounts/projects if project and other pertinent data is identified to establish a clear audit trail.
- h. If Measure I funds are used to purchase salable excess right-of-way, any unsold portions should be reported to SBCTA including the reasons for holding it and the anticipated date of disposal.

Policy MDLS-18: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average monthend cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy MDLS-19: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Equipment use rates for equipment purchased with Measure I funds and used for non-street purposes
- Equipment dispositions
- Right-of-way dispositions
- Federal and safety projects

Policy MDLS-20: Records

- a. Source Documentation - On construction or purchase of right-of-way or equipment, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail. If street-related equipment is purchased with Measure I local funds, the jurisdiction must keep accurate records on acquisition cost, use, maintenance, and disposition.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy MDLS-21: Compliance Audit Deadline

- a. A jurisdiction's annual Compliance Audit must be completed by December 31st (Compliance Audit Deadline). SBCTA staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by jurisdiction, and timely completion of the final MSI audit report.
- b. If a jurisdiction is not able to meet the Compliance Audit Deadline, the jurisdiction may submit a letter requesting an extension and specifying the period of the requested extension for consideration by the General Policy Committee at their February meeting and the Board at their March meeting. Letters must be received timely for inclusion in the agenda. If a letter is not submitted and the Compliance Audit has not been completed, notification will be made to the Board at their March meeting that future allocations of Local Pass-Through Funds for the jurisdiction will be withheld until the Compliance Audit has been completed. Upon satisfactory completion of the Compliance Audit, any withheld allocations will be paid to the City including interest determined using the current LAIF rate. The Board may approve Compliance Audit Deadline extensions, if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting requirements, or catastrophic events; or (2) it is in the best interests of SBCTA to grant the extension.
- c. SBCTA staff shall be responsible for requesting from the Board any extensions related to Auditor performance.

Policy MDLS-22 Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund in an equal amount through an internal fund transfer from another source. Repayment will include interest that would have been earned in the Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, which may be extended pursuant to Policy MDLS-21, the jurisdiction shall immediately repay the Measure I Transportation Sales Tax Fund through an internal fund transfer from another source, in the amount of the Measure I Local Street allocation for the subject fiscal year of annual Compliance Audit findings of unsubstantiated or questioned costs. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- c. If the jurisdiction is unable to make such immediate repayment under MDLS-22 (a) or (b), the jurisdiction shall not receive its Local Street Allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SBCTA. Repayment will include interest that would have been earned in the Special Measure I Transportation Sales Tax Fund from the time of ineligible expenditure to date of repayment.
- d. If the jurisdiction enters into a Repayment Agreement with SBCTA, as approved by the jurisdiction and the SBCTA Board of Directors, providing for repayment of the amounts owed under MDLS-22 (a) or (b) over a period not to exceed five (5) years, SBCTA will return any pass-

through funds withheld. SBCTA will recommence withholding Local Street Allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.

- e. If a jurisdiction has not completed an annual Compliance Audit within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A. of this Policy after removing the jurisdiction not meeting the audit requirement.

G. Maintenance of Effort Requirements

Policy MDLS-23: The SBCTA Board of Directors shall retain authority over actions related to these Maintenance of Effort (MOE) requirements.

Policy MDLS-24: In accordance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Local Street Program funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes.

Policy MDLS-25: SBCTA shall monitor local agency use of General Fund for street and highway purposes relative to their use prior to Measure I 2010-2040, which shall be referred to as the MOE base year level.

Policy MDLS-26: The following requirements are to provide guidance on the determination of a MOE base year level.

- a. The MOE base year level shall be equivalent to the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy MDLS-14 in Fiscal Year 2008/2009.
- b. Jurisdictions may propose deductions to the recorded expenditures for the following:
 - 1) Expenditures for unusual circumstances that increased the MOE base year level arbitrarily outside of the normal on-going General Fund expenditures, e.g. General Fund loans to other transportation-related funds, emergency repairs, or special projects.
 - 2) Administrative/overhead costs that were not project-specific, i.e. staff time for transportation staff was charged to a general "program" budget rather than charged directly to specific projects.
- c. The proposed MOE base year level shall be adopted by resolution of the governing body.
- d. The Independent Taxpayer Oversight Committee (ITOC) will review the proposed MOE base year levels, including the proposed deductions, as adopted by resolution of the governing body, and provide a recommendation to the SBCTA Board of Directors for approval.
- e. The MOE base year level as approved by the SBCTA Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Policy MDLS-27: Jurisdictions shall annually provide a statement in the resolution of the governing body adopting the Five Year Capital Improvement Plan that acknowledges the jurisdiction will maintain General Fund expenditures for transportation-related construction and maintenance activities at the required MOE base year level in that fiscal year. Jurisdictions whose MOE base year level is determined to be \$0 are not required to provide this statement in the resolution.

Policy MDLS-28: The MOE requirement shall be tracked and verified as part of the annual Measure I Local Street Program audit. This will be accomplished by comparing the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy MDLS-14 to the MOE base year level.

Policy MDLS-29: General Fund expenditures in excess of the MOE base year level will carry over to subsequent fiscal years and can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement. Carryover balances will be documented in the annual Measure I Local Street Program audit.

Policy MDLS-30: If the annual Measure I Local Street Program audit indicates that the required MOE base level is not being met, then the jurisdiction has the following four fiscal years to make up the amount. If the audit following those four fiscal years indicates the jurisdiction is still below the MOE base year level, SBCTA will immediately stop disbursing Measure I Local Street Program funds until

an amount equivalent to the MOE base year level shortfall has been withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements.

Policy MDLS-31: The following provides guidance on resolution of MOE base year level shortfalls at the expiration of Measure I 2010-2040.

- a. If the jurisdiction has not resolved a MOE base year level shortfall within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.
- b. If any Measure I Local Street Program audit after Fiscal Year 2033/2034 indicates that the required MOE base year level was not met, then the jurisdiction has until Fiscal Year 2038/2039 to make up the amount. If the audit of Fiscal Year 2038/2039 indicates the jurisdiction is still below the MOE base level, the jurisdiction must pay the MOE base level shortfall to SBCTA for distribution to other compliant jurisdictions within that subarea. The allocation will be based on the process in Section IV.A of this Policy after removing the jurisdiction not meeting the audit requirement.

Policy MDLS-32: Prior to withholding or required repayment of Measure I Local Street Program funds, jurisdictions shall have an opportunity to appeal to the ITOC. The jurisdiction must present evidence to the ITOC demonstrating unusual circumstances or the need for special consideration. The ITOC will be responsible for making a recommendation to the SBCTA Board of Directors to either approve or deny the request for special consideration.

V. REVISION HISTORY

<i>Revision No.</i>	<i>Revisions</i>	<i>Adopted</i>
0	<i>Adopted by the Board of Directors.</i>	<i>04/01/2009</i>
1	Revisions adopted by the Board of Directors on January 8, 2014, Agenda Item 14.	01/08/2014
2	Revisions adopted by the Board of Directors on May 6, 2015, Agenda Items 6 & 18.	05/06/2015
3	Amended list of eligible expenses to be more consistent with the list of eligible expenses in the State Controller's Office Gas Tax Fund Guidelines. Modified remedy language in Policy MDLS-22. Approved by the BOD 9/6/17, Agenda Item 11.	09/06/2017
4	Addition of due date of Capital Improvement Plan in MDLS-2. BOD approved changes 7/11/18, Agenda Item 25.	07/11/2018
5	Clarified Capital Improvement Plan requirements, amended eligible expenditures to be consistent with current gas tax guidelines, added requirements for tracking equipment purchased with Measure I funds, and updated Compliance Audit Deadline extension requirements.	6/3/2020
6	Moved transit purposes from the ineligible list of projects to the eligible list of projects for consistency with the Expenditure Plan. BOD approved changes 3/3/21, Agenda Item 32.	3/3/2021
7	Amended Capital Improvement Plan requirements to remove limit on categorical expenditures, revise due date for amended Capital Improvement Plans, and remove the requirement to revise the list for projects where eligible expenditures exceed the estimate.	4/6/2022
8	Remedy added to address if a jurisdiction does not complete a Compliance Audit within two years of Measure I sunseting.	12/4/2024

Minute Action

AGENDA ITEM: 8

Date: December 4, 2024

Subject:

Release Request for Proposals No. 25-1003210 for On-Call Audit and Price Review Services

Recommendation:

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

Authorize the release of Request for Proposals No. 25-1003210 for On-Call Auditing and Price Review Services.

Background:

San Bernardino County Transportation Authority (SBCTA) staff requests the release of a Request for Proposals (RFP) No. 25-1003210 for a Consultant to provide on-call auditing and price review services.

SBCTA is looking for one or more qualified firms to provide on-call support to help staff implement Board of Director adopted policies and Federal regulations concerning the procurement of goods and services.

Pre-Award Price Review Requirements: 1) Ensuring that the proposed labor rates, overhead rate (home and field), other direct costs, and fixed fees are reasonable, allowable, allocable, and compliant with the Federal Acquisition Regulations Part 31. 2) Evaluating if the pricing or cost data is up-to-date, accurate, and complete. 3) Requesting the California Department of Transportation Local Assistance Procedures Manual Consultant Annual Certification of Indirect Costs and Financial Management System (form 10K) from Prime contractors and subcontractors.

Architectural and Engineering Services: Additionally, SBCTA may conduct pre-award price reviews of the following types of procurements: Single bid procurements and sole source procurements.

SBCTA may request, on an as-needed basis, other auditing services relative to the finance and procurement functions, such as closeout audits for capital construction projects or other service contracts.

Staff recommends approval to release the RFP.

Financial Impact:

The recommended action was included in the adopted Budget for Fiscal Year 2024/2025 and funded with Measure I Administration and Transportation Development Act Administration funds in Program 01, Financial Management.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA General Counsel, Procurement Manager, and Enterprise Risk Manager have reviewed this item and the draft RFP.

Responsible Staff:

Lisa Lazzar, Chief Financial Officer

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item
December 4, 2024
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Approved
Board of Directors
Date: December 4, 2024
Witnessed By:

**RFP 25-1003210
SCOPE OF WORK**

**ON-CALL INTERNAL AUDIT
AND
PRICE REVIEW SERVICES**

BACKGROUND

The San Bernardino County Transportation Authority (SBCTA) is the transportation planning agency for San Bernardino County. SBCTA manages joint regional planning efforts and works to develop an efficient multi-modal transportation system across the county.

SBCTA supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies. SBCTA administers major programs funded by Measure I, the half-cent sales tax collected throughout San Bernardino County to fund transportation upgrades. Voters approved the measure in 1989 and in 2004 overwhelmingly voted to extend it until 2040.

SERVICES

SBCTA is looking for one or more qualified firms to provide on-call support to help staff implement Board-adopted policies and Federal regulations concerning the procurement of goods and services.

Pre-Award Price Review Requirements

- 1) Ensuring that the proposed labor rates, overhead rate (home and field), other direct costs, and fixed fees are reasonable, allowable, allocable, and compliant with the Federal Acquisition Regulations (FAR) Part 31.2;
 - A California Department of Transportation (Caltrans) Acceptance ID is acceptable if it matches the proposed rate. Documentation from Caltrans showing the accepted rate is required.
- 2) Evaluating if the pricing or cost data is up-to-date, accurate, and complete. Additionally, assess whether the Contractor's accounting system is sufficient for identifying, recording, and tracking costs; separating direct and indirect costs; and ensuring consistent accounting practices.
- 3) Requesting Caltrans Local Assistance Procedures Manual (LAPM) Consultant Annual Certification of Indirect Costs and Financial Management System (form 10K) from Prime contractors and Subcontractors.

SBCTA will perform pre-award price reviews for competitive procurements exceeding \$150,000 when the proposal is assessed based on technical merit rather than cost. These procurements generally are for:

- Architectural and Engineering Services

Additionally, SBCTA may conduct pre-award price reviews of the following types of procurements:

- Single bid procurements
- Sole source procurements

Approximately 5 - 10 pre-award price reviews are required to be performed each fiscal year.

Other services may include audits and agreed-upon procedures to review reimbursement requests for programs, such as Project Advance Agreements and other pre-expenditures.

Audits Conforming to LAPM

LAPM Chapter 10 Consultant Selection

10.1.3 A&E Consultant Audit and Review Process, page 12, January 2024 or current equivalent.

This section outlines the audit and review process for A&E contracts that at any time use state or federal funds. All proposed A&E contracts and supporting documents are subject to audit or review by Caltrans' Independent Office of Audits and Investigations (IOAI), other state audit organizations, or the federal government.

Applicable Standards

State and federal requirements listed below, and specific contract requirements, serve as the standards for audits and reviews performed.

Local agencies, consultants, and subconsultants are responsible for complying with state, federal, and specific contract requirements. Local agencies are responsible for determining the eligibility of costs to be reimbursed to consultants.

Applicable standards include, but are not limited to:

- LAPM
- State and Federal agreements between local agencies and Caltrans, (i.e., Master Agreements);
- Project Program Supplemental Agreements;
- 23 United States Code (U.S.C.), Section 112 – Letting of Contracts;
- 40 U.S.C., Chapter 11-- the Brooks Act;
- 23 CFR, Chapter 1, Part 172 - Procurement, Management, and Administration of Engineering and Design Related Services;
- 23 CFR, Chapter 1 - Federal Highway Administration, Department of Transportation;
- 48 CFR, Federal Acquisition Regulation (FAR), Chapter 1, Part 31 - Contract Cost Principles and Procedures;
- 48 CFR, Chapter 99 – Cost Accounting Standards (CAS);
- 2 CFR, Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- United States Government Accountability Office, Government Auditing Standards - Generally Accepted Government Auditing Standards (GAGAS);
- California Government Code sections 4525-4529;
- Proposed contract terms and conditions; and
- American Association of State Highway and Transportation Officials Audit Guide

Pre-Award Price Reviews

All pre-award price reviews shall be conducted following Government Auditing Standards issued by the Comptroller General of the United States as well as the cost principles identified in 48 CFR part 31. Auditing Firms will be selected from a pre-established or on-call list of firms to perform the pre-award price reviews on a sequential basis. Each of the pre-award price reviews should include some or all of the following objectives:

- a. To ensure that the proposer’s proposed labor rates, overhead rates, other direct costs, and fixed fee are reasonable, allowable, and allocable and in conformity with the Federal Acquisition Regulations;
- b. To ensure the proposer(s) complied with applicable prevailing wage rates;
- c. To ascertain that the pricing or cost data are current, accurate, and complete;
- d. To determine whether the proposer(s) is financially sound and stable; and
- e. To determine the adequacy of the proposer’s accounting systems in order to identify, account for, record, and accumulate costs; to identify and segregate direct and indirect costs; and to determine consistency in accounting treatment of costs.

Written Reports

Independent Accountant’s Report for Applying Agreed-Upon Procedures (AUP) will be issued for each pre-award price review performed. In addition to AUP exceptions, all issues or concerns arising while performing the AUPs, such as internal control issues, should be provided in the report. Reports will be submitted to SBCTA’s Chief Financial Officer.

Other Services

SBCTA may request, on an as-needed basis, other auditing services relative to the finance and procurement functions, such as closeout audits for capital construction projects or other service contracts. For example, review of expenditures covered by Measure I revenue for compliance with the expenditure plan and program policies. Also, a review of internal control procedures and policies based on criteria outlined in Internal Control-Integrated Framework published by the Committee of Sponsoring Organizations of the Treadway Committee (the COSO Report), as well as the criteria for effective financial management systems established by the DTA, based on 49 CFR Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements on State and Local Governments (which was superseded by 2 CFR Part 200 and 2 CFR Part 1201 (for exceptions that the Department of Transportation received), Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards).

***** END OF SCOPE OF WORK *****

Attachment: On Call Audit and Price Review - Scope of Work - PDF (11076 : Release RFP for On-Call Audit and Price Review Services)

Minute Action

AGENDA ITEM: 9

Date: December 4, 2024

Subject:

Adopt Resolution No. 25-058 and Policy No. 10011 Authorizing Executive Director to Establish and Modify Contract Claims Processes

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority and the San Bernardino Council of Governments:

A. Adopt Resolution No. 25-058, authorizing the Executive Director to establish and modify contractual claims processes.

B. Adopt Policy No. 10011, codifying the Board’s delegation of authority to the Executive Director, or his designee, to establish and modify contractual claims processes.

Background:

The California Government Claims Act (Government Code Sections 810 et seq.) (the “Act”) sets forth procedures and deadlines for presentation of claims, including claims arising from performance of contracts. The Act also permits the governing body of a local public entity to enter agreements providing claims processes that differ from those set forth in the statute (Gov. Code Section 930.2). Section 930.2 restricts such authority to the governing body. However, the governing body can delegate such authority to an employee of the entity by ordinance or resolution (Gov. Code Section 935.4).

San Bernardino County Transportation Authority and San Bernardino Council of Governments contracts frequently provide for alternative claims processes; one example is the provision in construction contracts that requires the contractor to submit claims to a Dispute Resolution Board. On occasion, unforeseen circumstances cause these alternative processes to not work as efficiently and effectively as the parties envisioned. At such times, the parties may agree to waive or modify part or all of such provisions. This item seeks the Board’s delegation of authority to the Executive Director, or his designee, to establish and modify such contractual claims processes in order to address and resolve claims without incurring delay by bringing such processes to Committee and the Board of Directors (Board) for approval.

Staff recommends that the Board adopt Resolution No. 25-058 to delegate authority to the Executive Director to establish and modify contractual claims processes. Staff further recommends the Board adopt Policy No. 10011 to codify that delegation of authority.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA/SBCOG General Counsel has reviewed this item, the draft resolution, and the draft policy.

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

Board of Directors Agenda Item
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Responsible Staff:

Julianna Tillquist, General Counsel

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

RESOLUTION NO. 25-058

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AND SAN BERNARDINO COUNCIL OF GOVERNMENTS TO AUTHORIZE EXECUTIVE DIRECTOR TO ESTABLISH AND MODIFY CONTRACT CLAIMS PROCESSES

WHEREAS, the California Government Claims Act, Government Code Sections 810 et seq., sets forth mandatory procedures for the presentation of most monetary claims to local government agencies, including contract-related claims; and

WHEREAS, Government Code Section 935.4 permits a governing body to authorize, by ordinance or resolution, one or more of its employees to perform the governing body’s functions under Part 3 of Division 3.5 of Title 1 of the Government Code (sections 900 – 935.9); and

WHEREAS, Government Code Section 930.2 authorizes an agency’s governing body to include in contracts claims presentation and resolution processes that differ in one or more respects from the claims presentation procedures set forth in the Government Code; and

WHEREAS, San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments (SBCOG) frequently enter contracts that set forth a process for the presentation, by one or both parties, and resolution of monetary and other claims, in accordance with Government Code Section 930.2; and

WHEREAS, there are times when the facts and circumstances are such that alternative contractual claims processes may better serve the parties in terms of efficiency, cost savings, and timely resolution; and

WHEREAS, the Board desires to facilitate the efficient and effective resolution of contractual claims.

NOW, THEREFORE BE IT RESOLVED by the San Bernardino County Transportation Authority and San Bernardino Council of Governments:

The Board hereby delegates authority to the Executive Director, or designee, to negotiate and agree to establish and modify contractually-provided claims processes, including authority to negotiate and execute contract amendments to that effect. This delegation of authority shall be codified in SBCTA/SBCOG Policy 10011.

Adopted by the San Bernardino County Transportation Authority and San Bernardino Council of Governments on December 4, 2024, by the following vote:

AYES:	XX
NOES:	XX
ABSTAINED:	XX
ABSENT:	XX

Ray Marquez, Board President
San Bernardino County Transportation Authority, San Bernardino Council of Governments

ATTEST:

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

DRAFT

San Bernardino County Transportation Authority/San Bernardino Council of Governments	Policy	10011
Adopted by the Board of Directors	December 4, 2024	Revised
Authorizing the Executive Director to Establish and Modify Contractual Claims Processes		Revision No. 0

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA Intranet.

Table of Contents Purpose References Policy Revision History
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I. PURPOSE

The purpose of this policy is to delegate authority to the Executive Director, or designee, to establish and modify claims processes in SBCTA and SBCOG contracts.

II. REFERENCES

Government Code sections 930.2, 935.4

III. POLICY

SBCTA and SBCOG frequently enter contracts that set forth a process for the presentation, by one or both parties, and resolution of monetary and other claims. The Board recognizes that there are times when the facts and circumstances are such that alternative contractual claims processes may better serve the parties in terms of efficiency, cost savings, and timely resolution. In order to facilitate the efficient and effective resolution of such claims, the Board hereby delegates authority to the Executive Director, or designee, to negotiate and agree to establish and modify such contractually-provided claims processes, including authority to negotiate and execute contract amendments to that effect.

IV. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted.	12/04/24

Attachment: Policy 10011 (11092 : Adopt Policy 10011 Authorizing Executive Director to Establish and Modify Contract Claims Processes)

Minute Action

AGENDA ITEM: 10

Date: *December 4, 2024*

Subject:

2025 Board of Directors and Policy Committee Meeting Calendar

Recommendation:

Approve the 2025 Board of Directors and Policy Committee meeting calendar.

Background:

The San Bernardino County Transportation Authority's (SBCTA) proposed 2025 Master Meeting Calendar is presented to the Board for approval to develop meeting dates and times that work with the Board of Directors and Policy Committee members' schedules and where possible, avoid potential conflicts with other meetings, allowing for better member participation.

- **Board of Directors** - The regular meeting of the Board of Directors is held the 1st Wednesday of each month at 10:00 AM.
- **General Policy Committee** - The regular meeting date is Wednesday of the week following the SBCTA Board meeting, which is usually the 2nd Wednesday of each month at 9:00 AM.
- **Legislative Policy Committee** - The regular meeting date is Wednesday of the week following the SBCTA Board meeting, which is usually the 2nd Wednesday of each month, with the typical start time being between 9:30 AM and 10:00 AM, dependent on the length of the General Policy Committee.
- **Transit Committee** - The regular meeting date is Thursday of the week following the SBCTA Board meeting, which is usually the 2nd Thursday of each month at 9:00 AM.
- **Metro Valley Study Session** - The regular meeting date is Thursday of the week following the SBCTA Board meeting, which is usually the 2nd Thursday of each month, with the typical start time being between 9:10 AM and 10:00 AM, dependent on the length of the Transit Committee.
- **Mountain/Desert Committee** – The regular meeting date is the 3rd Friday of each month at 9:30 AM in Victorville.

The proposed calendar conforms to the regular meeting schedule of the Board of Directors and Policy Committees with the exceptions noted below:

- **Board of Directors** –Due to the New Year's holiday, the January meeting date will be moved to the 2nd Wednesday, January 8, 2025, at 10:00 AM.
- **General Policy Committee** –Due to the New Year's holiday, the January meeting date will be moved to the 3rd Wednesday, January 15, 2025, at 9:00 AM.
- **Legislative Policy Committee** - Due to the New Year's holiday, the January meeting date will be moved to the 3rd Wednesday, January 15, 2025, at 9:30 AM.
- **Transit Committee** –Due to the New Year's holiday, the January meeting date will be moved to the 3rd Thursday, January 16, 2025, and due to the League of California Cities

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

Board of Directors Agenda Item

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Annual Conference, it is recommended the October meeting date be moved to the 3rd Thursday, October 16, 2025, at 9:00 AM.

- **Metro Valley Study Session** –Due to the New Year’s holiday, the January meeting date will be moved to the 3rd Thursday, January 16, 2025, at 9:30 AM, and due to the League of California Cities Annual Conference, it is recommended the October meeting date be moved to the 3rd Thursday, October 16, 2025, at 9:30 AM.
- **Mountain/Desert Committee** –Due to the holidays, it is recommended the December meeting date be moved to the 2nd Friday, December 12, 2025, at 9:30 AM.

Although a monthly schedule is adopted, it is acknowledged that when there are not sufficient business items to require a meeting, the meeting will be cancelled. It has also been the practice to modify the meeting date and time when the SBCTA Board meeting has been rescheduled due to conflicts with other meetings or holiday schedules. SBCTA staff, however, has been directed to make every effort to minimize deviation from the regular schedule to insure continuity of meetings and participation.

The Board of Directors Metro Valley Study Session and all Policy Committees are dark in July. As a result, the Board of Directors meeting is dark in August. Committee members and staff are urged to calendar these meetings for the coming year. Advance confirmation of meetings or cancellation notices are part of SBCTA’s standard procedures for meeting preparation. The 2025 proposed meeting calendar is attached to this item.

The proposed 2025 Board of Directors dates are as follows:

Board of Directors

January 8, 2025*	May 7, 2025	September 3, 2025
February 5, 2025	June 4, 2025	October 1, 2025
March 5, 2025	July 2, 2025	November 5, 2025
April 2, 2025	August 6, 2025 (DARK)	December 3, 2025

**This meeting is being held on the second Wednesday of the month*

The proposed 2025 Policy Committee dates are as follows:

General Policy Committee

January 15, 2025*	May 14, 2025	September 10, 2025
February 12, 2025	June 11, 2025	October 8, 2025
March 12, 2025	July 9, 2025 (DARK)	November 12, 2025
April 9, 2025	August 13, 2025	December 10, 2025

**This meeting is being held on the third Wednesday of the month*

Legislative Policy Committee

January 15, 2025*	May 14, 2025	September 10, 2025
February 12, 2025	June 11, 2025	October 8, 2025
March 12, 2025	July 9, 2025 (DARK)	November 12, 2025
April 9, 2025	August 13, 2025	December 10, 2025

**This meeting is being held on the third Wednesday of the month*

San Bernardino Council of Governments
San Bernardino County Transportation Authority

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Transit Committee

January 16, 2025*	May 15, 2025*	September 11, 2025
February 13, 2025	June 12, 2025	October 16, 2025*
March 13, 2025	July 10, 2025 (DARK)	November 13, 2025
April 10, 2025	August 14, 2025	December 11, 2025

**This meeting is being held on the third Thursday of the month*

Metro Valley Study Session

January 16, 2025*	May 15, 2025*	September 11, 2025
February 13, 2025	June 12, 2025	October 16, 2025*
March 13, 2025	July 10, 2025 (DARK)	November 13, 2025
April 10, 2025	August 14, 2025	December 11, 2025

**This meeting is being held on the third Thursday of the month*

Mountain/Desert Policy Committee

January 17, 2024	May 16, 2025	September 19, 2025
February 21, 2025	June 20, 2025	October 17, 2025
March 21, 2025	July 18, 2025 (DARK)	November 21, 2025
April 18, 2025	August 15, 2025	December 12, 2025*

**This meeting is being held on the second Friday of the month*

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

The individual policy committee schedules were reviewed and approved by the respective policy committees during the month of November.

Responsible Staff:

Marleana Roman, Clerk of the Board

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

SBCTA / SBCOG 2025 Master Calendar

~ January 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *The Board meeting will be held on the 2 nd Wednesday due to Holiday. **The CCMTAC meeting will be held on the 2 nd Thursday due to Holiday. ***This meeting falls on the 3 rd Wednesday of the month. ****This meeting falls on the 3 rd Thursday of the month.			1 New Year's Holiday	2 SCAG Regional Council	3	4
5	6	7 Orthodox Christmas	8 *Board	9 **City/County Manager's TAC	10	11
12	13	14 Orthodox New Year	15 ***General Policy Committee ***Legislative Policy Committee LAFCO Hearing	16 ****Transit Committee ****Metro Valley Study Session	17 Mt/Desert Policy Committee	18
19	20 Martin Luther King Jr. Holiday	21	22	23	24	25
26	27	28	29 League of CA Cities New Mayors & Council Members Academy	30 League of CA Cities New Mayors & Council Members Academy	31 League of CA Cities New Mayors & Council Members Academy	

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
 General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
 Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ February 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5 Board	6 SCAG Regional Council	7	8
9	10	11	12 General Policy Committee Legislative Policy Committee	13 Transit Committee Metro Valley Study Session	14	15
16	17 Presidents' Day Holiday	18	19 LAFCO Hearing	20	21 Mt/Desert Policy Committee	22
23	24	25	26	27	28 Ramadan	

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ March 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 NACo Legislative Conference Ramadan
2 NACo Legislative Conference Ramadan	3 NACo Legislative Conference Ramadan	4 NACo Legislative Conference Ramadan	5 Board Ramadan	6 City/County Manager's TAC SCAG Regional Council Ramadan	7 Ramadan	8 Ramadan
9 Daylight Savings Time Begins Ramadan	10 Ramadan	11 Ramadan	12 General Policy Committee Legislative Policy Committee Ramadan	13 Transit Committee Metro Valley Study Session Ramadan	14 Ramadan	15 Ramadan
16 Ramadan	17 Ramadan	18 Ramadan	19 LAFCO Hearing Ramadan	20 Ramadan	21 Mt/Desert Policy Committee Ramadan	22 Ramadan
23 Ramadan	24 Ramadan	25 Ramadan	26 Ramadan	27 Laylat al-Qadr Ramadan	28 Ramadan	29 Ramadan
30 Ramadan	31 Cesar Chavez Day					

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
 General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
 Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ April 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Board	3 SCAG Regional Council	4	5
6	7	8	9 General Policy Committee Legislative Policy Committee	10 Transit Committee Metro Valley Study Session	11	12 Passover
13 Passover	14 Passover	15 Passover	16 LAFCO Hearing Passover	17 Passover	18 Mt/Desert Policy Committee Good Friday Passover	19 Passover
20 Easter Passover	21	22	23	24	25	26
27	28	29	30			

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ May 2025 ~

Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *City/County Manager's TAC cancelled due to conflict with SCAG General Assembly. **This meeting falls on the 3 rd Thursday of the month.				1 *City/County Manager's TAC (CANCELLED) SCAG Regional Council SCAG General Assembly	2 SCAG General Assembly	3
4	5	6	7 Board	8 City/County Conference (Tentative)	9 City/County Conference (Tentative)	10
11	12	13	14 General Policy Committee Legislative Policy Committee	15 **Transit Committee **Metro Valley Study Session	16 Mt/Desert Policy Committee	17
18	19	20	21 LAFCO Hearing	22	23	24
25	26 Memorial Day Holiday	27	28	29	30	31

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
 General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
 Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ June 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Shavuot (begins sunset)	2 Shavuot	3 Shavuot (ends nightfall)	4 Board	5 SCAG Regional Council	6 Eid al-Adha	7 Eid al-Adha
8	9	10	11 General Policy Committee Legislative Policy Committee	12 Transit Committee Metro Valley Study Session	13	14
15	16	17	18 LAFCO Hearing	19 Juneteenth Holiday US Conference of Mayors	20 Mt/Desert Policy Committee US Conference of Mayors	21 US Conference of Mayors
22 US Conference of Mayors	23	24	25	26	27 Muharram	28
29	30					

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ July 2025~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *No policy committee meetings.		1	2 Board	3 *City/County Manager's TAC (DARK) SCAG Regional Council	4 Independence Day Holiday	5
6	7	8	9 *General Policy Committee (DARK) *Legislative Policy Committee (DARK)	10 *Transit Committee (DARK) *Metro Valley Study Session (DARK)	11 NACo Annual Meeting	12 NACo Annual Meeting
13 NACo Annual Meeting	14 NACo Annual Meeting	15	16 LAFCO Hearing	17	18 *Mt/Desert Policy Committee (DARK)	19
20	21	22	23	24	25	26
27	28	29	30	31		

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ August 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *No Board Meeting.					1	2
3	4	5	6 *Board (DARK)	7 SCAG Regional Council (DARK)	8	9
10	11	12	13 General Policy Committee Legislative Policy Committee	14 Transit Committee Metro Valley Study Session	15 Mt/Desert Policy Committee	16 Janmashtami
17	18	19	20 LAFCO Hearing	21	22	23
24	25	26	27	28	29	30
31						

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ September 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Labor Day Holiday	2	3 Board	4 City/County Manager's TAC SCAG Regional Council	5 Prophet Muhammad's Birthday	6
7	8	9	10 General Policy Committee Legislative Policy Committee	11 Transit Committee Metro Valley Study Session	12 Mobility 21 Summit	13
14	15	16	17 LAFCO Hearing	18	19 Mt/Desert Policy Committee	20
21	22 Navratri Rosh Hashanah (Start)	23 Rosh Hashanah (Cont.)	24 Rosh Hashanah (Ends)	25	26	27
28	29	30				

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ October 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *This meeting will be held on the 3 rd Thursday due to a conflict with the League of CA Cities Annual Conference.			1 Board Yom Kippur	2 SCAG Regional Council Yom Kippur	3	4
5	6 Sukkot	7 Sukkot	8 General Policy Committee Legislative Policy Committee League of CA Cities Annual Conference Sukkot	9 League of CA Cities Annual Conference Sukkot	10 League of CA Cities Annual Conference Sukkot	11 Sukkot
12 Sukkot	13 Columbus Day Sukkot Shemini Atzeret	14 Shemini Atzeret Simchat Torah	15 LAFCO Hearing Simchat Torah	16 *Transit Committee *Metro Valley Study Session	17 Mt/Desert Policy Committee	18
19	20	21 Diwali	22	23	24	25
26	27	28	29	30	31 Halloween	(Greyed out)

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
 General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
 Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ November 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *This is a tentative date since we do not have any information on when the CSAC Annual Meeting will take place.						1
2 Daylight Savings Time Ends	3	4	5 Board	6 City/County Manager's TAC SCAG Regional Council	7	8
9	10	11 Veteran's Day Holiday	12 General Policy Committee Legislative Policy Committee	13 Transit Committee Metro Valley Study Session	14	15
16	17 *CSAC Annual Meeting (Tentative)	18 *CSAC Annual Meeting (Tentative)	19 LAFCO Hearing *CSAC Annual Meeting (Tentative)	20 *CSAC Annual Meeting (Tentative)	21 Mt/Desert Policy Committee *CSAC Annual Meeting (Tentative)	22
23	24	25	26	27 Thanksgiving Day Holiday	28 Thanksgiving Day After	29
30						

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ December 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Board	4 SCAG Regional Council	5	6
7	8	9	10 General Policy Committee Legislative Policy Committee	11 Transit Committee Metro Valley Study Session	12 *Mt/Desert Policy Committee	13
14	15	16	17 LAFCO Hearing	18	19	20
Hanukkah	Hanukkah	Hanukkah	Hanukkah	Hanukkah	Hanukkah	Hanukkah
21	22	23	24 Christmas Eve Holiday	25 Christmas Day Holiday	26 Kwanzaa	27 Kwanzaa
Hanukkah	Hanukkah					
28	29	30	31 New Year's Eve Holiday	NOTES: *This meeting will be held on the 2 nd Friday due to Holidays.		
Kwanzaa	Kwanzaa	Kwanzaa	Kwanzaa			

Attachment: 2025 Master Meeting Calendar (10926 : 2025 Meeting Calendar)

Board of Directors meetings start at 10:00 a.m.
General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

Minute Action

AGENDA ITEM: 11

Date: December 4, 2024

Subject:

Decommissioning and Removal of Call Boxes in San Bernardino County

Recommendation:

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

- A. Approve decommissioning and removal of all call boxes on highways within San Bernardino County.
- B. Approve termination of Contract No. 23-1003017 with Knightscope, Inc., for cause, as authorized under Section 18.2 of the contract, and in response to the documented deficiencies in contract performance as previously communicated to Knightscope, Inc.
- C. Authorize the Executive Director, or his designee, to release an Invitation for Bids for a contractor to remove the call boxes and appropriately dispose of or recycle materials in coordination with California Department of Transportation and the California Highway Patrol.
- D. Authorize the Executive Director, or his designee, to award the contract contingent upon the cost not exceeding the Fiscal Year 2024/2025 Budget for the Call Box Program.

Background:

In 1987, the San Bernardino County Transportation Authority (SBCTA) established itself as the San Bernardino County Service Authority for Freeway Emergencies (SB SAFE), following the enactment of Senate Bill 1199 in 1985. Under this authority, SBCTA operates a call box program that offers motorists traveling on multiple major highways in San Bernardino County access to a motorist aid call box, which, when activated, calls SBCTA's call answering center. Motorist aid calls may be forwarded to the California Highway Patrol (CHP) to assist the motorist with requesting Freeway Service Patrol (FSP) assistance, or by calling the motorists' roadside assistance provider (e.g., AAA or tow truck service) or a friend/family member. Motorist calls that are deemed an emergency (medical emergency, fire, debris on freeway, pedestrians on freeway, etc.) are forwarded directly to the CHP for assistance. Since the inception of the call box program in 1987, more than 1.5 million motorists have used the San Bernardino call box system.

SBCTA's call box network currently consists of 776 call boxes. Of those, 749 call boxes operate on the cellular network and 27 call boxes in remote areas operate on a satellite network. Each cellular and satellite call box is a battery-powered, solar-charged roadside terminal, with a microprocessor and a built-in digital cellular or satellite modem that allows for communications to the SBCTA call answering center. In the calendar year 2023, approximately 2,500 calls were made by motorists. Many of these calls for aid were on highways where cellular reception does not exist, and a significant number of calls were made from motorists who could not otherwise make a call due to a drained battery in their cell phone.

Of the 776 call boxes, 32 call boxes are in what is considered the "urban" areas of San Bernardino County (County) and 744 call boxes are in what is considered the "rural" areas of the County. Call boxes in the urban region are predominately located along freeway transition

Entity: San Bernardino County Transportation Authority

areas. In rural areas the following highway segments have poor and/or inconsistent cellular coverage from at least one of the three major carriers (AT&T, Verizon, and T-Mobile): State Route (SR) 18, SR 38, SR 127, SR 330, US 95, US 395, and Fort Irwin Road. In these areas, a standard mobile cell phone may not be able to successfully connect to the cellular network. Because the call boxes are equipped with an external antenna (and some operate on the satellite communication network), the call boxes can provide a connection to the cellular network when a personal cell phone cannot. However, cell coverage is continually improving, and other options are becoming available for emergency calls. In addition, any 911 calls can typically be made on another provider's network even when the customer's own provider has a weak or non-existent signal.

With the advancement of technology and the proliferation of cellular phone ownership over the past 15-plus years, there has been a continued decline in the number of calls that have been completed by motorists who need assistance. SB SAFE took steps to evaluate and "right size" the call box system in 2015, resulting in the removal of 216 call boxes in 2016. Another system wide evaluation was completed in 2019, resulting in the removal of 245 call boxes in 2020. Both the 2016 and 2020 reduction of call boxes led to significant cost savings, in addition to more efficient operation of the call box program. The table below shows the number of call boxes and annual calls over the last 10 years. Almost half the calls are typically related to vehicles being disabled.

YEAR	# of CALL BOXES	# of CALLS per YEAR	Avg. # of CALLS per YEAR per CALL BOX
2015	1,240	7,030	5.67
2019	1,024	4,365	4.26
2022	777	2,565	3.30
2023	776	2,507	3.23

In late 2022, Knightscope, Inc., acquired CASE Systems (CASE), SBCTA's long-time call box maintenance contractor. CASE was the only qualified call box maintenance contractor in the State of California and was servicing every SAFE agency in the state. At the time, Knightscope hired all of the CASE call box field technicians and retained the owner of CASE to continue to maintain and address the services required through much of 2023. The contract was renewed in September 2023, given that, after its acquisition of CASE, Knightscope was the only qualified call box maintenance contractor available statewide.

In April of 2024, SBCTA staff became aware that Knightscope, Inc., had released the majority of the former CASE call box field technicians. Knightscope did not notify SBCTA of the change (they were released on March 8), and staff eventually found out about the release through confirmation from former CASE field technicians. The contract, under Article 15 "Key Personnel," provides that no changes may be made in Key Personnel without SBCTA's prior written consent.

Subsequent to Knightscope's change, they also abandoned systems such as "Lift Keeper," which was an electronic database system that SBCTA staff had access to in order to review and confirm what current maintenance activities had taken place, along with before and after pictures of each call box addressed. It also documented work orders from the field technicians that noted what

equipment was needed and replaced, and how much time the field technician took in repairing the call box.

It was brought to our attention by Knightscope on May 16 that they had engaged the services of two subcontractors: MCM Corporation and NOVO Communications. It was communicated to Knightscope that they had not received authorization to use subcontractors, and that permission was required per the contract. Even though Knightscope claimed that the call box maintenance work was being addressed by the subcontractors, SBCTA was not able to see any evidence of preventative or corrective maintenance being addressed in San Bernardino County since Saturday, March 9. Moreover, Knightscope has failed to provide contractually required documentation supporting invoices, despite SBCTA's repeated requests. In light of Knightscope's various contract compliance issues, SBCTA has rejected payment of its invoices since March 2024. Monthly invoices were averaging approximately \$38,500. The payments are structured as a fixed unit price per call box.

In an exchange of several emails in May, Knightscope made a claim that they were maintaining call boxes, but the list of call boxes failing to check in was growing and there was no evidence backing up their invoices, per the contract, that the call boxes were being maintained. A letter was subsequently sent by SBCTA on June 14 requesting that Knightscope, Inc., address the ongoing concerns regarding contract obligations. Despite extensive communication, Knightscope has not brought the contract back into compliance, and the deficiencies remain unresolved.

Until August 19, SBCTA was still receiving the automated daily Knightscope Alerts. These daily reports allowed SBCTA to monitor all call boxes by providing information on how many call boxes are active and how many are not checking in. Knightscope cut off access to this report as of August 19, leaving SBCTA without the ability to monitor call box status. As of the last check 146 call boxes were failing to check in or having a Battery Alarm, suggesting a maintenance problem and that failure could occur in the near future. On September 5, SBCTA staff went into the field and tested a sample of the call boxes along the I-15 that had been noted as failing to check in, just to be certain that a true maintenance problem existed. Of the 12 call boxes tested, only 2 connected to the answering center. The rest were either damaged or simply not connecting. Most had been failing to check in for multiple weeks, well beyond Knightscope's contractual maximum response time.

In their most recent email communication to SBCTA on October 17, Knightscope listed several conditions of the contract with which they allegedly could not comply and stated the following in conclusion:

- “Conclusion: After a careful evaluation of Knightscope’s capabilities and resources, we have determined that SBCTA’s requirements do not align with Knightscope’s business capabilities. The expense required to meet SBCTA’s requirements would cause the company to simply go out of business.”
- “Recommendation: Based on above, we have two options for SBCTA to consider:
 - Pursuant to Article 18.2 of the contract, SBCTA can choose to Terminate for Cause.

- We collaborate to amend the contract requirements, pricing, and payment terms to mutually benefit both parties.”

SBCTA is aware that Knightscope has also contacted other SAFEs around the state, requesting amendments to their contracts to significantly increase reimbursement rates. We are not aware of situations where another SAFE has terminated its agreement with Knightscope. However, there is widespread acknowledgement of frustration with Knightscope, especially given that it is the only available provider of these services and has proprietary rights (previously held by CASE) over systems that are integral to call box performance.

SBCTA has more call boxes in service than any other county in the state, given our size and extensive highway mileage in rural areas. Most call boxes in our urban areas have been removed previously, given the increased cell coverage. As a general principle, areas with good cell coverage across the major cell providers should not require call boxes.

To further explore the current level of cell coverage on our highway system, SBCTA used a cell coverage mapping database available at www.cellmapper.net. This application provides an assessment of signal strength by provider for any location worldwide, as well as location and coverage of cell towers by provider. Records of cell phone “pings” on highway facilities are also mapped, making it a valuable source for confirming signal strength related to highway travel. This mapping application was used to show the SBCTA call box areas where a motorist would not be able to connect with a cellular signal using their cell phone. Attachment A shows the results of this analysis by outlining areas along highways that DO NOT have reasonable access to cell signals, defined as at least 4G coverage. The maps show the location of the SBCTA call boxes and color-coded rectangles indicating which providers do not have at least 4G coverage according to cellmapper.net. The mapping can also distinguish between 4G and 5G.

This analysis has indicated that there are a few areas with coverage issues, however, these areas are limited and generally on lower-volume roads. Interstates 15 and 40 generally have good coverage. Out of the more than 700 call boxes countywide, less than 200 are outside of at least one major cell provider network.

Though Knightscope’s lack of performance has been unfortunate, it has also accelerated our analysis and thinking regarding whether and how fast SBCTA should continue to scale back its call box coverage even in the more rural areas. To be sure, there are portions of highway in the county that still have poor cell coverage. Most of these are non-interstate rural highways such as the rural areas along US 95, SR 62, SR 127, SR 247, and highways up and down the mountain areas, and most of these are lower volume roads that generate few calls. For example, in a tabulation of calls that involved an emergency or need for service on US 95 between April and August 2024, only eight such calls were received. While it may be distressing for anyone to be in that situation, there is also an element of weighing the need versus the cost. The SAFE funds being used for call boxes can also be used for providing FSP services. The funding would not just be forfeited back to the State. A key consideration in making the decision to remove all the call boxes is that if the call boxes are out there, the public will expect them to work. Because much of the call box system has been in place for over 35 years, and since we are unable to maintain them and many are failing, we need to act quickly to remove them.

Board of Directors Agenda Item

December 4, 2024

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In addition, there are emerging technologies that are becoming commercially available to provide access to emergency services. For example, with iPhone 14 or later, stranded travelers can use Emergency SOS via satellite to text emergency services when they are off the grid with no cellular or Wi-Fi coverage. A similar capability is forthcoming for Android devices. Further, SBCTA is also exploring other technologies, such as Starlink satellite connectivity, to provide targeted cell coverage for spot locations that may have specific, identifiable needs. Starlink has recently provided voice capability for their receivers. However, the evaluation process is still ongoing regarding the need, the cost of service, and strategies for providing security from vandalism and theft for the Starlink receivers. A report will be provided at a future meeting.

To summarize, because of the relatively good cell coverage on major rural highways, the lower call volume on other highways, and the fact that Knightscope is in breach of multiple obligations under its contract with SBCTA, staff is recommending that the Board authorize both a termination of the Knightscope contract for cause and the decommissioning and removal of call boxes. Staff will develop a systematic plan for call box removal and hire a contractor to carry out that plan, based on the Executive Director authorization in this agenda item, if granted.

The decommissioning plan needs to be coordinated with California Department of Transportation and the CHP. The call boxes are spread over many miles, and disposal/recycling arrangements will need to be made. In general, it would be expected that removal would begin on the roadways with the best cell coverage first, but the focus will be on accomplishing removal in an expeditious manner. A majority of the call boxes continue to operate, as evidenced by phone calls being answered at our call answering service, but if a call box is present, the public has a right to expect service, and this obligation is not currently being fulfilled. SBCTA is already proceeding with bagging the call boxes that are known to not be checking in.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025. It is expected that the cost will not exceed the amount budgeted for the Call Box Program in this fiscal year, given the proposed termination of the contract with Knightscope, Inc.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA General Counsel has reviewed this item.

Responsible Staff:

Steve Smith, Director of Planning & Regional Programs

Approved
Board of Directors
Date: December 4, 2024

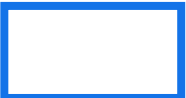
Witnessed By:

Call Box Locations within San Bernardino County in Areas without Cell Service

Along Route 127, I-40, U.S.-95, CA-62, CA-247, and SR 330



= Call Box Locations without Verizon 5G Cell Tower Service



= Call Box Locations without AT&T 5G Cell Tower Service



= Call Box Locations without T-Mobile 5G Cell Tower Service

Group 3 of 19: Big Bear Lake Area



Bagging Needed

- Mountain Area

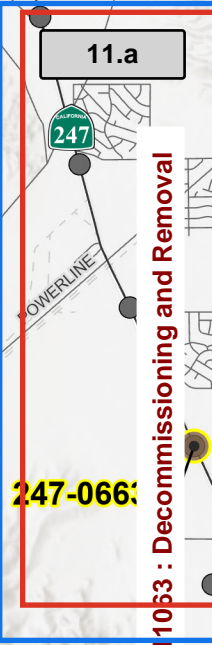
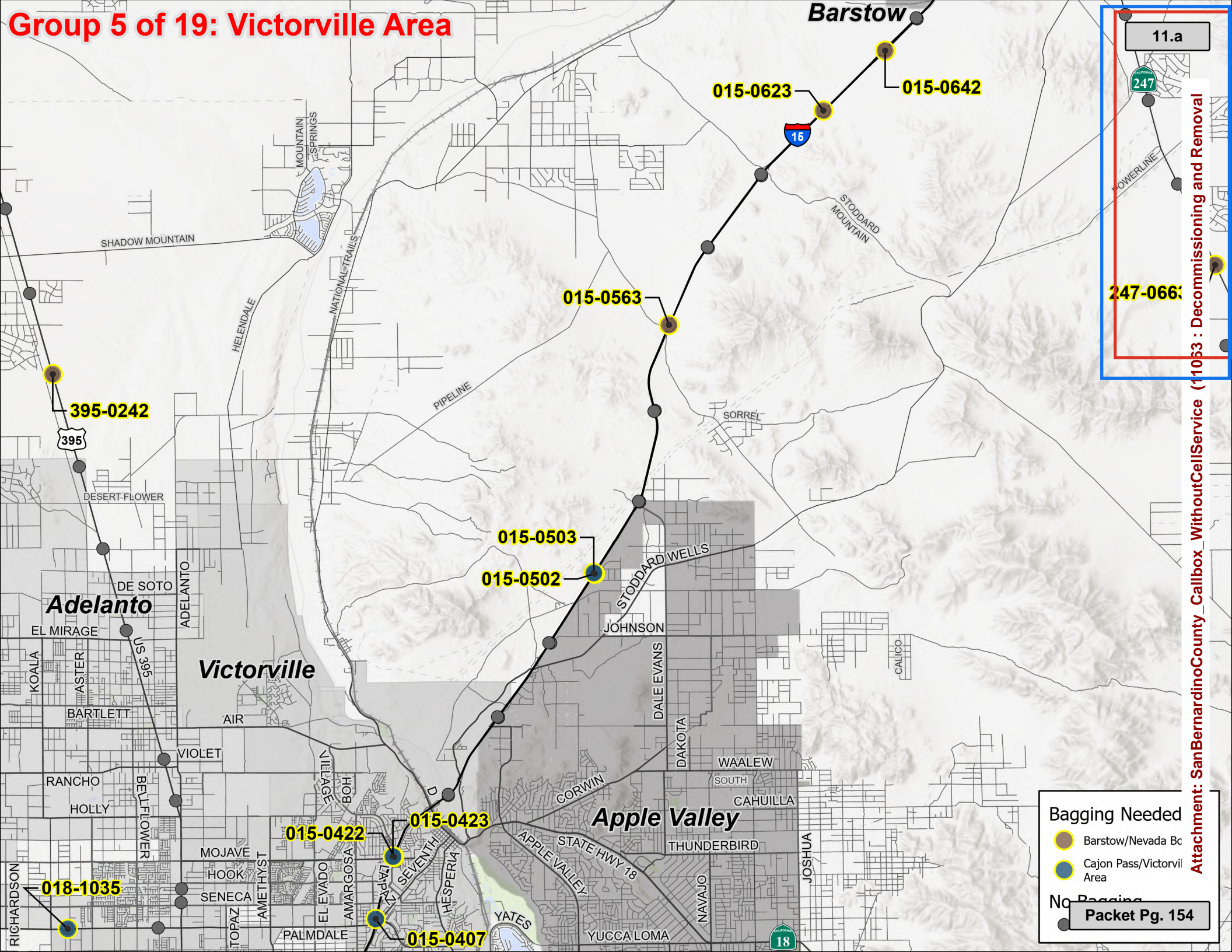
No Bagging

- Other

Packet Pg. 153

Attachment: SanBernardinoCounty_Callbox_WithoutCellService (11063 : Decommissioning and Removal

Group 5 of 19: Victorville Area



Bagging Needed

- Barstow/Nevada Bc
- Cajon Pass/Victorville Area

No Bagging

●

Packet Pg. 154

Attachment: SanBernardinoCounty_Callbox_WithoutCellService (11053 : Decommissioning and Removal

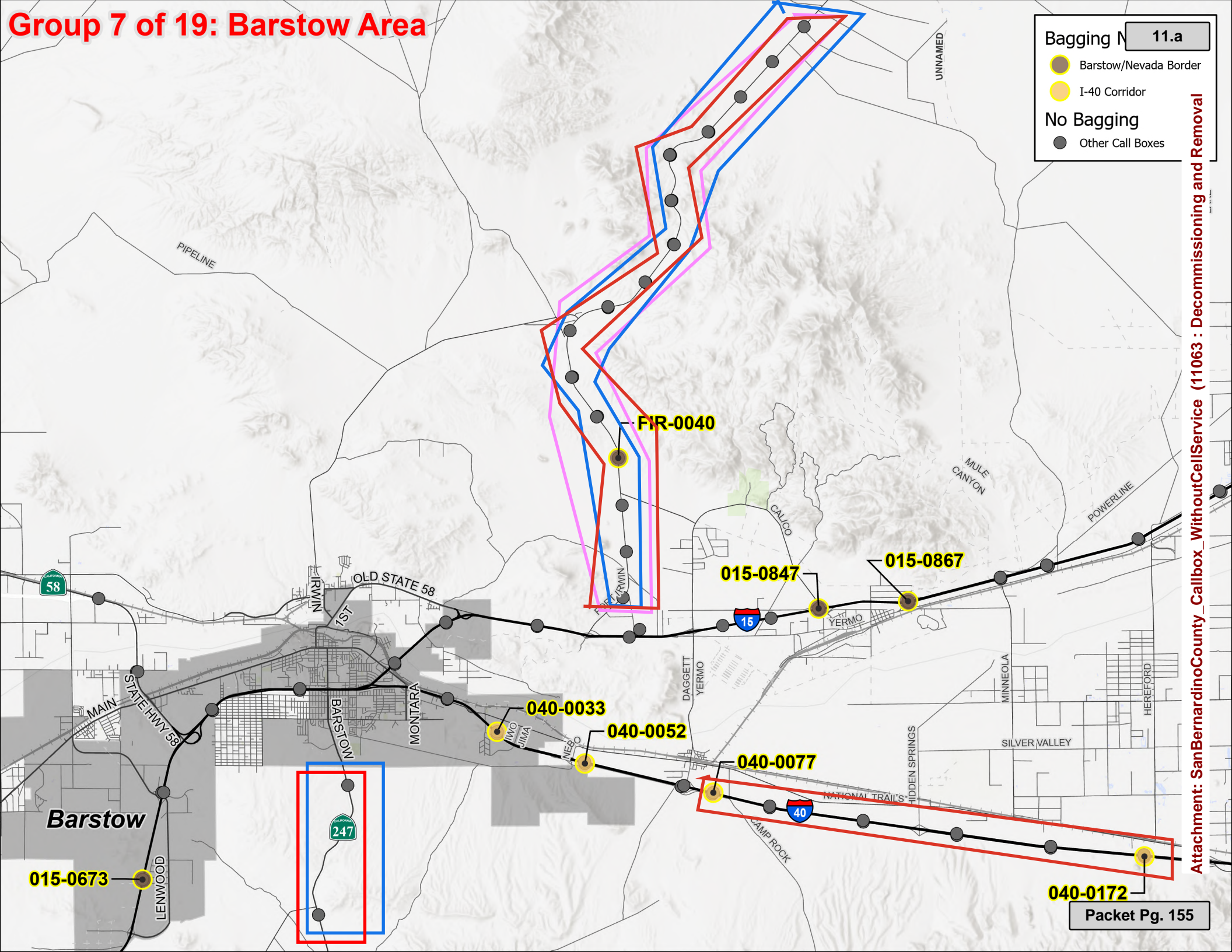
Group 7 of 19: Barstow Area

Bagging N 11.a

- Barstow/Nevada Border
- I-40 Corridor

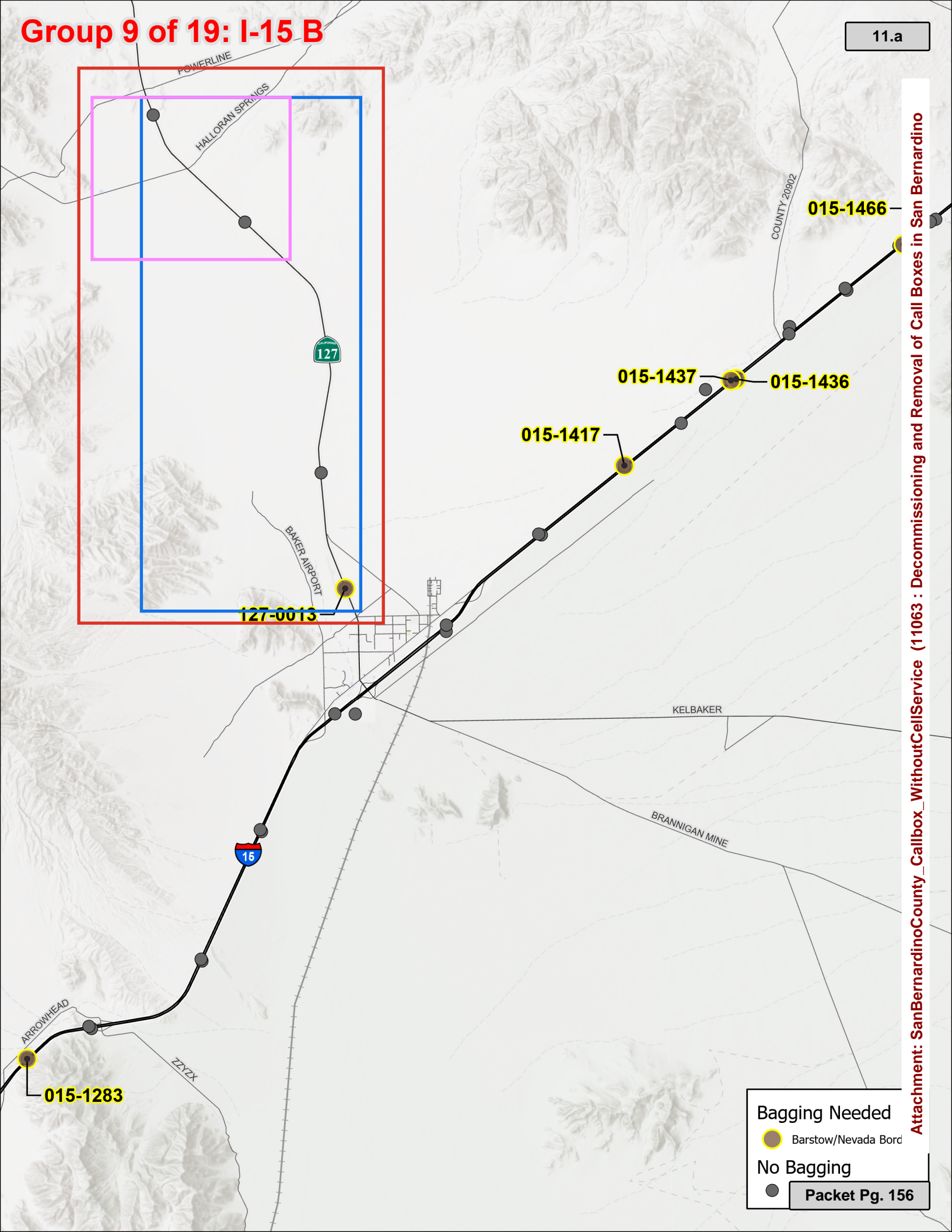
No Bagging

- Other Call Boxes



Attachment: SanBernardinoCounty_Callbox_WithoutCellService (11063 : Decommissioning and Removal

Group 9 of 19: I-15 B



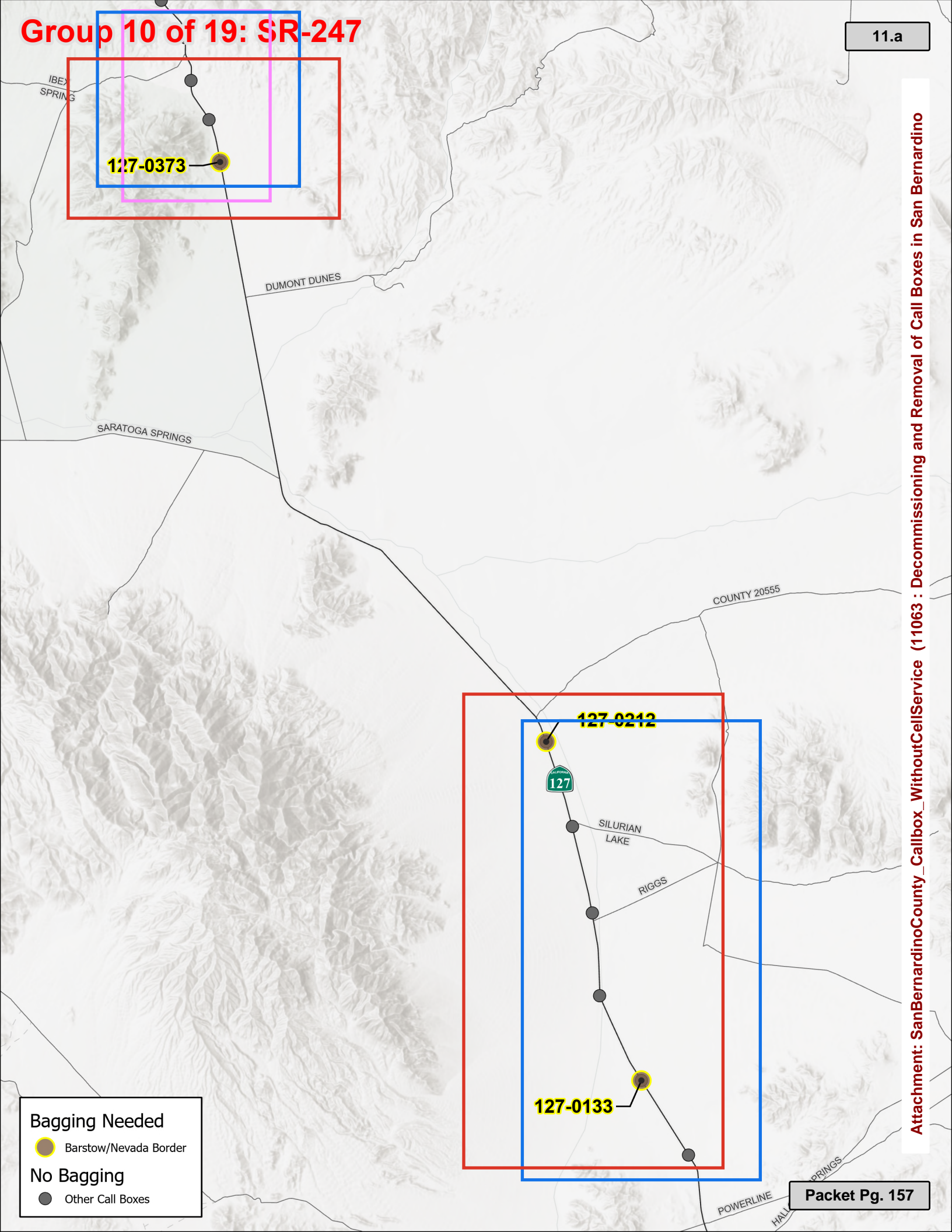
Attachment: SanBernardinoCounty_Callbox_WithoutCellService (11063 : Decommissioning and Removal of Call Boxes in San Bernardino

Bagging Needed
● Barstow/Nevada Bord

No Bagging
●

Packet Pg. 156

Group 10 of 19: SR-247



127-0373

127-0212

127-0133

Bagging Needed

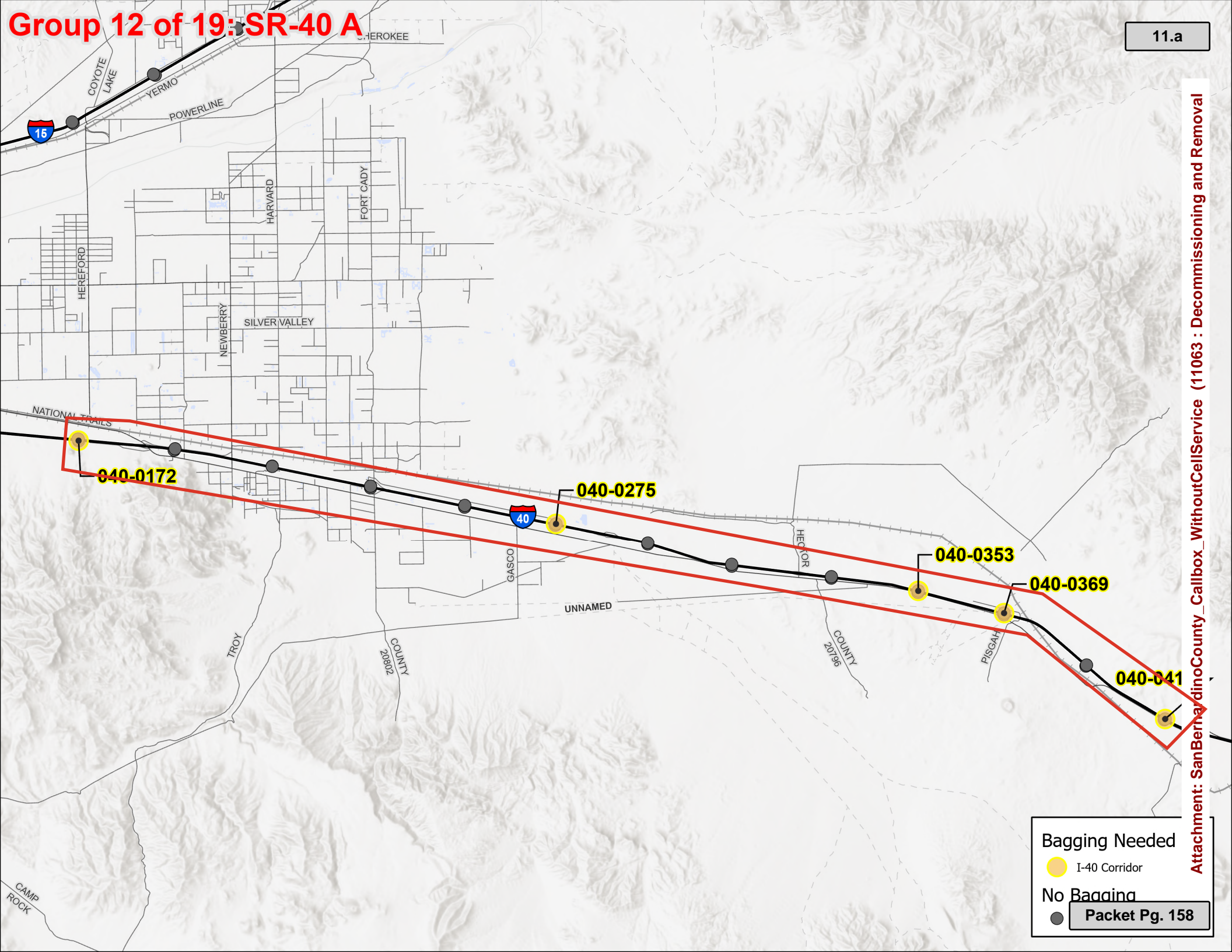
 Barstow/Nevada Border

No Bagging

 Other Call Boxes

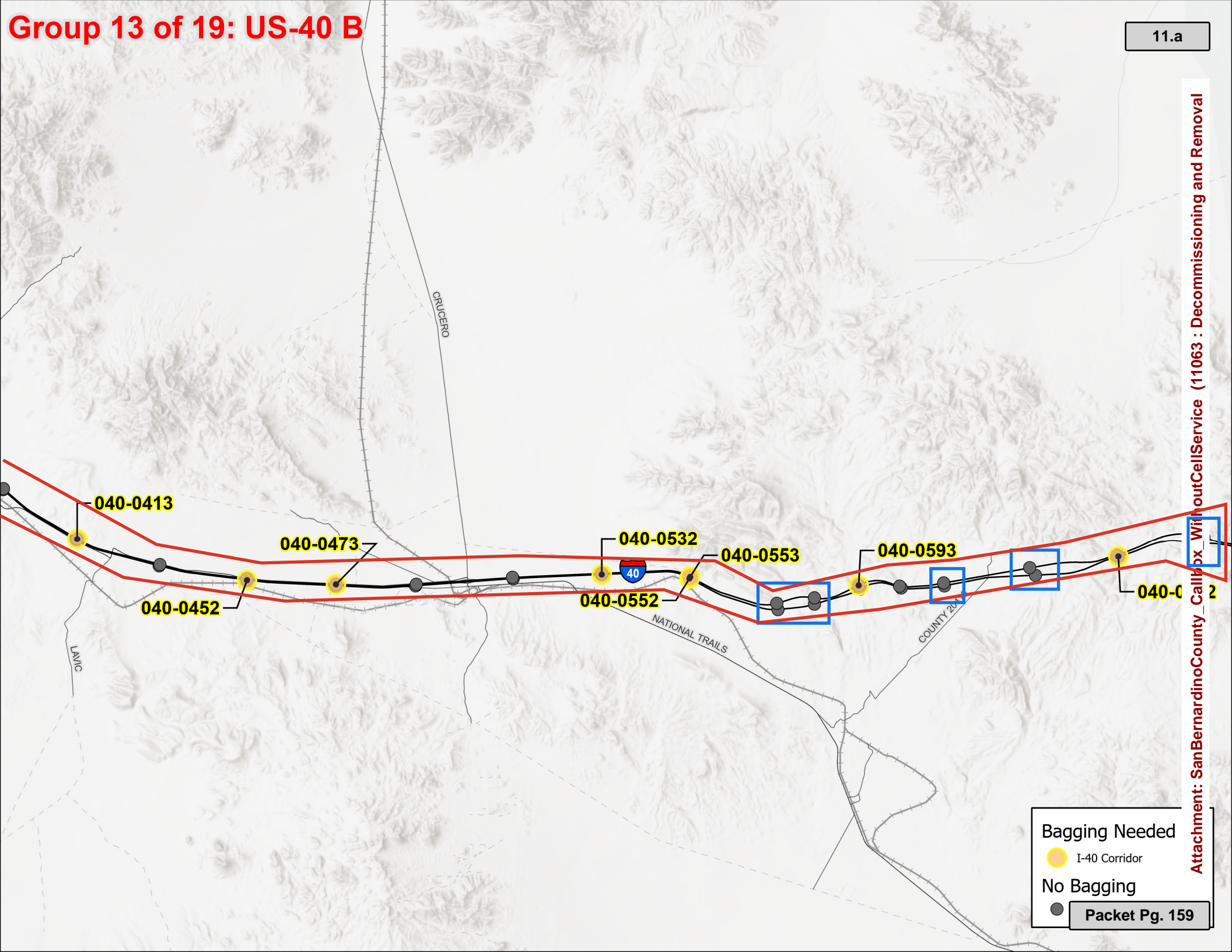
Attachment: SanBernardinoCounty_Callbox_WithoutCellService (11063 : Decommissioning and Removal of Call Boxes in San Bernardino

Group 12 of 19: SR-40 A



Bagging Needed
● I-40 Corridor

No Bagging
● Packet Pg. 158



040-0413

040-0473

040-0452

040-0552

040-0532

040-0553

040-0593

040-0592

Bagging Needed

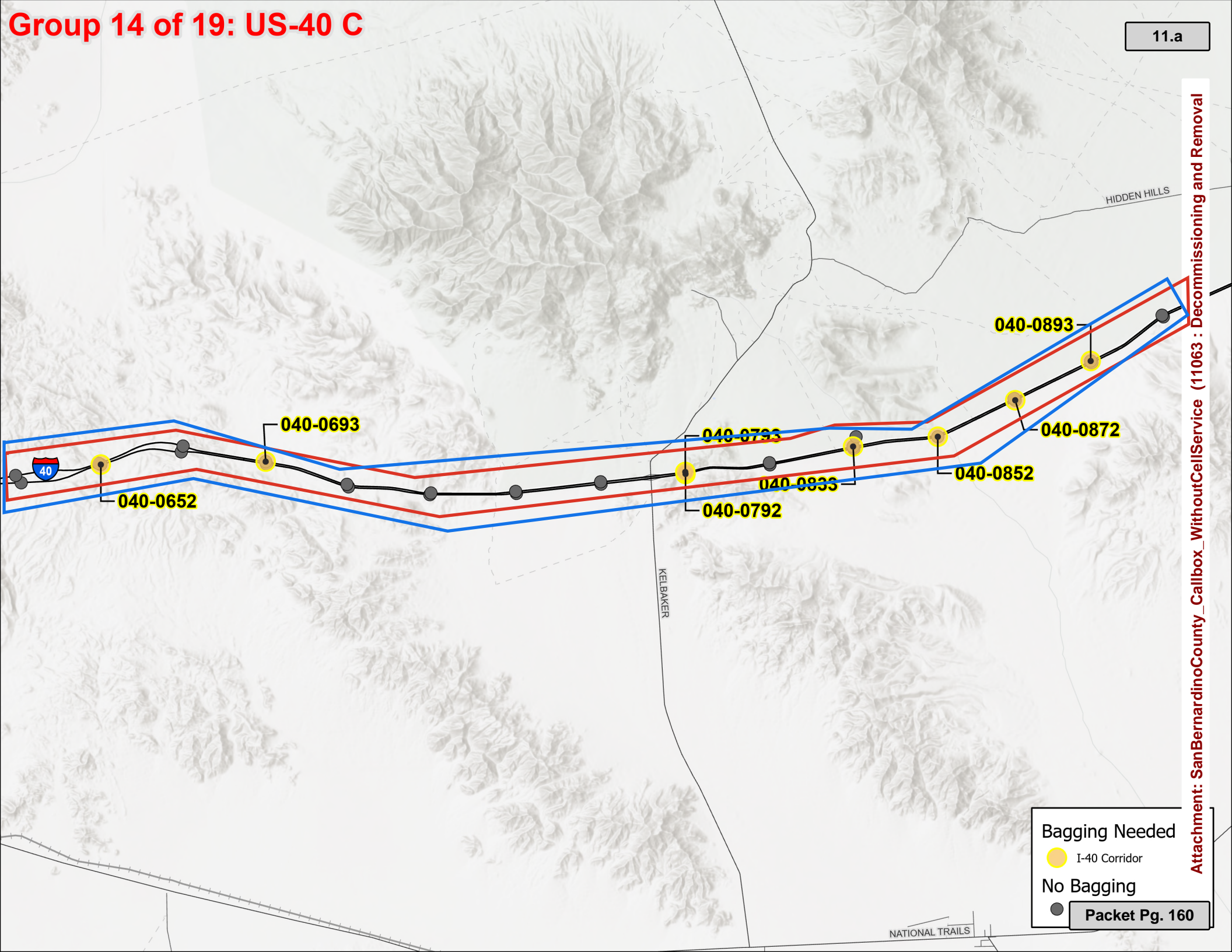
- I-40 Corridor

No Bagging

- Packet Pg. 159

Attachment: SanBernardinoCounty_CallsWithoutCellService (11063 : Decommissioning and Removal)

Group 14 of 19: US-40 C



Bagging Needed
● I-40 Corridor

No Bagging
●

Packet Pg. 160

Attachment: SanBernardinoCounty_Callbox_WithoutCellService (11063 : Decommissioning and Removal

NATIONAL TRAILS

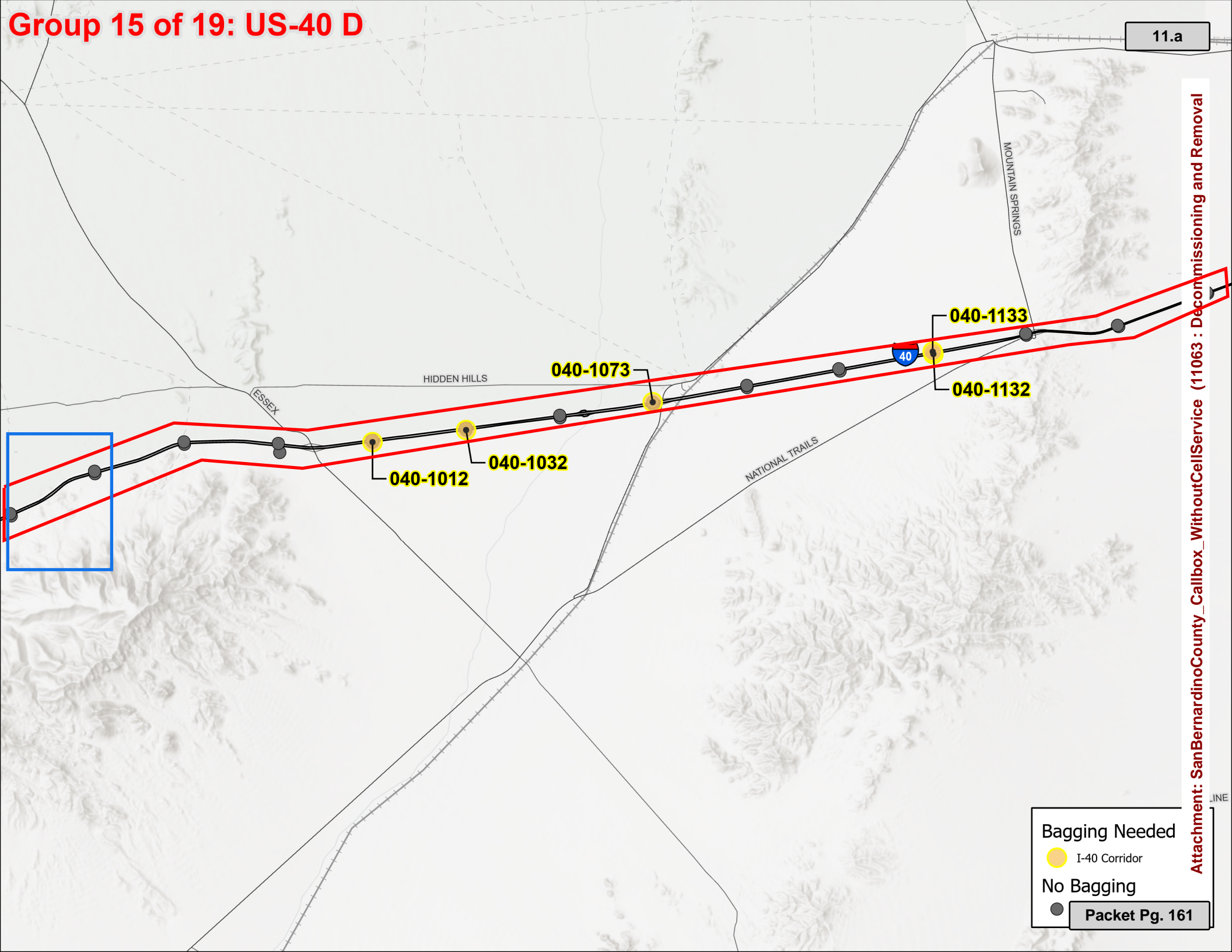
KELBAKER

HIDDEN HILLS

40

Group 15 of 19: US-40 D

11.a



040-1012

040-1032

040-1073

040-1133

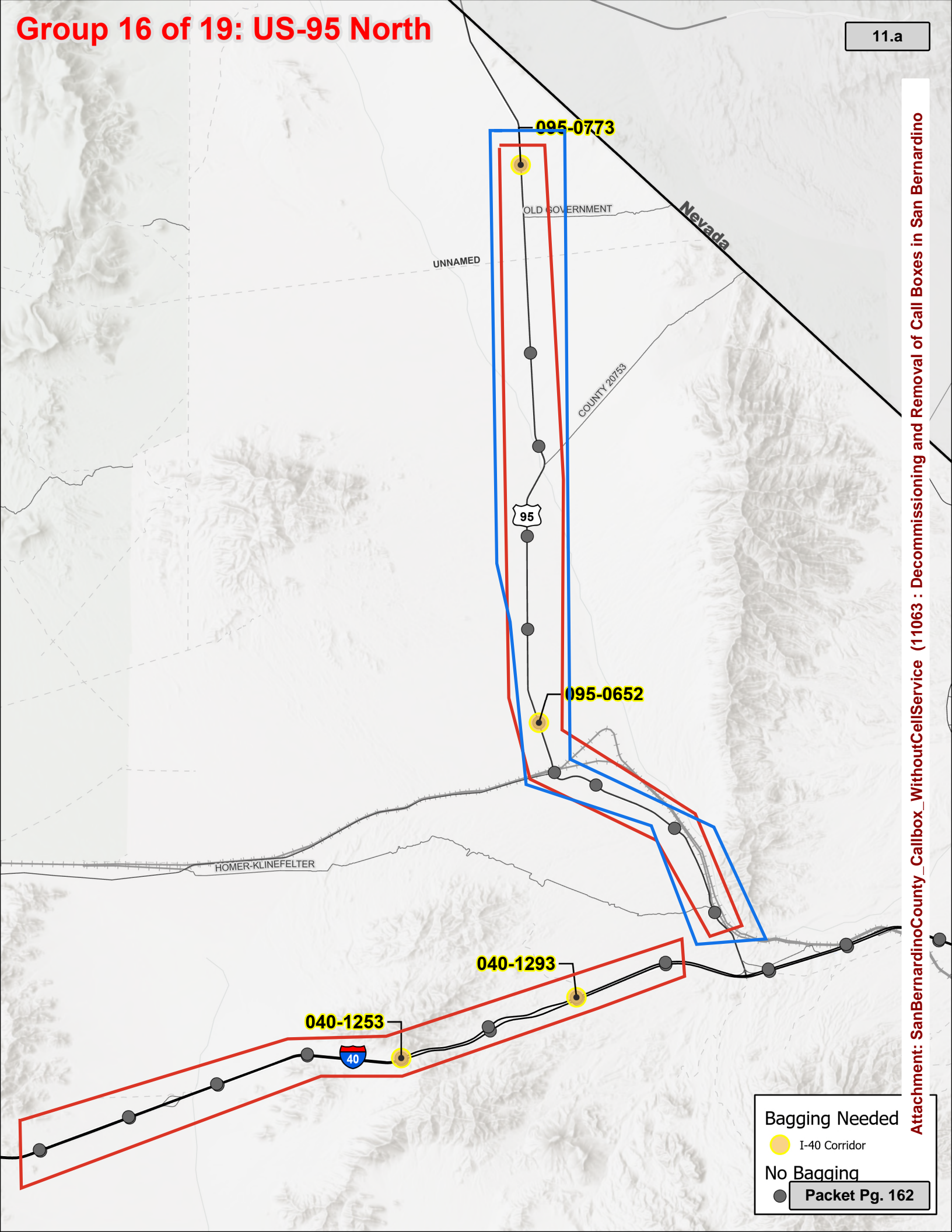
040-1132

Bagging Needed
● I-40 Corridor

No Bagging
● Packet Pg. 161

Attachment: SanBernardinoCounty_Callbox_WithoutCellService (11063 : Decommissioning and Removal

Group 16 of 19: US-95 North

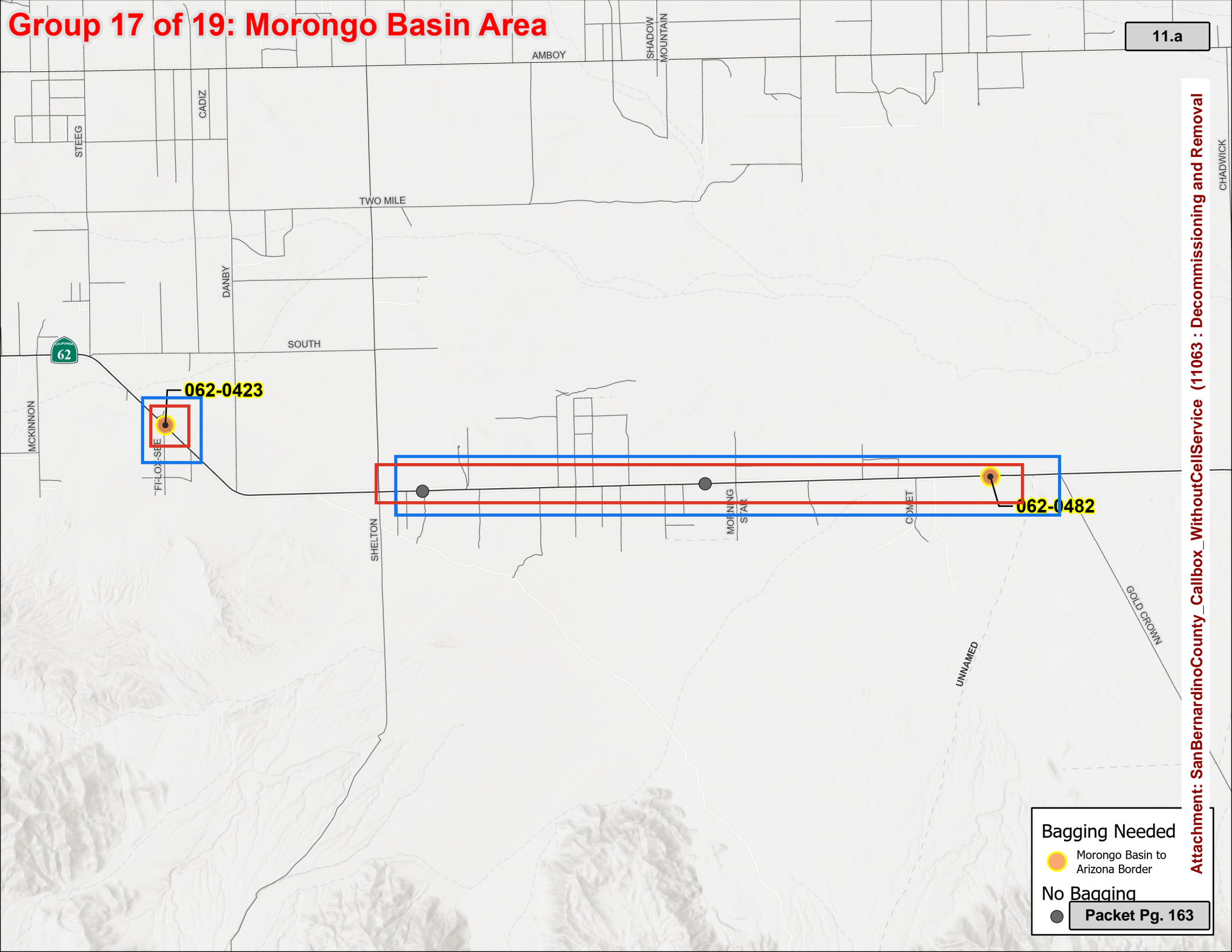


Attachment: SanBernardinoCounty_Callbox_WithoutCellService (11063 : Decommissioning and Removal of Call Boxes in San Bernardino

Bagging Needed
● I-40 Corridor

No Bagging
● Packet Pg. 162

Group 17 of 19: Morongo Basin Area



Bagging Needed

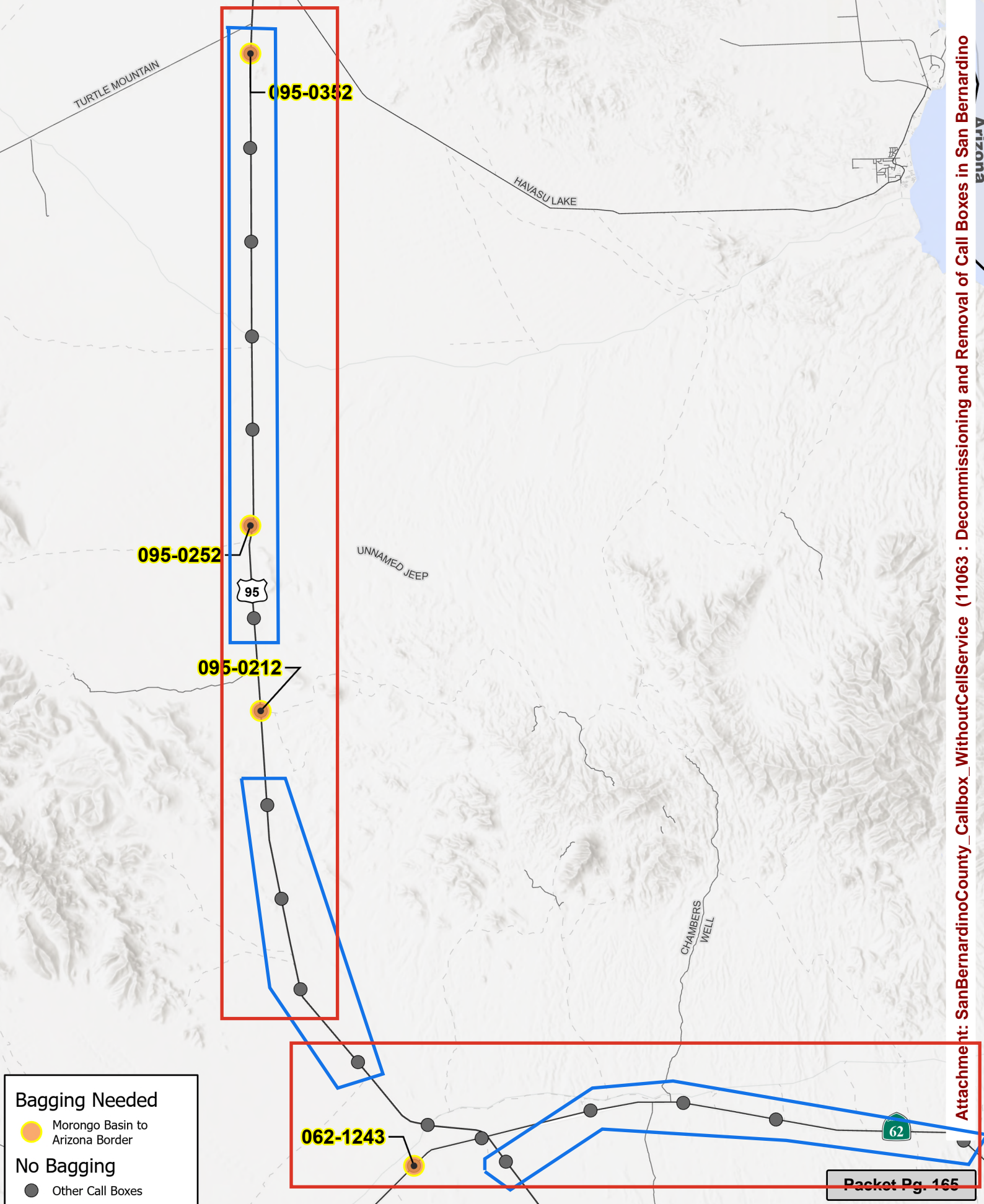
Morongo Basin to Arizona Border

No Bagging

Packet Pg. 163

Group 19 of 19: US-95 South

Attachment: SanBernardinoCounty_Callbox_WithoutCellService (11063 : Decommissioning and Removal of Call Boxes in San Bernardino



Bagging Needed

- Morongo Basin to Arizona Border

No Bagging

- Other Call Boxes

Minute Action

AGENDA ITEM: 12

Date: December 4, 2024

Subject:

Request to Discontinue Resolution of Necessity Hearings at the Committee Level

Recommendation:

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

Authorize staff to discontinue the presentations for Dry Run Resolutions of Necessity at committee level meetings, and that Resolution of Necessity Hearings be presented directly to the Board of Directors.

Background:

In 2012, San Bernardino County Transportation Authority (SBCTA) began taking on the role as the lead agency for right-of-way on many projects on the state highway system and began holding Resolution of Necessity (RON) Hearings. SBCTA modeled the process after the California Department of Transportation (Caltrans) procedure, which requires Caltrans District staff to present RONs to Caltrans Headquarters staff as a ‘dry run’ before the formal RON hearing. Since that time, SBCTA staff has been presenting Dry Run RON Hearings at the committee level prior to going to the Board of Directors (Board) for the formal RON Hearings. This process has also been followed for transit projects where SBCTA is the lead agency. This dry run process is not legally mandated and, in an effort to be cognizant of Board Members’ time, staff is requesting authorization to discontinue the Dry Run RON Hearings at the committee level and take the RONs directly to Board for the required public hearings.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on November 13, 2024. SBCTA General Counsel has reviewed this item.

Responsible Staff:

Kristi Harris, Director of Project Delivery

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 13

Date: December 4, 2024

Subject:

Interstate 10 Mount Vernon Avenue Interchange Improvement Project Amendment No. 4 to Contract No. 18-1001869 with Kimley-Horn and Associates, Inc.

Recommendation:

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

Approve Amendment No. 4 to Contract No. 18-1001869 with Kimley-Horn and Associates, Inc., for the Interstate 10 Mount Vernon Avenue Interchange Improvement Project, amending the scope of work and increasing the contract value by \$283,077.46, to be funded with Measure I Valley Interchange Program funds and City of Colton funds, for a new not-to-exceed amount of \$4,489,418.67.

Background:

The Interstate 10 (I-10) Mount Vernon Avenue Interchange Improvement Project (Project) holds position number eight on the Measure I Valley Freeway Interchange Program priority list. As directed by the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board), project development has commenced on the interchange projects that are in the top 10 of the priority list.

In July 2018, the Board awarded Contract No. 18-1001869 to Kimley-Horn and Associates, Inc., for the Project Approval/Environmental Document, Plans, Specifications, and Estimates, and Right-of-Way (ROW) Engineering Services for the Project.

In March 2020, SBCTA approved Amendment No. 1 to Contract No. 18-1001869 with Kimley-Horn and Associates, Inc., for added scope to prepare a Historical Resources Evaluation Report as required for the Project. In July 2020, Contingency Amendment 1A was approved for Contract No. 18-1001869 to prepare and develop a higher-level environmental document, Initial Study/Mitigated Negative Declaration. In May 2022, Contingency Amendment 1B was approved for Contract No. 18-1001869 to provide additional structural design for retaining walls needed for the Project. In May 2023, the Board approved Amendment No. 2 to Contract No. 18-1001869 to extend the period of performance for an additional five years to June 2028. In November 2023, the Board approved Amendment No. 3 for additional scope of work related to design changes for retaining walls, geotechnical, drainage, ROW engineering, and the interim south terminus and to increase the contract value.

The purpose of this agenda item is to amend the contract with Kimley-Horn and Associates, Inc., for added scope and increase the contract value. After the 95% design was reviewed by the California Department of Transportation (Caltrans), the Project received a large number of comments requiring multiple resolution meetings and two additional 95% submittals of the Plans, Specifications and Estimates. The added scope includes updated environmental studies needed due to the two new species added to the U.S. Fish & Wildlife Service species list. In addition, new structural comments require new submittals and approval by the State Fire Marshal and Federal Highway Administration for work related to the pump station relocation. Additional revisions to the drainage trash collection and electrical plans are needed including a presentation to the Caltrans Lane Closure Review Committee. The additional effort required to resolve the numerous comments and prepare additional submittals is above and beyond the original scope of the contract.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

December 4, 2024

Page 2

Exhibit A-3 in the proposed amendment provides a detailed description of the added scope and Exhibit B-3 provides a cost breakdown for the additional work.

Staff requests approval of Amendment No. 4 to Contract No. 18-1001869 with Kimley-Horn and Associates, Inc., to increase the contract amount by \$283,077.46 for a new not-to-exceed amount of \$4,489,418.67.

Financial Impact:

This Project is included in adopted Budget for Fiscal Year 2024/2025 and funded with Measure I Interchange funds and City of Colton local funds under Task No. 0830 Interchange Projects, Sub-Task No. 0898 I-10 Mt. Vernon Avenue Interchange in Program 40, Project Delivery.

Reviewed By:

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024. SBCTA General Counsel, Enterprise Risk Manager, and Procurement Manager have reviewed this item and the draft amendment.

Responsible Staff:

Juan Lizarde, Project Manager

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

AMENDMENT NO. 4 TO CONTRACT 18-1001869
FOR
PROJECT REPORTS, ENVIRONMENTAL DOCUMENT,
PLANS, SPECIFICATIONS, AND ESTIMATES SERVICES
FOR THE INTERSTATE 10 & MOUNT VERNON AVENUE INTERCHANGE
PROJECT
(KIMLEY-HORN AND ASSOCIATES, INC.)

This Amendment No. 4 to Contract No. 18-1001869 is made and entered into by and between the San Bernardino County Transportation Authority (“SBCTA”), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and Kimley-Horn and Associates, Inc., (“CONSULTANT”), whose address is 3880 Lemon Street, Suite 420, Riverside, California 92501. SBCTA and CONSULTANT are each a “Party” and collectively the “Parties”.

RECITALS:

- A. On July 26, 2018, SBCTA and CONSULTANT entered into a contract for Project Approval and Environmental Document (PA/ED) and Plans, Specifications and Estimates (PS&E) Services for the Interstate 10 & Mount Vernon Avenue Interchange Project (PROJECT) in the City of Colton (CONTRACT).
- B. In March 2020, SBCTA and CONSULTANT executed Amendment No. 1 to add additional scope and fee to prepare a Historical Resources Evaluation Report (HRER), not included in the original contract scope.
- C. In July 2020, SBCTA and CONSULTANT executed Contingency Amendment 1A to perform an Initial Study/Mitigated Negative Declaration (IS/MND) for the Environmental Document.
- D. In May 2022, SBCTA and CONSULTANT executed Contingency Amendment 1B for additional retaining walls and geotechnical investigation.
- E. In June 2023, SBCTA and CONSULTANT executed Amendment 2 to extend the period of performance for an additional 5 years to June 30, 2028.
- F. In November 2023, SBCTA and CONSULTANT executed Amendment 3 for added Scope of Work and to increase the contract values to \$4,206,341.21.
- G. PARTIES now seek to amend the CONTRACT to amend the Scope of Work for additional environmental studies, structural submittals and design updates and increase contract value from \$4,206,341.21 to \$4,489,418.67.

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

1. Article 5.2 is revised in its entirety to read as follows:

 “In addition to the allowable incurred costs, SBCTA will pay CONSULTANT a fixed fee of two hundred fifteen thousand, nine hundred fifty-eight dollars **(\$215,958)**. The fixed fee is nonadjustable for the term of the Contract, except in the event of a significant change in the Scope of Work and such adjustment is made by contract amendment.”

2. Article 5.9 revised in its entirety to read as follows:

 “The total amount payable by SBCTA to CONSULTANT including the fixed fee shall not exceed four million, four hundred eighty-nine thousand, four hundred eighteen dollars and sixty-seven cents **(\$4,489,418.67)**.”

3. Pump Station Fire Marshall submittal, FHWA Access Waiver for Pump Station Gate Relocation, Lane Closure Review Committee Presentation, City of Colton Electric Relocation Plan Design, Trash Collection Design Revisions, Supplemental Historic Property Survey Report, Updated Initial Site Assessment, and Natural Environmental Study Minimal Impact Addendum is added to the Scope of Work as shown in Exhibit A-3, attached hereto. All references in the Contract to Work and Scope of Work shall mean the Scope of Work described in Exhibit A attached to the Contract, Exhibit A-1 attached to Amendment No. 1, Exhibit A-2 attached to Amendment No. 3, and Exhibit A-3 incorporated into this Amendment No. 4.

4. The costs for the added Scope of Work are shown in Exhibit B-3, attached hereto. All references in the Contract to Approved Cost Proposal shall mean the Approved Cost Proposal in Exhibit B to the Contract, Exhibit B-1 attached to Amendment No. 1, Exhibit B-2 attached to Amendment No. 3, and Exhibit B-3 incorporated into this Amendment No. 4.

5. Except as amended by this Amendment No. 4, all other terms and conditions of the Contract and all previous amendments shall remain in full force and effect.

6. This Amendment No. 4 is deemed to be included and made part of the Contract.

7. This Amendment No. 4 will be effective upon execution by SBCTA.

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

Attachment: 18-1001869-04 (11088 : I-10 Mount Vernon - Amendment No. 4 to Contract No. 18-1001869 with Kimley-Horn)

IN WITNESS WHEREOF, the Parties have duly executed this Amendment No. 4 below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

**KIMLEY-HORN & ASSOCIATES, INC.
A NORTH CAROLINA
CORPORATION**

By: _____
Ray Marquez
Board President

By: _____
Darren Adrian
Senior Vice President

Date: _____

Date: _____

By: _____
Jason Valencia
Assistant Secretary

Date: _____

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

Date: _____

CONCURRENCE:

By: _____
Alicia J. Bullock
Procurement Manager

Date: _____

DRAFT

Attachment: 18-1001869-04 (11088 : I-10 Mount Vernon - Amendment No. 4 to Contract No. 18-1001869 with Kimley-Horn)

EXHIBIT A-3
ADDITIONAL SCOPE OF WORK
Contract No. 18-1001869

This amendment is requested to address additional effort to the I-10/Mt Vernon Avenue Improvement project. The original scope of work was negotiated and agreed to in August 2018. The project was scoped before the environmental phase (PA&ED) was started using the available Project Initiation Document (PID). During development of design, additional work has been identified, discussed below, that were not anticipated during the initial scoping of the project and was not included in the original understanding of the scope of work.

This project has proven to be significantly more complex than initially anticipated. Originally projected at \$32 million capital cost during the proposal phase, upon finalizing all required project features, as well as conforming to new Caltrans standards, the estimated construction cost has now escalated to \$67 million. Despite these challenges, KH diligently worked within the constraints of the budget to efficiently prepare deliverables and navigate the evolving Caltrans processes.

Moreover, Caltrans has been undergoing substantial changes in how it processes projects, placing increased emphasis on sustainability, safety, environmental, asset management and other critical factors. These changes include comprehensive revisions to many roadway features, such as structural design, stormwater treatment facilities, traffic managements/electrical systems, guardrails, barriers, stage construction, and other safety protocols. As a result, this project has encountered ongoing updates and adjustments, necessitating significant additional effort to meet Caltrans' evolving guidance and standards to deliver the project objectives.

Additionally, a new submittal to the Fire Marshall was identified requiring additional effort for approval. Furthermore, due to significant scope changes and shifts in Caltrans staffing, two major review cycles have been added, demanding substantial resources and effort.

This amendment will cover effort to the Ready-to-List milestone of the project. Budget for bidding and construction support will be handled via future amendment.

The following describes items that were not anticipated and not included in our original scope of work:

Task 230 PREPARE DRAFT PLANS, SPECIFICATIONS & ESTIMATE (PS&E)

230 Draft PS&E

CONSULTANT shall update the Roadway Plans, Specifications, and Estimates (PS&E)

to incorporate the additional work discussed below:

1. Updates and New Barrier/MGS - In compliance with latest MASH standards, significant revisions to guardrails and barrier standards are mandated. This necessitates modifications to the current safety barrier design. Since these standards are new, Caltrans guidance constantly changed requiring significant coordination and multiple modification to plans. Additionally, this requires additional length of need design backup, quantities, hardscape block-out detail sheets, and typical section detailing. Total of 600 ft of guardrails were affected. 7 sheets. Length of Need (LON) recalculation, 4 pages.
2. CEM Calculation Updates - Caltrans has updated their requirements for CEM (Construction Engineering Management) calculations. 72 CEM sheets had been prepared. While our team previously collaborated with Caltrans to establish the approach and content, these evolving standards now necessitate a revised approach, significantly enhancing the project's complexity. All 72 sheets had to be modified.
3. New Sign Guidance - Due to the 5-legged intersection at the Mt Vernon/WB on ramp, the project required significant non-standard signing. Caltrans has revised their signing recommendations multiple times, necessitating major plan adjustments. The MUTCD does not specify guidance for OH signs on local roads as it is a non-standard application. Caltrans continues to interpret the MUTCD differently at reviews generating changing guidance. One of these OH signs is on a specially designed structural pedestal which impacts wind loading and structural design. 2 new sheets added. Modification to 10 sheets.
4. Pump Station Cybersecurity Upgrade - Caltrans has introduced new cybersecurity guidelines for electrical designs in pump stations. These guidelines address emerging security threats and require adaptations to the existing design features. These new standards differ from previously agreed-upon design and are not part of current Caltrans standards. However, Caltrans stated that these will be integrated into future standards to align with evolving security requirements. These changes required 2 focus meeting and multiple coordination calls with Caltrans and required modification to 10 electrical sheets.
5. Structures – New structural comments require significant additional effort. These includes changes to aesthetic treatment that requires structural changes; changes to gravity wall design; sign pedestal redesign due to sign panel changes; structure recalculations and adjustments to conform to new TL-5 standards. Effort includes modification to 64 sheets, calculations, coordination.
6. Temporary Traffic Signal Design- Temporary Traffic signal design was not included in the original scope or previous amendments. . Caltrans has requested this to be added. This required five additional sheets.

7. Change in Trash Collection Design – It was identified during PS&E that this portion of the I-10 Corridor is an STGA (Significant Trash Generating Area) requiring Trash capture beyond the additional requirements of a Caltrans Project. This is a new requirement of the new Caltrans NPDES permit. The Trash Capture requirement was extended to the drainage plans incorporating both a grate and curb opening application as well as a custom designed structure developed in partnership with Caltrans. Comments were received at second 95% submittal to remove and modify the trash collection design that was developed with Caltrans support. Modifications are needed to the materials included within the trash capture system. Multiple meeting and coordination meetings were conducted to resolve concerns.
8. Adaptation to New Plans and Specifications - Caltrans has modified the frequency of publishing updated standard plans and specifications. Caltrans standard plan updates previously occurred on 2 to 4 year intervals. The revision in standard publications moving to yearly intervals requires design to address more frequent updates to standards referenced within sheets, updating design features, and rewriting project specifications. This standard plan update frequency also requires updating quantities and additional reviews to ensure compliance. Effort included reviewing all new Revised Standard Plans and update plans throughout to conform to new standards. Effort also included reviewing new Specifications and updated plans and quantities, as well as coordination between disciplines affected by changes.
9. Fire Marshal Submittal – It was communicated by Caltrans at the 2nd 95% submittal from Caltrans that a fire marshal approval was required for finalization of the PS&E plan set for the pump station. The submittal has a 2-month review period and requires separate plan preparation for submittal in accordance with CalFire submittal requirements. Effort includes multiple outreach with Caltrans and CalFire, 3 meetings, modify plans for CalFire submittal format, code analysis, pre-submittal to Caltrans, submittal to CalFire, 1 revision, and resubmittal.
10. Agreements Coordination- additional effort is required to facilitate and finalize multiple agreements (Freeway Maintenance Agreements, TAMA, Electric Maintenance agreement) between City, Caltrans, and SBCTA.
11. City of Colton Electrical Relocation – The city of Colton has requested SBCTA/KH to prepare the City of Colton Electric Relocation Plan. Due to the City’s change in staffing at the utility department, recommendation for relocation design have changed from what is previously coordinated. Additionally, the new staff does not have ability to prepare electronic plans and have lost all previous city electronic files requiring help from KH.
12. FHWA Access Waiver-Due to change in location for maintenance access gate for the pump station, Caltrans is requiring the team to request and obtain approval to FHWA Access Waiver.

13. Lane Closure Request Presentatrion-New staffing at Caltrans Traffic Management department is requesting the team to present the justification to lane closure request. Previous coordination with Caltrans stated no presentation is required for the project.

235 Environmental Certification

1. Environmental- Since Caltrans' approval of the PA&ED, two new species have been added to the updated USFWS species list that were not part of the original NESMI; this includes the monarch butterfly and southwestern pond turtle. Additionally, final design of drainage and water pollution control facilities required going outside the initial project area. These items required submittal of the following:
 - a. Prepare NESMI Addendum - 26-page addendum addressing the new species listed in the updated USFWS species list. Submittal to SBCTA and Caltrans. Update and resubmit for final acceptance.
 - b. Prepare Supplemental HPSR – to identify all new project features that were not originally identified in the PA/ED approval. This includes coordination and preparation of the document; submittal to SBCTA and Caltrans. Update and resubmit for final acceptance.
 - c. Prepare updated ISA memo to include new features not previously included in PA/ED approval

EXHIBIT B-3

Consultant Kimley-Horn and Associates, Inc.

Contract No. 18-1001869

Date 5/19/2023

Direct Labor Classification/Title	Key Personal	Hours	Labor Rate Range		Average Hourly Rate	Total Direct Labor
			Low	High		
Principal		0	108.66		\$108.66	\$0.00
Project Manager	Jason Valencia	36	69.24		\$69.24	\$2,492.64
QC/QA	Darren Adrian	0	87.50		\$87.50	\$0.00
Project Engineer Prof II	Frank Hoffmann	303	72.60		\$72.60	\$21,997.80
Sr. Bridge Engineer	Andy Sanford	46	83.18		\$83.18	\$3,826.28
Sr. Professional III QC		51	74.28	92.10	\$83.19	\$4,242.69
Sr. Professional II		122	65.61	69.83	\$67.72	\$8,261.84
Sr. Professional I		0	57.21	65.36	\$61.29	\$0.00
Professional II		30	47.54	56.96	\$52.25	\$1,567.50
Professional I		578	38.38	47.30	\$42.84	\$24,761.52
Analyst II		0	34.57	38.30	\$36.44	\$0.00
Analyst I		0	30.86	33.93	\$32.40	\$0.00
Sr. Technical Support		0	35.91	47.05	\$41.48	\$0.00
Support Staff		0	22.54	39.63	\$31.09	\$0.00
Sr. Technical Advisor		0	95.09	105.99	\$100.54	\$0.00

Labor Costs

a) Subtotal Direct Labor Costs	\$	<u>67,150.27</u>
b) Anticipated Salary Increases (see page 2 for sample)	\$	<u>8,429.85</u>
c) TOTAL DIRECT LABOR COSTS [(a)+(b)]	\$	<u>75,580.12</u>

Fringe Benefits

d) Fringe Benefits (Rate <u>42.14%</u> %)	e) Total Fringe Benefits [(c)x(d)]	\$	<u>31,849.46</u>
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Indirect Costs

f) Overhead (Rate <u>0.51%</u> %)	g) Overhead [(c)x (f)]	\$	<u>385.46</u>
h) General and Administrative (Rate <u>154.88%</u> %)	i) Gen & Admin [(c) x (h)]	\$	<u>117,058.49</u>
j) Total Indirect Costs [(g)+(i)]		\$	<u>117,443.95</u>

Fixed Fee (Profit)

n) (Rate <u>9.00%</u> %)	k) Fixed fee [(c) + (e) + (i)] x (n)	\$	<u>20,203.93</u>
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Total Loaded Labor Costs

			<u>245,077.46</u>
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Other Direct Costs (ODC)

l) Travel/ Mileage Costs (supported by consultant actual costs)	\$	
m) Reproduction	\$	
n) Title Reports	\$	
o) Subconsultant Costs (Arellano)	\$	-
p) Subconsultant Costs (EPIC)	\$	-
q) Subconsultant Costs (Fehr & Peers)	\$	-
r) Subconsultant Costs (Geocon) ISA, Geotech Update	\$	<u>8,000.00</u>
s) Subconsultant Costs (ICF) HPSR, NESMI	\$	<u>30,000.00</u>
t) Subconsultant Costs (Guida)	\$	-
u) Subconsultant Costs (TYLIN) Electrical, Independent Review	\$	
v) Subconsultant Costs (VMS)	\$	-
p) Total Other Direct Costs [(l) + (m) + (n) + (o) +(p) + (q) + (r) + (s) =(t)]	\$	<u>38,000.00</u>
Total cost [(c) + (e) + (j) + (k) + (p)]	\$	<u>283,077.46</u>

Notes:

- Employees subject to prevailing wage requirements to be marked with an *.

Attachment: 18-1001869-04_ Exhibit_B-3_Cost Proposal (11088 : I-10 Mount Vernon - Amendment No. 4 to Contract No. 18-1001869 with Kimley-

Consultant Kimley-Horn and Associates, Inc. Contract No. 18-1001869 Date 5/19/2023

1. Calculate average hourly rate for 1st year of contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal Per Cost Proposal	Total Hours cost Proposal	Avg Hourly Rate	5year Contract Duration
\$ 67,150.27 /	1166 =	\$ 57.59	Year 1 avg Hourly rate

2. Calculate hourly rate for all years (increase the Average Hourly rate for a year by proposed escalation%)

Average hourly rate	Proposed Escalation		
Year 1 \$ 57.59 +	3%	=	\$ 59.32 Year 2 Avg Hourly Rate
Year 2 \$ 59.32 +	3%	=	\$ 61.10 Year 3 Avg Hourly Rate
Year 3 \$ 61.10 +	3%	=	\$ 62.93 Year 4 Avg Hourly Rate
Year 4 \$ 62.93 +	3%	=	\$ 64.82 Year 5 Avg Hourly Rate

3. Calculate estimated hour per year (multiply estimate % each year by total hours)

Estimated % Completed Each year	Total Hours Per Cost Proposal	Total Hours per Year	
Year 1 0.0% *	1166	=	0.0 Estimated Hours Year 1
Year 2 0.0% *	1166	=	0.0 Estimated Hours Year 2
Year 3 0.0% *	1166	=	0.0 Estimated Hours Year 3
Year 4 0.0% *	1166	=	0.0 Estimated Hours Year 4
Year 5 100.0% *	1166	=	1166.0 Estimated Hours Year 5
Total 100.0%	Total	=	1166

4. Calculate Total Costs including Escalation (multiply average hourly rate by the number hours)

Avg Hourly Rate (Calculated above)	Estimated hours (Calculated above)	Cost Per Year	
Year 1 \$ 57.59 *	0.0	=	\$ - Estimated Hours Year 1
Year 2 \$ 59.32 *	0.0	=	\$ - Estimated Hours Year 2
Year 3 \$ 61.10 *	0.0	=	\$ - Estimated Hours Year 3
Year 4 \$ 62.93 *	0.0	=	\$ - Estimated Hours Year 4
Year 5 \$ 64.82 *	1166.0	=	\$ 75,580.12 Estimated Hours Year 5
Total Direct Labor Cost with Escalation =		\$	75,580.12
Direct Labor Subtotal before Escalation =		\$	67,150.27
Estimated Total of Direct Labor Salary Increase =		\$	8,429.85 Transferred to page 1

Year 1 = through 6/30/18 Year 2 + 7/1/18 to 6/30/19 Year 3 = 7/1/19 to 6/30/20 Year 4 = 7/1/20 to 6/30/21 Year 5 = 7/1/21 to 6/30/22

Attachment: 18-1001869-04_ Exhibit_B-3_Cost Proposal (11088 : I-10 Mount Vernon - Amendment No. 4 to Contract No. 18-1001869 with Kimley-

Contract: 18-1001869

Date: 5/19/2023

Detail Sheet

Task Description			Consultant										
			Kimley-Horn and Associates, Inc.										
A	B	C	D	E	G	H	I	J	L	M	N	O	AI
Row	WBS Number	Drawing or Item of Work - Titles	Principal	Project Manager	Project Engineer Prof II	Sr, Bridge Engineer	Sr. Professional III QC	Sr. Professional III	Professional II	Professional I	Analyst II	Analyst I	Total Hours
1	2.100.10	Project Management											
2	2.100.10	Project Management											
3	2.100.10-1	Coordination and Meetings											
4	2.100.10-2	Project Management and Administration											
5	2.100.10-3	Project Schedule											
6	2.100.10-4	Presentations											
7													
136	3.23	PREPARE DRAFT PLANS, SPECIFICATIONS & ESTIMATE (PS&E)											
137	3.230.1	Draft PS&E											
138	1a	Barriers		2.0	20.0		2.0			45.0			69.0
139	1b	LON			10.0		2.0			25.0			37.0
140	2	CEM		2.0	20.0		8.0			60.0			90.0
141	3	Sign Guidance		2.0	30.0		2.0			60.0			94.0
142	4	Pump Station New Guidance		2.0	10.0		6.0	80.0					98.0
143	5	Structures											
143		Barrier/Aesthetics/TL-5 recalc		4.0	10.0	40.0	18.0	36.0		60.0			168.0
143		Gravity Wall			6.0	6.0		6.0		28.0			46.0
144	6	Temp Signals		4.0	12.0		4.0		10.0	80.0			110.0
144	7	Trash Collection modification		2.0	10.0		4.0		20.0				36.0
145	8a	Standard Specification Update		2.0	18.0		3.0			40.0			63.0
145	8b	Standard Plans Update		2.0	18.0		2.0			60.0			82.0
145	9	Fire Marshall Submittal		2.0	20.0					60.0			82.0
148	10	Maintenance Agreement		4.0	60.0					20.0			84.0
149	11	City of Colton Electrical			20.0					30.0			50.0
150	12	FHWA Access Waiver		4.0	20.0					10.0			34.0
151	13	Lane Closure Request Presentation		4.0	19.0								23.0
153													
Total Hours				36.0	303.0	46.0	51.0	122.0	30.0	578.0			1,166.0

Attachment: 18-1001869-04_ Exhibit_B-3_Cost Proposal (11088 : I-10 Mount Vernon - Amendment No. 4 to Contract No. 18-1001869 with Kimley-

Contract: 18-1001869							0						
Detail Sheet													
Task Description													
0													
A	B	C					AI	AI1	AJ	AK	AL	AM	
Row	WBS Number	Drawing or Item of Work - Titles					Hours Total	Direct Labor Total	Overhead Cost	Fee	Total Labor Costs	Escalated Total Labor Cost	
													197.53%
1	2.100.10	Project Management					0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
2	2.100.10	Project Management					0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
3	2.100.10-1	Coordination and Meetings					0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
4	2.100.10-2	Project Management and Administration					0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
5	2.100.10-3	Project Schedule					0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
6	2.100.10-4	Presentations					0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
136	3.23	PREPARE DRAFT PLANS, SPECIFICATIONS & ESTIMATE (PS&E)					0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
137	3.230.1	Draft PS&E					0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
138	1a	Barriers					69.0	\$ 3,684.66	\$ 7,278.31	\$ 986.67	\$ 11,949.64	\$ 13,447.86	
139	1b	LON					37.0	\$ 1,963.38	\$ 3,878.26	\$ 525.75	\$ 6,367.39	\$ 7,165.72	
140	2	CEM					90.0	\$ 4,826.40	\$ 9,533.59	\$ 1,292.40	\$ 15,652.39	\$ 17,614.85	
141	3	Sign Guidance					94.0	\$ 5,053.26	\$ 9,981.70	\$ 1,353.15	\$ 16,388.11	\$ 18,442.82	
142	4	Pump Station New Guidance					98.0	\$ 6,781.22	\$ 13,394.94	\$ 1,815.85	\$ 21,992.02	\$ 24,749.33	
143	5	Structures					0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
144		Barrier/Aesthetics/TL-5 recal					168.0	\$ 10,835.90	\$ 21,404.15	\$ 2,901.60	\$ 35,141.66	\$ 39,547.64	
145		Gravity Wall					46.0	\$ 2,540.52	\$ 5,018.29	\$ 680.29	\$ 8,239.10	\$ 9,272.10	
146	6	Temp Signals					110.0	\$ 5,430.62	\$ 10,727.10	\$ 1,454.20	\$ 17,611.92	\$ 19,820.06	
147	7	Trash Collection modification					36.0	\$ 2,242.24	\$ 4,429.10	\$ 600.42	\$ 7,271.76	\$ 8,183.47	
148	8a	Standard Specification Update					63.0	\$ 3,408.45	\$ 6,732.71	\$ 912.70	\$ 11,053.87	\$ 12,439.78	
149	8b	Standard Plans Update					82.0	\$ 4,182.06	\$ 8,260.82	\$ 1,119.86	\$ 13,562.74	\$ 15,263.21	
150	9	Fire Marshall Submittal					82.0	\$ 4,160.88	\$ 8,218.99	\$ 1,114.19	\$ 13,494.05	\$ 15,185.91	
151	10	Maintenance Agreement					84.0	\$ 5,489.76	\$ 10,843.92	\$ 1,470.03	\$ 17,803.71	\$ 20,035.90	
152	11	City of Colton Electrical					50.0	\$ 2,737.20	\$ 5,406.79	\$ 732.96	\$ 8,876.95	\$ 9,989.92	
153	12	FHWA Access Waiver					34.0	\$ 2,157.36	\$ 4,261.43	\$ 577.69	\$ 6,996.48	\$ 7,873.69	
154	13	Lane Closure Request Presentation					23.0	\$ 1,656.36	\$ 3,271.81	\$ 443.54	\$ 5,371.70	\$ 6,045.20	
155							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
156							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
157							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
158							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
159							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
160							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
161							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
162							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
163							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
164							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
165							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
185							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
187							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
188							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
189							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
195							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
196							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
197							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
198							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
199							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
200							0.0	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Hours						1,166.0	\$ 67,150.27	\$ 132,641.93	\$ 17,981.30	\$ 217,773.50	\$ 245,077.46		

Attachment: 18-1001869-04_ Exhibit_B-3_Cost Proposal (11088 : I-10 Mount Vernon - Amendment No. 4 to Contract No. 18-1001869 with Kimley-

Minute Action

AGENDA ITEM: 14

Date: December 4, 2024

Subject:

Fiscal Year 2024/2025 Active Transportation Program Budget Amendment

Recommendation:

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

Approve an amendment to the Fiscal Year 2024/2025 Budget for Task No. 0860 – Arterial Projects to increase the Active Transportation Program (Fund 2070) by \$2,170,910 and to decrease the Surface Transportation Program (Fund 2010) by \$2,170,910.

Background:

On January 3, 2024, the San Bernardino County Transportation Authority Board of Directors approved the award of Contract No. 23-1002919 to Griffith Company for the Metrolink Active Transportation Program (ATP) Phase II Project (Project). This Project will improve the pedestrian and bicycle facilities at several Metrolink Stations along the San Bernardino Line. The contract was awarded for an amount not-to-exceed \$7,730,377 and included \$3,170,910 in Surface Transportation Program (STP) Funds as a funding backstop in the case that the California State Transportation Agency did not approve the use of Senate Bill 125 Transit and Intercity Rail Capital Program funds for the Project, which were subsequently approved in July 2024. Project Delivery Department staff is requesting a budget amendment to remove the \$2,170,910 in STP funds that were included in the Fiscal Year 2024/2025 Budget and to increase the ATP funds in the same amount for the Project.

Financial Impact:

A budget amendment is required as described in the Recommendation and described in the background section of this item.

Reviewed By:

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024.

Responsible Staff:

Juan Lizarde, Project Manager

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 15

Date: December 4, 2024

Subject:

Interstate 10 Contract 1 Landscape Project Release of Invitation for Bids No. 24-1003144 and Award Contract Task Order No. 12 to Contract No. 22-1002707

Recommendation:

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

- A. Authorize the Executive Director, or his designee, to release Invitation for Bids No. 24-1003144 for the construction of Interstate 10 Contract 1 Landscape Project, subject to final approval of the Plans, Specifications, and Estimates package, and approval as to form by SBCTA General Counsel, or her designee.
- B. Award Contract Task Order No. 12 to Contract No. 22-1002707 with TRC Engineers, Inc., for Construction Management Services for the Interstate 10 Contract 1 Landscape Project, in an amount not-to-exceed \$1,535,283.78.
- C. Approve a contingency amount of \$153,528.38 for Contract Task Order No. 12 to Contract No. 22-1002707, and authorize the Executive Director, or his designee, to release contingency as necessary for the project.

Background:

The Interstate 10 (I-10) Corridor Project will be adding one to two express lanes from the Los Angeles/San Bernardino County Line to Ford Street in the City of Redlands and the corresponding Project Approval/Environmental Document (PA/ED) was approved in May 2017. The first ten miles of the I-10 Corridor Project (I-10 Contract 1) are currently under construction as a Design-Build Project, implementing the express lanes from San Bernardino County Line through the I-10/Interstate 15 (I-15) system interchange.

As identified in the approved PA/ED documents, the I-10 Corridor Project will replace existing planting and irrigation systems removed during construction of the current I-10 Contract 1 improvements within the California Department of Transportation (Caltrans) Right-of-Way (ROW), in accordance with the Environmental Commitments Record (ECR).

In June 2023, the Board of Directors (Board) awarded a separate design contract for the landscape component. Design has progressed and 95% Plans, Specifications, and Estimates (PS&E) have been submitted to Caltrans for review, and final approval is anticipated by November 2024. The construction capital, including a one-year plant establishment, is currently estimated to cost \$10.2 million. An Invitation for Bids (IFB) has been prepared based on this PS&E package.

Recommendation A:

Staff is recommending that the Board authorize the Executive Director, or his designee, to advertise the construction contract for the I-10 Contract 1 Landscape Project through the release of IFB No. 24-1003144, subject to approval as to form by SBCTA General Counsel, or her designee, and final approval of the PS&E package. Staff would then present award of contract directly to the Board for approval in early 2025.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

December 4, 2024

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Recommendation B:

A Request for Proposal (RFP) for Contract Task Order (CTO) No. 12 was released on July 8, 2024, and was sent electronically to five consultants on the On-Call Construction Management Services bench. The solicitation was issued in accordance with current SBCTA policies and procedures for professional on-call services.

Two proposals were received by SBCTA as specified in the RFP. A responsiveness review was conducted by the Procurement Professional, who found the proposals to be responsive. The evaluation committee reviewed the proposals separately and then met to summarize scores and identify the best qualified firm. TRC Engineers, Inc. (TRC) was ranked highest, and a cost proposal was requested. Staff reviewed the initial cost proposal by TRC and provided comments for a reduced amount. After a brief discussion regarding billable hours for the resident engineer and field inspector, a revised cost proposal was provided by TRC in the amount of \$1,535,283.78. The revised cost proposal was reviewed by SBCTA staff and found to be reasonable due to the length of the Project.

Staff recommends approval to award Contract Task Order No. 12 to Contract No. 22-1002707 to TRC Engineers, Inc. for Construction Management Services for the I-10 Contract 1 Landscape Project, in an amount not-to-exceed \$1,535,283.78.

Recommendation C:

Staff recommends approval of a contingency in the amount of \$153,528.38 for CTO No. 12 to Contract No. 22-1002707 and authorization for the Executive Director, or his designee, to release contingency as necessary for the Project.

Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2024/2025 and funded with Measure I Freeway Funds under Task No. 0820 Freeway Projects, Sub-Task No. 0823 I-10 Contract 1 Landscape Project in Program 40, Project Delivery.

Reviewed By:

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024. SBCTA General Counsel, Procurement Manager, and Enterprise Risk Manager have reviewed this item and the draft IFB.

Responsible Staff:

Juan Lizarde, Project Manager

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:



Contract Task Order (CTO)

Except as otherwise expressly provided herein, Consultant hereby agrees to perform the work described below in accordance with all of the terms and conditions of the Master Contract referenced below. The Consultant shall furnish the necessary facilities, professional, technical and supporting personnel required by this Contract Task Order (CTO) as described below.

Consultant Name: TRC Engineers, Inc. **Contract No.** 22-1002707
CTO No.: 12 **Amendment No.:** _____
Period of Performance: SBCTA **CTO Completion Date:** 11/30/2026
CTO Start Date is Effective on the Date Executed by SBCTA
Scope of Work Description: CM Services for I-10 Contract-1 Landscape Project (Attachment A)

CTO Pricing – Cost Proposal Submitted: See Attached Price Proposal (Attachment B)

Lump Sum

Time and Material

Original CTO Not to Exceed Amount: \$ 1,535,283.78
 Cumulative Amount of All Prior Amendments: \$ _____
 Current Amendment Not to Exceed Amount: \$ _____
 Contingency (10%) \$ 153,528.38
 Revised CTO Total Amount (Includes All Amendments & Contingency): \$ 1,688,812.16

Funding Code for this CTO: MSI: 4110.40.0820.0823.53701.41100000: \$1,688,812.16

Sub-Consultants/Contractors:	DBE	Amount	Cumulative Amount
GUIDA		\$ 56,307.54	\$ 56,307.54
LEIGHTON		\$ 21,039.80	\$ 77,347.34
FCG	Yes	\$ 353,788.27	\$ 431,135.61
DESI	Yes	\$ 136,371.60	\$ 567,507.21
KAREN MEADOWS	Yes	\$ 24,848.08	\$ 592,355.29

Consultant hereby acknowledges receipt and acceptance of the Contract Task Order by signing below.

San Bernardino County Transportation Authority

Ray Marquez

Board President

Personnel Authorized to Sign

Authorized Personnel Signature	Date	Board President Signature	Date
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Contract Expires: November 30, 2026

Available Authority: \$4,707,877.64

Remaining Authority After this CTO \$3,172,593.86

**ATTACHMENT A
SCOPE OF WORK
CONSTRUCTION MANAGEMENT SERVICES FOR I-10 CONTRACT 1
LANDSCAPE**

INDEX

- A. DESCRIPTION OF SERVICES
- B. PERFORMANCE REQUIREMENTS
- C. DUTIES AND RESPONSIBILITIES
 - 1. Pre-construction Services
 - 2. Bid Process
 - 3. Project Administration
 - 4. Construction Coordination
 - 5. Construction Inspection
 - 6. Project Support
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- D. DELIVERABLES
- E. EQUIPMENT AND MATERIALS TO BE PROVIDED BY CONSULTANT
- F. MATERIALS TO BE FURNISHED BY SBCTA
- G. STANDARDS
- H. AVAILABILITY AND WORK HOURS
- I. LIMITATIONS TO AUTHORITY
- J. THIRD PARTY RELATIONSHIPS
- K. CONSTRUCTION SITE SAFETY
- L. BASIS FOR SURVEY AND MONUMENT MARKING
- M. PERSONNEL QUALIFICATIONS

A. DESCRIPTION OF SERVICES

The San Bernardino County Transportation Authority (SBCTA) will utilize the services of CONSULTANT to support the construction activities for the Project. The CONSULTANT will provide construction management, materials testing, construction surveying and source inspection, landscape inspection and assist in public outreach for the Project. A description of the Project is given below.

Project General Description:

The San Bernardino County Transportation Authority (SBCTA), proposes the Interstate 10 (I-10) Contract 1 Landscaping Project (“Project”) to improve the landscaping starting at the Los Angeles / San Bernardino County Line in the City of Montclair to the I-10 Milliken Avenue Interchange in the City of Ontario.

SERVICES

SBCTA will utilize the services of CONSULTANT to support highway landscaping construction and maintenance contract of the Project as described by the plans and specifications.

Services are anticipated to generally include, but are not limited to the following: participation in the evaluation of scheduling of the proposed project; constructability review; construction project advertising, bid analysis, and award; early utility relocation inspection and survey services, construction inspection; construction surveying, materials testing, landscape inspection, contractor interface, construction coordination with other agencies, and contract administration; office engineering; and other assorted duties as appropriate in managing construction of a Caltrans project.

The Resident Engineer will coordinate all contract and personnel activities for all phases of construction. Other Resident Engineer(s) and inspection personnel may be assigned to direct and coordinate all project specific field activities and responsibilities as needed for satisfactory performance on the project.

The Resident Engineer assigned for this project shall be licensed as a Professional Civil Engineer in the State of California at the time of proposal submittal and made available through the duration of the contract. The Consultant is expected to provide a Survey Project Manager, Materials Testing/Source Inspection Project Manager, and Landscape Architect to administer the construction support services requested herein and to assign qualified field personnel to perform the requested services. Furthermore, the Resident Engineer shall act as the public outreach liaison to assist SBCTA’s Public Information Office in implementing the Public Outreach Program established for this project.

Insofar as the Consultant’s approach described in the Proposal, the scope of responsibility and the total number of personnel assigned to each phase is left to the discretion of the Consultant. The Proposal shall include a staffing plan, an organization chart and a resource loaded schedule that establish the firm's ability to adequately and appropriately efficient staff and manage the project within budget.

SBCTA anticipates that the preconstruction services will be performed in October, November, and December of 2024. The construction contract will be advertised in November 2024 and the Notice-to-Proceed (NTP), to the contractor is anticipated in February 2025. The construction duration is anticipated to be approximately two (2) years, of construction management and support for:

- Landscape construction, approximately **12 months; and**
- Follow-on **one-year plant establishment(PE) period,**

The estimated construction capital cost of the project is about \$8 million.

CONSULTANT shall provide qualified construction management and inspection, materials testing, source inspection, construction surveying and public relations personnel to perform a wide variety of construction management, support and contract administration duties as outlined in this Scope of Services for the Project.

The SBCTA Director of Project Delivery has designated a SBCTA Project Manager to coordinate all construction activities.

Mr. Khalid Bazmi, Construction Manager

The CONSULTANT shall report to and receive direction from SBCTA through the SBCTA Project Manager, or his designees. The SBCTA Project Manager is responsible for coordination of all SBCTA construction activities and for coordinating the efforts of the total construction team. The SBCTA Project Manager will be the main contact and primary source of information between SBCTA, cities, outside agencies, supporting consultants and the public for the construction projects.

B. PERFORMANCE REQUIREMENTS

Landscape Construction/Maintenance Management: CONSULTANT shall furnish personnel to serve in the following roles: Project Manager, Resident Engineer, licensed Landscape Architect, Office Engineer, Field Inspection, Materials Testing and Land Surveying. Personnel can serve multiple roles. Proven staffing efficiency is critical. The Project Manager shall coordinate CONSULTANT operations with SBCTA. The Project Manager shall be responsible for all matters related to CONSULTANT personnel and operations. The Project Manager may also serve as the Resident Engineer and the licensed landscape architect, if approved by SBCTA. The Resident Engineer shall be a civil engineer licensed in the State of California and will be responsible for construction contract administration activities. The Resident Engineer may also serve as the licensed Landscape Architect. The Resident Engineer shall direct and coordinate construction activities under this contract. Other Assistant Resident Engineers may be assigned to each specific project responsibilities as needed. It is desirable that the Project Manager and/or Resident Engineer also be a licensed Landscape Architect.

The number of CONSULTANT personnel assigned to the Project will vary throughout the duration of the contract. CONSULTANT personnel will be assigned, in varying levels of responsibility, as needed by the CONSULTANT to meet the Project schedule, Project requirements, and construction activities.

Resumes of personnel must be submitted to SBCTA for review and approval prior to assignment to the Project. SBCTA and CONSULTANT will jointly determine the quality and quantity of services that are required by CONSULTANT personnel. Personnel selected for assignment by CONSULTANT shall be made available for personal interviews prior to acceptance by SBCTA. If, in the opinion of SBCTA, an individual lacks adequate experience, the individual may be rejected or may be accepted on a trial basis until such time the individual's ability to perform the required services has been demonstrated. If, at any time, the performance of CONSULTANT personnel is unsatisfactory to SBCTA, SBCTA may release him/her by written notice and may request another qualified person be assigned.

If CONSULTANT personnel are on leave of absence, the CONSULTANT Project Manager shall provide equally qualified replacement personnel until the assigned personnel returns to the Project approved by SBCTA.

The typical workday includes all hours worked by the construction Contractor. If necessary, overtime for CONSULTANT personnel may be required. The construction Contractor's operations may be restricted to specific hours during the week, which shall become the normal workday for CONSULTANT personnel. The CONSULTANT Project Manager, with prior concurrence from SBCTA, shall have the authority to increase, decrease, or eliminate CONSULTANT personnel work hours dependent on the schedule and requirements of the construction Contractor. All overtime required by CONSULTANT personnel shall be approved and authorized by SBCTA prior to each occurrence.

CONSULTANT personnel shall be knowledgeable of and comply with all applicable local, state, and federal regulations. CONSULTANT personnel shall cooperate and consult with SBCTA, State, , utility agencies and City officials during the course of the Project. CONSULTANT personnel shall perform duties as may be required to assure that construction is being performed in accordance with the Project plans and specifications. CONSULTANT personnel shall keep accurate and timely records and document all work performed by the Contractor and CONSULTANT.

CONSULTANT shall monitor for Contractor's compliance with the labor standards provisions of the projects and the related wage determination decisions of the Secretary of Labor.

CONSULTANT personnel shall assist SBCTA and local agencies in obtaining compliance with the safety and accident prevention provisions of the Project. Local agencies will retain jurisdictional control for traffic control.

All services required herein shall be performed in accordance with applicable California Department of Transportation guidelines, regulations, policies, procedures, directives, manuals, and standards, except as noted in the special provisions.

C. DUTIES AND RESPONSIBILITIES

1. Pre-award Services

a. Schedule

CONSULTANT shall review the proposed Project schedule, compare it to the Project plans and specifications, and provide recommendations to SBCTA, as appropriate, to ensure efficiency of Contractor and CONSULTANT operations and safe and expeditious completion of the Project.

b. Budget

CONSULTANT shall review the Project estimate, quantities and provide recommendations to SBCTA, as appropriate, to ensure efficient utilization of funds and control of project costs.

c. Constructability Review

CONSULTANT shall review Project plans and special provisions for possible errors and deficiencies and report such findings to SBCTA in a format provided by SBCTA.

2. Bid Process

a. Bid Documents

CONSULTANT shall assist SBCTA, as requested, with the following tasks:

- 1) Review of bid documents
- 2) Preparation of bid tabulations

b. Pre-construction Meetings

CONSULTANT shall assist SBCTA in conducting one, or more, pre-construction meetings with all involved parties on the Project. Parties may include, but are not limited to, the Contractor, design engineer, Caltrans, County and City staff, utility companies and developers.

c. Contract Award

CONSULTANT shall assist SBCTA, as requested, with the following tasks:

- 1) Review of bid for completeness and responsiveness
- 2) Perform bid analysis
- 3) Development of contractor payment schedules, and other procedural items.
- 4) Checking Contractor references, licenses, insurance, and sureties.

- 5) Coordination with prospective Contractor for award of construction contract(s).

All processes will be consistent with procedures outlined by the California Department of Transportation for Special Funded Programs and Local Assistance Procedure Manuals.

3. Project Administration

- a. CONSULTANT shall administer Project construction contracts using Caltrans Construction Manual and Local Assistant Procedures Manual as a guideline.
- b. CONSULTANT shall conduct regular Project coordination meetings with Contractor, SBCTA, local agencies, and design engineer, as appropriate. CONSULTANT shall record minutes of these meetings and status/track all resulting action items.
- c. CONSULTANT shall prepare Contractor progress payments and maintain payment records and supporting documentation. All progress payments shall be reviewed by SBCTA for approval.
- d. CONSULTANT shall provide reports as needed to comply with specific funding requirements.
- e. CONSULTANT shall establish and maintain Project records in accordance with the Caltrans Construction Manual. Project record keeping shall include, but are not limited to, correspondence, memoranda, contract documents, change orders, claims, SBCTA and engineer directives, meeting minutes, shop drawings, supplementary drawings, and requests for payment. CONSULTANT shall maintain a record of the names, addresses, and telephone and fax numbers of the Contractors, subcontractors, and principal material suppliers.
- f. CONSULTANT shall establish and maintain a filing system in hard copies files and in electronic forms for each Project using the Caltrans Construction Manual as a guideline. Electronic data documentation will be required to be uploaded weekly to the SBCTA Major Projects Portal
- g. CONSULTANT shall monitor Contractors' construction schedules on an ongoing basis and alert SBCTA to conditions that may lead to delays in completion of the Project.
- h. CONSULTANT shall prepare and submit a monthly Activity Summary Report for the Project in a format approved by SBCTA. The activity report shall include among other items status of Storm Water Pollution Prevention Plan (SWPPP) issues, RFIs, contract change orders, and notice of potential claims; construction activities completed, ongoing, and upcoming; status of Project budget and schedule, and other highlights and critical issues.

- i. CONSULTANT shall review and ensure compliance with environmental requirements.
 - j. CONSULTANT shall participate in partnering sessions with the Contractor, SBCTA, and Local Agencies, as required.
 - k. CONSULTANT shall ensure that the Project meets all provisions of the SBCTA Construction Materials Quality Assurance Program and Caltrans Quality Assurance Program Manual.
 - l. CONSULTANT shall review Contractors' certified payroll records and ensure compliance with the requirements of the construction contract.
 - m. CONSULTANT shall ensure that the Project meets all provisions of the SWPPP.
 - n. CONSULTANT shall assure that the Project meets all applicable regulations of the Air Quality Management District (AQMD) and State Water Resource Control Board (SWRCB).
 - o. CONSULTANT shall maintain redlined as-built plans on an ongoing basis throughout the duration of the Project. Redlined plans shall show all changes made to the original contract plans, each change identified with the name of the approver, date of change approval, and Contract Change Order (CCO) number, if applicable. CONSULTANT shall coordinate final as-built plans submittal between design engineer and Caltrans to obtain Caltrans acceptance of as-built plans.
4. Construction Coordination
- a. CONSULTANT shall provide one qualified Resident Engineer to effectively manage the Project.
 - b. CONSULTANT Resident Engineer shall act as a prime point of contact between Contractor, SBCTA, CONSULTANT's personnel, and any affected utility companies. CONSULTANT may, when requested by SBCTA, act as point of contact between Caltrans, design engineers, cities, and the public. CONSULTANT shall ensure coordination with property owners adjacent to Project right-of-way to ensure timely communication regarding property-condition survey and construction activities and scheduling.
 - c. CONSULTANT shall maintain regular contact with the SBCTA Project Manager.
 - d. CONSULTANT shall coordinate utility relocations with utility companies and their designees, as well as the utility inspector.
 - e. CONSULTANT shall proactively review Project plans and special provisions for possible errors and deficiencies prior to construction of any specific element and report such findings to SBCTA. Should SBCTA determine that changes are necessary, CONSULTANT shall assist in implementation and processing of change orders in accordance with contract documents and executed Cooperative Agreement with Caltrans.

- f. CONSULTANT shall proactively review Project plans and special provisions; monitor, coordinate, and track construction progress schedule and RFIs; to ensure the Project proceeds on schedule and according to the order of work in the plans and special provisions. CONSULTANT shall expedite work, as required, to maintain schedule in conjunction with the overall construction program.
 - g. CONSULTANT shall coordinate review of shop drawings and Requests for Information (RFI) with the SBCTA Project Manager. CONSULTANT shall log and track all submittals and requests.
 - h. CONSULTANT shall provide a qualified SWPPP Coordinator who along with the Resident Engineer shall review and certify contractor prepared SWPPP and coordinate approval with SBCTA and the State Water Resource Control Board. The SWPPP Coordinator shall be at a minimum a Qualified SWPPP Developer (QSD) and a Qualified SWPPP Practitioner (QSP). CONSULTANT shall provide at a minimum weekly SWPPP monitoring and shall cooperate with all monitoring agency inspections and field reviews.
 - i. CONSULTANT shall coordinate the implementation of any changes with the SBCTA Project Manager and the design engineer.
 - j. CONSULTANT shall review the project for permit compliance and coordinate with SBCTA and Caltrans Landscape Construction Oversight to ensure that necessary permits are obtained. CONSULTANT shall assist SBCTA in the coordination, timely processing and verification of approval for all permits. CONSULTANT shall maintain permits and permit documentation on site.
 - k. CONSULTANT shall coordinate all Project construction activities with other on-going projects within and adjacent to the Project limits.
5. Landscape Construction/Maintenance Inspection
- a. CONSULTANT shall coordinate all required inspections necessary for the Project. CONSULTANT shall ensure that appropriate State and local agencies are notified and present as required throughout the Project. CONSULTANT shall notify SBCTA immediately regarding any directives, recommendations, notices, etc. received from agencies other than SBCTA.
 - b. CONSULTANT shall perform daily on-site observations of the progress and quality of construction to determine if the work being performed is in general conformance with the contract documents, all applicable laws, codes, and ordinances.
 - c. CONSULTANT shall exercise reasonable care and diligence to discover and promptly report to SBCTA any and all defects or deficiencies in the materials or workmanship used in the Project.

- d. CONSULTANT personnel assigned to the Project shall be thoroughly familiar with Caltrans Standard Specifications, Caltrans Standard Plans, Caltrans Erosion Control and Highway Planting requirements, safety standards and State Water Resources Control Board requirements. CONSULTANT personnel shall have the ability to read and interpret construction plans and specifications. CONSULTANT personnel shall also have knowledge of State of California Construction Safety Orders (CalOSHA) and traffic control practices as specified in the Work Area Traffic Control Handbook (WATCH). In addition, CONSULTANT personnel shall be thoroughly familiar with the construction requirements of Caltrans' Storm Water Pollution Prevention Program.
- e. Assignments to be performed by CONSULTANT personnel shall include, but are not limited to, the following:
- 1) Subgrade inspection, quantity calculations, checking grade and alignment, construction traffic control, soil amendments and plant material identification & quality control, hardscape inspection, trenching & irrigation inspection and duties that may be required to determine that landscape maintenance of the Project is being performed in accordance with the contract documents.
 - 2) Identifying actual and potential problems associated with the Project and recommending sound engineering solutions.
 - 3) Identifying common plant diseases and/or pests together with their respective eradication techniques, directing of plant adaptability requirements along with proper planting & pruning techniques, and avoiding potential problems associated with the Project by recommending sound engineering solutions.
 - 4) Schedule sampling and testing of construction materials in accordance with Caltrans procedures.
 - 5) Maintaining awareness of safety and health requirements. Monitoring Contractors' compliance with applicable regulations and construction contract provisions for the protection of the public and Project personnel.
 - 6) Preparing complete and accurate daily reports, calculations, project records, payment quantity documents, reports, and correspondence related to Project activities.
 - 7) Preparing Landscape Construction sketches, drawings, and cross-sections, as necessary, including a registered Landscape Architect seal on drawings as may be required by approving agencies.
 - 8) Assisting in the preparation of as-built plans.

- 9) Providing inspections for environmental compliance.
- 10) Maintaining awareness of water discharge requirements. Monitoring Contractors' compliance with applicable regulations and construction contract provisions.
- 11) Maintaining awareness of water conservation measures and monitoring Contractor's compliance with local ordinances and other regulations regarding water use.
- 12) Monitoring Contractors' compliance with applicable regulations required by AQMD.
- 13) Other duties as may be required or reasonably requested.

6. Project Support

a. Construction Surveys

CONSULTANT shall perform construction surveying services, field calculations, and home office calculations to support construction of the Project. The Resident Engineer will assign survey work to the CONSULTANT as needed by issuing a "Request for Survey Services". Requests may include, but not be limited to, the following types of surveys and related services:

1) Construction Surveys

CONSULTANT shall perform construction staking and calculations as needed.

- a) Survey calculations and adjustments shall be performed with established and computed coordinates based on the California Coordinate System.
- b) Prepare and maintain survey documents. Survey documents include survey field notes, maps, drawings, and other survey documents.
- c) Perform construction staking as directed by Resident Engineer. .

b. Materials Testing

- 1) CONSULTANT will provide experienced personnel, equipment, and facilities to perform various construction materials sampling and testing as needed.

c. Public Outreach

- 1) General Public Outreach Plan will be provided and administered by SBCTA.
 - a) SBCTA's primary goal is to assure the public that SBCTA is a public agency that delivers quality transportation projects and trustworthy, accurate and timely public information.
 - b) SBCTA will provide the public outreach. The primary target audiences identified for this Project include, but are not limited to:
 - i. LOCAL AGENCY
 - ii. SBCTA Board
 - iii. LOCAL AGENCY and area Emergency Service Providers
 - iv. School Transportation Coordinator(s)
 - v. Local Business Community
 - i) Specific businesses with expanding priority based on proximity to work zone and detours
 - ii) Chamber of Commerce
 - vi. Commuters
 - vii. Recreational Travelers
 - viii. Trucking Industry
 - ix. Local media
 - i) Print
 - ii) Radio
 - iii) Television
 - c) In the weeks prior to the selection of a construction contractor, SBCTA may coordinate an Emergency Responders Project Briefing to highlight the Project details and possible access challenges for consideration by the Project team.
 - d) Following the emergency responders briefing, SBCTA may coordinate a Chamber of Commerce Project Briefing to highlight the Project benefits, possible construction schedule and traffic management plan.
 - e) Just prior to the start of field construction activities, SBCTA may coordinate a groundbreaking media event with the LOCAL AGENCY to ceremoniously open the Project.
 - f) Prior to construction beginning, SBCTA may coordinate a community meeting to share Project information, construction scheduling, detour information and expected challenges with the general public.

- g) Near the completion of the construction Project, SBCTA will coordinate a ribbon-cutting media event. CONSULTANT will be called upon in a similar fashion to the groundbreaking event.
- h) At various stages throughout the Project, SBCTA may request support from CONSULTANT for the following items:
 - i. Establish and maintain stakeholder and/or 'interested parties' list(s) – used for sharing Project updates during Project construction.
 - ii. Development of a Project fact sheet (include Project description, Project budget, Project schedule, SBCTA contact information, LOCAL AGENCY contact information, photos, logos, etc.)
 - iii. Weekly media advisories. SBCTA will make weekly contact with Project team to establish what road or lane closures (and associated detours if applicable) will be taking place and develop the advisory.
 - iv. Emergency notices – when needed.
 - v. Assistance to develop web content for project tab on SBCTA website.

2) All requests for speaking to government councils, boards, chambers of commerce or similar business or social groups shall be directed to the SBCTA Public Information Office before agreeing to appear.

3) All media inquiries shall be directed to the SBCTA Public Information Office.

d. Permits

CONSULTANT shall review the Project for permit compliance and coordinate with SBCTA and the design engineer to ensure that necessary permits are obtained. CONSULTANT shall assist SBCTA in the coordination, timely processing and verification of approval for all permits. CONSULTANT shall maintain permits and permit documentation on site.

7. Cost and Schedule

a. CONSULTANT shall monitor and track the following:

1) Contract pay item quantities and payments

- 2) Contract change orders
 - 3) Supplemental work items
 - 4) Agency furnished materials
 - 5) Contingency balance
 - 6) Project budget
- b. CONSULTANT shall review and monitor Contractor's schedule by keeping an updated schedule to "shadow" that of the contractor and inform SBCTA of any significant changes or deviations in the schedule.
 - c. CONSULTANT shall provide and maintain a Project staffing plan of field office personnel based on the Contractor submitted baseline schedule update. In cooperation with SBCTA, the staffing plan shall be periodically updated to reflect Project progress and needs.
8. Contract Change Orders and Claims
- a. CONSULTANT shall receive and evaluate requests for changes and/or substitutions by the Contractor. Contract Change Orders submitted to SBCTA shall be accompanied by CONSULTANT recommendations. Where applicable, CONSULTANT shall convey proposed changes to design engineer, or other Project consultants. If the requested changes are accepted, CONSULTANT shall negotiate and prepare appropriate Contract Change Orders.
 - b. CONSULTANT shall use its best efforts to avoid unnecessary Contract Change Orders. When a Contract Change Order is necessary, CONSULTANT shall consult with SBCTA prior to its preparation. Unless directed otherwise by SBCTA, the preferred method of payment for Contract Change Orders should be as follows:
 - 1) Agreed Price
 - 2) Adjustment in compensation to a bid item
 - 3) Time and materials or Force Account

CONSULTANT shall perform independent force account analysis to validate cost submitted by the Contractor for contract change orders with agreed unit price, lump sum price, and adjustment in components. Analysis shall be based on realistic production and resource needs to complete the work.

- c. CONSULTANT shall use its best efforts to identify all potential claims, track and monitor unresolved claims. The CONSULTANT shall implement appropriate claims avoidance processes where in the best interests of SBCTA as determined by SBCTA's Project Manager. CONSULTANT shall provide timely responses to all potential claims and maintain a correspondence log for each potential claim.
- d. CONSULTANT shall assist SBCTA, as requested, in the identification, resolution, and final disposition of claims filed by the Contractor or third parties against SBCTA or the Project.

9. Safety

In addition to the requirements specified elsewhere in this contract, the following shall also apply:

- a. CONSULTANT shall implement and conduct a comprehensive safety program including regular tail-gate safety meetings for CONSULTANT personnel. CONSULTANT shall provide SBCTA with monthly status of safety reports.
- b. CONSULTANT shall comply with State of California Construction Safety Orders and provisions of the Caltrans Construction Manual.
- c. CONSULTANT shall provide appropriate safety training for all CONSULTANT field personnel.
- d. CONSULTANT shall provide all necessary safety equipment as required for CONSULTANT personnel.

10. Project Close Out

- a. CONSULTANT shall prepare a list of items to be completed and/or corrected by the Contractor for final completion of the Project.
- b. CONSULTANT shall collect and furnish as-built information to the design engineer for preparation of as-built, and any other documents required by Caltrans as applicable.
- c. CONSULTANT shall review and verify completeness of as-built drawings.
- d. CONSULTANT shall conduct a final walk-through with SBCTA, Caltrans, Contractors, and design engineers.
- e. CONSULTANT shall prepare final construction reports including the Project Completion Report.
- f. CONSULTANT shall prepare and deliver to SBCTA all Project files including hard copies and electronic files.

- g. CONSULTANT shall assist SBCTA and Contractor in obtaining final release of all Project permits.
- h. Project closeout services will be completed within two months of project acceptance or upon acceptance of the Proposed Final Estimate.

D. DELIVERABLES

1. Inspector daily reports, extra work diaries, SBCTA tentative agreement sheets and Resident Engineers' daily diaries.
2. Monthly Project Summary Reports and SIQMP Monthly Reports.
3. Monthly Contractor progress payments, back-up documentation, and Contractor payment records.
4. Contractor final payment documents, delivered to SBCTA no later than ten (10) working days after Acceptance by SBCTA of the completed construction Project.
5. Project Completion Report documents per Local Assistance Procedure Manual and Caltrans Construction Manual.
6. All Project files, Project reports, Record As-builts, correspondence, memoranda, shop drawings, Project logs, schedule updates, change order data, claims and claim reports, and Contractor payment records per Caltrans Construction Manual.
7. Certified payrolls and fringe benefit statements for all employees, CONSULTANT and Contractor, who are subject to the State and/or Federal prevailing wage rates.

E. EQUIPMENT AND MATERIALS TO BE PROVIDED BY CONSULTANT

1. CONSULTANT shall provide all necessary equipment including software, materials, supplies, miscellaneous tools, phones, vehicles, and safety equipment required for its personnel to perform the services accurately, efficiently, and safely. The above noted items are not to be included in Other Direct Cost (ODC's) of Consultants Cost Proposal and are part of the consultants overhead. Only those items authorized by SBCTA in CONSULTANT Cost Proposal, shall be reimbursed by SBCTA.
2. CONSULTANT personnel shall be provided with vehicles suitable for the location and nature of the work involved. Vehicles shall be equipped with flashing yellow lights, either permanently or temporarily affixed.
3. CONSULTANT personnel shall be provided with a mobile radio, cellular phone, or other means to assure full-time communication. If a radio system is to be used, CONSULTANT shall provide a base station at the field office.

4. CONSULTANT personnel shall be provided with all applicable standard plans, specifications, and other standards as appropriate (see item G below).
5. CONSULTANT shall provide project Office Complex and necessary supplies and equipment.

F. MATERIALS TO BE FURNISHED BY SBCTA

1. SBCTA will provide three (3) copies of all Project construction documents including plans, and special provisions, and one (1) copy of all other reports, designer prepared resident engineer files, and contracts. In addition, SBCTA will provide one (1) full size (24" x 36") sets of plans for use in the construction field office as record documents.
2. SBCTA will provide copies of all previously secured permits and Project authorizations.
3. SBCTA Construction Management Forms including SBCTA Construction Materials Quality Assurance Program, sample SIQMP and appropriate forms for recording test data in accordance with Caltrans practices and procedures outlined in the "Manual of Test".

G. STANDARDS

All construction inspection, surveys, materials sampling and testing, and contract administration shall be in accordance with the Project bid documents, special provisions, plans, and current Caltrans Manuals including:

1. Construction Manual and its revisions
2. Quality Assurance Program Manual
3. Manual of Traffic Controls for Construction and Maintenance Work Zones
4. Caltrans Standard Specifications and Standard Plans
5. Caltrans Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP) Preparation Manual

Work not covered by the manuals shall be performed in accordance with accepted professional standards.

The Resident Engineer and SBCTA will confer to resolve all questions, which may arise as to the quality or acceptability of deliverables furnished and work performed for this Project and are not otherwise addressed by the contract documents. Any CONSULTANT employee who does not perform adequately will be replaced if directed by the SBCTA Project Manager.

H. AVAILABILITY AND WORK HOURS

The typical workday includes all hours worked by SBCTA's construction Contractor including nights and weekends. The construction Contractor's operations may be restricted to specific hours during the week, which will become the normal workday for CONSULTANT's personnel. On days when work is not performed by the construction contractor, such as rainy or unsuitable weather days, CONSULTANT services will not be provided unless authorized by the SBCTA Project Manager.

Unless otherwise directed by SBCTA, the normal work week will consist of 40 hours. From time to time, overtime may be required. However, overtime will be worked only when approved in writing by SBCTA.

I. LIMITATIONS TO AUTHORITY

CONSULTANT does not have the authority to:

1. Authorize deviations from the contract documents.
2. Approve substitute materials or equipment; except as authorized in writing by SBCTA.
3. Conduct or participate in tests or third-party inspections; except as authorized in writing by SBCTA.
4. Assume any of the responsibilities of the Contractors, Contractors' Superintendent, or subcontractors.
5. Exercise control over or be responsible for construction means, methods, techniques, sequences, procedures, or safety precautions.
6. Communicate directly with subcontractors or material suppliers without the prior consent of the Contractor.
7. Verbally authorize or approve change orders or extra work for the Project.
8. Offer or receive incentives, inducements, or other forms of enumeration to or from the Contractor to perform services or work outside the terms of any executed contracts for this Project.

J. THIRD PARTY RELATIONSHIPS

This engagement is intended to provide unique services for a specific project. In the development of the Project, SBCTA has worked closely with various professional consultants, agencies, and others in the preparation of the construction documents and other Project related materials. SBCTA, however, is solely responsible for and will be the sole point of contact for all contractual matters related to the Project. CONSULTANT shall take direction **only** from SBCTA and shall regularly inform **only** SBCTA of Project progress, outstanding issues, and all Project related matters.

During the course of the Project, CONSULTANT may find occasion to meet with Caltrans, City or County representatives, the design engineer, Project consultants, or other third parties who have assisted with the Project. These entities may, from time to time, offer suggestions and/or recommendations regarding the Project or elements of the Project. While SBCTA enjoys a close relationship with and has considerable confidence in the capabilities of these other parties, CONSULTANT shall not act on any suggestions, solicited or unsolicited, without obtaining specific direction from SBCTA. All oral and written communication with outside agencies or consultants related to the Project shall be directed only to SBCTA. Distribution of Project related communication and information shall be at the sole discretion of SBCTA representatives.

K. CONSTRUCTION SITE SAFETY

In addition to the requirements specified elsewhere in this RFP, the following also will apply.

1. CONSULTANT will conform to the safety provisions of the Caltrans Construction Manual.
2. CONSULTANT's field personnel will wear white hard hats with proper suspension, orange vests with reflective tape, sleeved shirt, long pants, and leather boots with ankle support and rubber soled shoes at all times while working in the field.
3. CONSULTANT will provide appropriate safety training for all CONSULTANT's personnel, including work on and near highways.
4. All safety equipment will be provided by CONSULTANT.

L. PERSONNEL QUALIFICATIONS AND RESPONSIBILITIES

The quantity and qualifications of field personnel to be assigned will be determined by the scope of the Project and the degree of difficulty of required tasks to be performed. Again, all personnel and personnel assignments are subject to approval by SBCTA. While some areas of responsibility may overlap, as a guideline, CONSULTANT personnel assigned to the Project should have the following qualifications:

1. CONSULTANT Project Manager
 - a. A minimum of six (6) years' project management experience on similar highway landscape construction projects is desired.
 - b. Licensed landscape architect in the State of California is desired.
 - c. Accessible to SBCTA at all times during normal working hours.
 - d. Possess a thorough understanding of Caltrans Construction Contract Administration Procedures, Caltrans Construction Practices and Procedures (for both field and office) and Caltrans Erosion Control & Highway Planting Standards.

- e. A thorough understanding of Cal-OSHA practices and procedures.
- f. The CONSULTANT Project Manager will assume the following functional responsibilities:
 - 1) Review, monitor, train, and provide general direction for CONSULTANT personnel.
 - 2) Assign personnel to projects on an as-needed basis.
 - 3) Administer personal leave.
 - 4) Prepare monthly reports for delivery to SBCTA.

2. Resident Engineer

- a. A minimum of eight (8) years' resident engineer experience on similar highway landscaping construction projects is desired.
- b. Licensed Professional Civil Engineer in the State of California.
- c. Licensed Landscape Architect in the State of California is desired.
- d. Ability to work independently, make effective decisions concerning construction work in progress, and solve field problems.
- e. Accessible to SBCTA at all times including weekends and holidays.
- f. Certified as a Qualified SWPPP Developer or Practitioner is desired.
- g. A thorough understanding of Cal-OSHA practices and procedures.
- h. Ability to use appropriate calculations for hydraulic analysis, piping mechanics and strengths of materials as these relate to the design, construction and operation of irrigation systems.
- i. Possess a thorough understanding of Caltrans Construction Contract Administration Procedures, Caltrans Construction Practices and Procedures (for both field and office) and Caltrans Erosion Control & Highway Planting Standards.
- j. Ability to work independently, make effective decisions concerning construction work in progress and solve field problems.
- k. Possess a thorough understanding of all local regulatory requirements pertaining to the Storm Water Pollution Prevention Plan (SWPPP) and the National Pollution Discharge Elimination System (NPDES) as they relate to highway Landscape Construction projects.

- l. Possess a thorough understanding of local ordinances and other regulations regarding water use and water conservation measures as related to landscape irrigation.
 - m. Possess general knowledge of common local plant diseases and pests together with respective methods and procedures used in control and eradication.
 - n. A thorough understanding of Caltrans field methods, practices, and construction office procedures. The Resident Engineer will assume the following functional responsibilities:
 - 1) Monitor and provide daily direction to CONSULTANT construction inspection personnel.
 - 2) Assign field personnel to specific project tasks.
 - 3) Monitor and track Contractor progress.
 - 4) Prepare daily, weekly and monthly reports as required.
 - 5) Coordinate utility service installations and/or relocations with appropriate agencies and the utility inspector.
 - 6) Act as prime field contact between various project Contractors and the SBCTA Project Manager.
3. Licensed Landscape Architect
- a. A minimum of four (4) years' experience on similar construction projects is desired.
 - b. Licensed Professional Landscape Architect in the State of California.
 - c. Ability to work independently, make effective decisions concerning construction work in progress and solve field problems.
 - d. Knowledge of Caltrans construction practices, physical characteristics and properties of highway construction materials, and approved methods and equipment used in making physical tests of construction materials.
 - e. Ability to work independently, make effective decisions concerning construction work in progress, and solve field problems.
 - f. Ability to direct the efforts of subordinate inspectors.
 - g. Accessible to SBCTA at all times including weekends and holidays.

- h. Reasonably accessible to SBCTA during normal working hours.
 - i. Certified as a Qualified SWPPP Developer or Practitioner is desired.
 - j. Ability to use appropriate calculations for hydraulic analysis, piping mechanics and strengths of materials as these relate to the design, construction and operation of irrigation systems.
 - k. Possess a thorough understanding of Caltrans Construction Contract Administration Procedures, Caltrans Construction Practices and Procedures (for both field and office) and Caltrans Erosion Control & Highway Planting Standards.
 - l. Possess a thorough understanding of local ordinances and other regulations regarding water use and water conservation measures as related to landscape irrigation.
 - m. Possess a thorough understanding of all local regulatory requirements pertaining to the Storm Water Pollution Prevention Plan (SWPPP) and the National Pollution Discharge Elimination System (NPDES) as they relate to highway Landscape Construction projects.
 - n. Possess general knowledge of common local plant diseases and pests together with respective methods and procedures used in control and eradication.
 - o. Understanding of Caltrans field and construction office procedures. The Landscape Architect will assume the following functional responsibilities:
 - 1) Monitor and provide direction to CONSULTANT inspection personnel concerning contractor compliance with special provisions and plant maintenance.
 - 2) Monitor and track Contractor progress.
 - 3) Prepare daily, weekly and monthly reports as required.
3. Field Inspector

Minimum qualifications shall be as follows:

- a. Eight years (8) construction inspection experience as related to Caltrans or other major highway Landscape Construction projects or a four-year degree in the field of civil engineering or landscape architecture and four years of similar construction experience is desired.
- b. A thorough understanding of Cal-OSHA practices and procedures.
- c. Possess general knowledge of Caltrans Erosion Control & Highway Planting Standards and construction practices, physical characteristics and

properties of landscaping construction materials, and approved methods and equipment used in making physical tests of Landscape Construction materials.

- d. Possess general knowledge of hydraulic analysis, piping mechanics and strengths of materials as these relate to the design, construction and operation of irrigation systems.
- e. Possess a general understanding of local regulatory requirements pertaining to the Storm Water Pollution Prevention Plan (SWPPP) as they relate to highway Landscape Construction projects.
- f. Possess a general understanding of local ordinances and other regulations regarding water use restrictions and water conservation measures as related to landscape irrigation.
- g. Possess general knowledge of common local plant diseases and pests together with respective methods and procedures used in control and eradication.
- h. Possess a general understanding of Caltrans field and construction office procedures.
- i. Ability to direct the efforts of subordinate inspectors.
- j. Ability to use typical computer programs for word processing and preparing spreadsheets.
- k. Ability to work independently, make effective decisions concerning construction work in progress, and solve field problems.
- l. Understanding of Caltrans field and construction office procedures. The Lead Field Inspector will assume the following functional responsibilities:
 - 1) Assist in inspections to assure compliance with contract plans, specifications, and special provisions on all phases of construction.

- 2) Assist in the preparation of contract change orders, contract estimates, progress pay estimates, and other documents or reports required for the Project.
- 3) Coordinate field testing of materials to monitor compliance with Project specifications and Caltrans Quality Assurance Program.
- 4) Maintain accurate and timely Project records. Perform quantity calculations for progress pay estimates.
- 5) Perform analytical calculations such as basic earthwork, grading, profiles, and special staking procedures.
- 6) Provide input for the redesign of facilities to fit existing field conditions.
- 7) Monitor and track Contractor progress. Prepare daily, weekly, and monthly reports as required.

5. Office Engineer

Minimum Qualifications shall be as follows:

- a. Four years (4) construction inspection/office engineering on similar highway Landscape Construction projects is desired.
- b. Knowledge of Caltrans Office of Highway Landscaping Construction forms used to administer construction projects.
- c. Knowledge of Caltrans system of document organization.
- d. Knowledge of construction records and accounting procedures.
- e. Knowledge of documentation, procedures, and reporting for federally funded projects.
- f. Knowledge of laws and regulations governing the payment of prevailing wages.
- g. The Office Engineer will assume the following functional responsibilities:
 - 1) Process monthly progress pay estimates, proposed final estimates, monthly status reports, extra work reports, and weekly statements of working days.
 - 2) Prepare and process contract change orders.

- 3) Monitor construction budget and schedule.
- 4) Prepare, maintain, and/or file project documents including labor and equipment records, correspondence, memoranda, meeting minutes, claims, personnel records, labor compliance reports, material testing and inspection reports and daily, weekly, and monthly reports.
- 5) Perform routine calculations and checking of quantities.
- 6) Coordinate all office activities and functions with SBCTA representatives.

6. Materials Testing/Source Inspection Project Manager

- a. A minimum four (4) years' project management experience on a similar highway/bridge construction project is desired.
- b. Licensed Civil Engineer in the State of California.
- c. Ability to use typical computer programs including word processing and spreadsheets.
- d. The Materials Testing/Source Inspection Project Manager will assume the following functional responsibilities:
 - 1) Review, monitor, train, and provide general direction for CONSULTANT's laboratory, field and source inspection personnel.
 - 2) Assign personnel to projects on an as-needed basis in coordination with the Resident Engineer.
 - 3) Administer personal leave, subject to approval of the Resident Engineer.
 - 4) Prepare monthly reports for delivery to the Resident Engineer.
 - 5) Provide direction, administration, and responsibility for Materials Certification per Caltrans Construction Manual, Section 8-01.

Material testing/source inspection personnel will be certified by a California Registered Civil Engineer as being experienced and competent in the test procedures required for the work involved (and possess a current certificate of proficiency (Form MR-0111) in accordance with Quality Assurance Program Manual (Section 3-5). Independent certification of Caltrans test procedures may be performed at the discretion of the SBCTA Project Manager.

7. Materials Technicians

CONSULTANT personnel provided under this contract will have a variety of skills and experience appropriate for the level of tasks to be assigned. Field personnel shall be certified by Caltrans and should have a minimum of two (2) years' experience in conducting material sampling and testing of the type required for the projects involved and possess the following additional capabilities:

- a. Have the ability to establish specific locations for appropriate tests when construction contract administration personnel are not available.
- b. Be familiar with construction practices and be fully aware of construction activities at the Project site.
- c. Have knowledge of and comply with safety and health regulations and requirements applicable to the Project.
- d. Specific qualifications for technicians are as follows:

1) CONSTRUCTION TECHNICIAN I

- a) Performs a variety of semi-skilled activities. Examples of duties assigned to this classification are:
 - i. Conducting quality control tests such as soil densities, sieve analysis tests, operation scales and inspecting spread operations.
 - ii. Sampling and transporting produced construction materials from point of application or production to testing laboratory.
- b) Knowledge and Skills Required
 - i. Knowledge of tools, equipment and vehicles utilized in construction.
 - ii. Knowledge of standard equipment and materials used for the sampling and testing of construction material.
 - iii. Knowledge of basic mathematics used in the computation of a variety of construction items.
 - iv. Knowledge of record keeping, preparing of documents and reports.

2) CONSTRUCTION TECHNICIAN II

- a) Performs a variety of skilled activities. Examples of duties assigned to this classification are:

- i. Inspecting minor construction items, sampling and inspection of steel reinforcement, sampling and inspection of concrete placing operation.
- ii. Collect and analyze soil samples of construction materials to determine compaction and moisture content.
- iii. Inspection and sampling of all phases of asphalt concrete and PCC paving operation, including plant inspection.
- iv. Confers with construction engineers and contractors regarding construction in progress and is in conformance to specifications and construction plans.
- v. Answers questions and resolves problems.
- vi. Inspects construction in progress to ensure conformance with specification, agreements, and established requirements.
- vii. Keeps daily diary of work progress.
- viii. Prepares reports on all field inspections and submits project quantities on a daily basis.
- ix. Keeps accurate documentation for force accounts and possible claims.

b) Knowledge and Skills Required

- i. All knowledge and skills required of lower classification.
- ii. Knowledge of currently accepted methods, procedures and techniques used in highway construction inspection, survey, materials testing, and quality control equipment.
- iii. Skill in interpersonal relations as applied to contact with contractors, representatives of other governmental jurisdictions, and other SBCTA/Caltrans staff.

3) CONSTRUCTION TECHNICIAN III

- a) Exercises considerable independent judgment within general Caltrans standards and guidelines. Examples of duties assigned to this classification are:
 - i. Inspect Project construction on an ongoing basis to assure compliance with contract and in accordance with State and local standards.
 - ii. Perform a variety of structural material tests and inspections.

- iii. Reviews construction plans and verified that these are in accordance with designated specifications and other requirements.
- iv. Participates in the preparation of completed work estimates, to calculate compensation due contractor.
- v. Examines and verifies numeric data and material specifications on project cost source documents, utilizing geometry and trigonometry calculations.
- vi. Supervises all work activities involved in construction projects, laboratory, and quality control work.
- vii. Recommends approval of proposed Project changes.

b) Knowledge and Skills Required

- i. All knowledge and skills required of lower classifications.
- ii. Knowledge of the principles and practices of Civil Engineering as applied to the construction of state highways.
- iii. Skill in analyzing and evaluating a wide variety of highly technical engineering data, including construction plans, field survey and quality control documents.
- iv. Skill in interpreting and implementing Caltrans standards, policies, procedures and regulations.
- v. Skill in interpersonal relations, as applied to contacts with contractors, representatives of other governmental jurisdictions, and other SBCTA/Caltrans staff.

8. Construction Surveying Project Manager

- a. A minimum four (4) years' project management experience on similar construction projects is desired.
- b. Licensed Surveyor or pre-January 1, 1982 Registered Professional Engineer in the State of California.
- c. Accessible to the Resident Engineer and SBCTA at all times during normal working hours as specified in this Scope of Services.
- d. Under the direction of the Resident Engineer, the Survey Project Manager will be responsible for:
 - 1) Review, monitor, train, and provide general direction for CONSULTANT survey personnel.

- 2) Assign personnel to projects on an as-needed basis.
- 3) Administer personal leave, subject to approval of the Resident Engineer.
- 4) Prepare monthly reports for delivery to the Resident Engineer.

9. Field Party Chief(s)

- a. The person(s) holding the position of Party Chief shall meet at least one of the following licensing requirements:
 - 1) A licensed Land Surveyor in the State of California.
 - 2) A pre-January 1, 1982, Registered Professional Civil Engineer in the State of California.
 - 3) An experienced surveyor who serves as chief under the direction or supervision of a person who is a licensed Land Surveyor or pre-January 1, 1982 Registered Professional Civil Engineer in the State of California. The direction or supervision shall place the supervisor in “responsible charge” of the work. “Responsible Charge” is defined in Chapter 15 of the Business and Professions Code (the Land Surveyor’s Act) and Title 16, Chapter 5, of the California Administrative Code (regulations adopted by the Board of Registration for Professional Engineers and Land Surveyors).
- b. The Party Chief(s) should have a minimum two (2) years’ survey experience on similar construction projects and possess the following additional capabilities:
 - 1) Thorough knowledge of construction survey practices and the ability to read and interpret plans and specifications.
 - 2) Ability to make effective decisions concerning field problems and work in progress.
 - 3) Familiarity with typical coordinate geometry computer programs.
 - 4) Familiarity with safety requirements for surveying near traffic.
- c. The Party Chief(s) will assume the following responsibilities:
 - 1) Perform construction staking services for Project construction.
 - 2) Administer day to day activities for the survey party.

- 3) Perform analytical survey calculations for items such as grading, horizontal and vertical control, right of way, and minor in-field design.
- 4) Maintain continuous communication with the Resident Engineer, field personnel, and construction administration staff.

10. Survey Crews

- a. Qualifications for survey crew members should include the following:
 - 1) A minimum of one (1) year of survey experience on similar construction projects is desired.
 - 2) Fundamental knowledge of construction survey practices and the ability to read and interpret plans and specifications.
 - 3) Ability to assist Party Chiefs and office personnel in all required surveying work.
 - 4) One survey crew member must have the ability to assume temporary leadership of the survey party in the absence of the Party Chief.
- b. Under the direction of the Resident Engineer and the Party Chief, the survey crew members will assume the following responsibilities:
 - 1) Perform basic calculations to support construction staking.
 - 2) Maintain continuous communication with Party Chiefs and office personnel.

END OF SCOPE OF WORK



Construction Management & Inspection Services - Proposed Estimated Hours																			
Pre-Construction / Bid Assistance /Award of Contract																			
				2024						2025						Totals			
				Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun			
Position	Name	Hourly Rate	24-25 Loaded Rates	2015	FY 2024-25 @ 2025 Hourly Rates						FY 2024-25 @ 2025 Hourly Rates						Hrs.	Amount	
Contract Manager	Jagdish Patel, PE	\$ 172.53	\$ 433.56	2.513													0	\$ -	
Resident Engineer, PE	John Gentry, PE	\$ 92.61	\$ 232.72	2.513				2	2	2	2	2					10	\$ 2,327.20	
Resident Engineer Landscape Architect	Matthew Tsugawa, RLA	\$ 81.08	\$ 203.75	2.513				32	32	16	12	12					104	\$ 21,190.00	
Landscape Construction Inspector	Armando Castaneda	\$ 67.64	\$ 183.32	2.71													0	\$ -	
Landscape Construction Inspector (FCG)	Blair Fickett (FCG - sub)	\$ 86.82	\$ 218.53	2.517													0	\$ -	
Landscape Construction Inspector*	Albert Murillo	\$ 67.15	\$ 174.59	2.6													0	\$ -	
Landscape Construction Inspector*	Glenn Forbes, RLA	\$ 75.24	\$ 189.07	2.513													0	\$ -	
Construction Electrical Inspector	John Kannor (DESI - sub)	\$ 75.24	\$ 185.80	2.469				18	18		8	8					52	\$ 9,661.60	
Survey Project Manager	Tim Fettig, PLS (Guida - sub)	\$ 97.24	\$ 335.81	3.453													0	\$ -	
2-Man Survey Team, Party Chief	Mark Petrie, PLS (Guida - sub)	\$ 72.94	\$ 251.90	3.454													0	\$ -	
Instrument Man (Guida)	TBD (Guida - sub)	\$ 60.03	\$ 207.33	3.454															
Chainman (Guida)	TBD (Guida - sub)	\$ 59.36	\$ 205.01	3.454													0	\$ -	
Operation Manager	James Bumham (Leighton - sub)	\$ 58.44	\$ 165.46	2.831													0	\$ -	
Construction Technician	Manuel Garcia (Leighton - sub)	\$ 31.60	\$ 89.48	2.832													0	\$ -	
Construction Technician*	Jeff Santos (Leighton - sub)	\$ 28.26	\$ 80.30	2.841													0	\$ -	
Construction Technician*	Shane Smith (Leighton - sub)																0	\$ -	
Office Engineer	Linda Smoot	\$ 60.00	\$ 150.78	2.513								8					8	\$ 1,206.24	
Office Engineer*	Olimpia Infante	\$ 42.83	\$ 107.63	2.513													0	\$ -	
Labor Compliance Officer	Karen Meadows (Meadow - sub)	\$ 78.32	\$ 123.79	1.581													0	\$ -	
ODC	Vehicle/computer																0	\$ -	
Totals:					0	0	0	52	52	18	22	30	0	0	0	0	2025 Totals:	174	\$ 34,385.04

Construction Management & Inspection Services - Proposed Estimated Hours																			
Landscape Construction - 250 Working Days																			
				2024						2025						Totals			
				Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun			
Position	Name	Hourly Rate	2025 Rates	2015	FY 2024-25 @ 2025 Hourly Rates						FY 2024-25 @ 2025 Hourly Rates						Hrs.	Amount	
Contract Manager	Jagdish Patel, PE	\$ 172.53	\$ 433.56	2.513													0	\$ -	
Resident Engineer, PE	John Gentry, PE	\$ 92.61	\$ 232.72	2.513									12	12	12	12	48	\$ 11,170.56	
Resident Engineer Landscape Architect	Matthew Tsugawa, RLA	\$ 81.08	\$ 203.75	2.513									60	100	100	100	360	\$ 73,350.00	
Landscape Construction Inspector	Armando Castaneda	\$ 67.64	\$ 183.32	2.71										120	120	140	380	\$ 69,661.60	
Landscape Construction Inspector (FCG)	Blair Fickett (sub)	\$ 86.82	\$ 218.53	2.517										120	120	140	380	\$ 83,041.40	
Landscape Construction Inspector*	Albert Murillo	\$ 67.15	\$ 174.59	2.6													0	\$ -	
Landscape Construction Inspector*	Glenn Forbes, RLA	\$ 75.24	\$ 189.07	2.513													0	\$ -	
Construction Electrical Inspector	John Kannor (sub)	\$ 75.24	\$ 185.80	2.469											30	64	94	\$ 17,465.20	
Survey Project Manager	Tim Fettig, PLS (Guida - sub)	\$ 97.24	\$ 335.81	3.453											2	2	4	\$ 1,343.24	
2-Man Survey Team, Party Chief	Mark Petrie, PLS (Guida - sub)	\$ 72.94	\$ 251.90	3.454											8	8	16	\$ 4,030.40	
Instrument Man (Guida)	TBD (Guida - sub)	\$ 60.03	\$ 207.33	3.454											20	20	40	\$ 8,293.20	
Chainman (Guida)	TBD (Guida - sub)	\$ 59.36	\$ 205.01	3.454											20	20	40	\$ 8,200.40	
Operation Manager	James Bumham (Leighton - sub)	\$ 58.44	\$ 165.46	2.831											4	4	8	\$ 1,323.68	
Construction Technician (Leighton)	Manuel Garcia (Leighton - sub)	\$ 31.60	\$ 89.48	2.832											12	12	24	\$ 2,147.52	
Construction Technician (Leighton)	Jeff Santos (Leighton - sub)	\$ 28.26	\$ 80.30	2.841													0	\$ -	
Construction Technician*																	0	\$ -	
Office Engineer	Linda Smoot	\$ 60.00	\$ 150.78	2.513								45	60	60	70		235	\$ 35,433.30	
Office Engineer*	Olimpia Infante	\$ 42.83	\$ 107.63	2.513													0	\$ -	
Labor Compliance Officer	Karen Meadows (sub)	\$ 78.32	\$ 123.79	1.581								8	8	8	8		32	\$ 3,961.28	
ODC	Vehicle/computer		\$710											3	2	2	7	\$ 4,970.00	
Totals:					0	0	0	0	0	0	0	0	125	420	516	600	2025 Totals:	1661	\$ 324,391.78

Attachment: 22-1002707_CTO-12_Attachment-B_Cost Proposal (11086 : I-10 Contract 1 Landscape - IFB Release & CM Award)



Construction Management & Inspection Services - Proposed Estimated Hours																		
Landscape Construction - 250 Working Days				2025						2026						Totals		
Position	Name	Hourly Rate	2026 Rates	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Hrs.	Amount	
				20	20	20	22	16	16	20	17	19	19					
FY 2025-26 @ 2026 Hourly Rates										FY 2025-26 @ 2026 Hourly Rates								
Contract Manager	Jagdish Patel, PE	\$ 181.16	\$ 455.25													0	\$ -	
Resident Engineer, PE	John Gentry, PE	\$ 97.24	\$ 244.36	12	12	12	12	12	12	12	12	12	12			120	\$ 29,322.72	
Resident Engineer Landscape Architect	Matthew Tsugawa, RLA	\$ 85.13	\$ 213.93	100	100	100	100	100	100	100	100	100	100			1000	\$ 213,927.50	
Landscape Construction Inspector	Armando Castaneda	\$ 71.02	\$ 184.09	120	120	120	120	120	120	120	120	120	120			1200	\$ 220,908.00	
Landscape Construction Inspector (FCG)	Blair Fickett (sub)	\$ 91.16	\$ 229.45	116	116	116	116	116	120	120	120	120	120			1180	\$ 270,746.87	
Landscape Construction Inspector*	Albert Murillo	\$ 70.51	\$ 177.19													0	\$ -	
Landscape Construction Inspector*	Glenn Forbes, RLA	\$ 79.00	\$ 198.52													0	\$ -	
Construction Electrical Inspector	John Kannor (sub)	\$ 79.00	\$ 195.08	80	80	80	80	80	80	80						560	\$ 109,244.80	
Survey Project Manager	Tim Fettig, PLS (Guida - sub)	\$ 102.10	\$ 352.60	2	2	2										6	\$ 2,115.60	
2-Man Survey Team, Party Chief	Mark Petrie, PLS (Guida - sub)	\$ 76.59	\$ 264.50	8	8	8										24	\$ 6,347.88	
Instrument Man (Guida)	TBD (Guida - sub)	\$ 63.04	\$ 217.69	20	20	20										60	\$ 13,061.19	
Chainman (Guida)	TBD (Guida - sub)	\$ 62.33	\$ 215.26	20	20	20										60	\$ 12,915.63	
Operation Manager	James Bumham (Leighton - sub)	\$ 61.36	\$ 173.73	4	4	4	4	4								20	\$ 3,474.60	
Construction Technician (Leighton)	Manuel Garcia (Leighton - sub)	\$ 33.18	\$ 93.96	30	30	30	30	30								150	\$ 14,094.00	
Construction Technician (Leighton)	Jeff Santos (Leighton - sub)	\$ 29.78	\$ 84.32													0	\$ -	
Construction Technician*																0	\$ -	
Office Engineer	Linda Smoot	\$ 63.01	\$ 158.33	65	65	65	65	65	65	50	50	50	50			590	\$ 93,414.11	
Office Engineer*	Olimpia Infante	\$ 44.97	\$ 113.01													0	\$ -	
Labor Compliance Officer	Karen Meadows (sub)	\$ 81.46	\$ 128.74	8	8	8	12	12	12	8	8	8	8			92	\$ 11,844.08	
ODC	Vehicle/computer		\$710	4	4	4	4	4	3	3	3	3	3			35	\$ 24,850.00	
Totals:				585	585	585	539	539	509	490	410	410	410	0	0	2026 Totals:	5062	\$ 1,026,266.98

Construction Management & Inspection Services - Proposed Estimated Hours																			
Plant Establishment - 250 Working Days /Project Closeout				2025						2026						Totals			
Position	Name	Hourly Rate	2026 Rates	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Hrs.	Amount	
				2015															
FY 2025-26 @ 2026 Hourly Rates										FY 2025-26 @ 2026 Hourly Rates									
Contract Manager	Jagdish Patel, PE	\$ 181.16	\$ 455.25														0	\$ -	
Resident Engineer, PE	John Gentry, PE	\$ 97.24	\$ 244.36											2	4	4	10	\$ 2,443.60	
Resident Engineer Landscape Architect	Matthew Tsugawa, RLA	\$ 85.13	\$ 213.93											12	12	12	36	\$ 7,701.48	
Landscape Construction Inspector	Armando Castaneda	\$ 71.02	\$ 184.09											16	16	16	48	\$ 8,836.32	
Landscape Construction Inspector (FCG)	Blair Fickett (sub)	\$ 91.16	\$ 229.45														0	\$ -	
Landscape Construction Inspector*	Albert Murillo	\$ 70.51	\$ 177.19														0	\$ -	
Landscape Construction Inspector*	Glenn Forbes, RLA	\$ 79.00	\$ 198.52														0	\$ -	
Construction Electrical Inspector	John Kannor (sub)	\$ 79.00	\$ 195.08														0	\$ -	
Survey Project Manager	Tim Fettig, PLS (Guida - sub)	\$ 102.10	\$ 352.60														0	\$ -	
2-Man Survey Team, Party Chief	Mark Petrie, PLS (Guida - sub)	\$ 76.59	\$ 264.50														0	\$ -	
Instrument Man (Guida)	TBD (Guida - sub)	\$ 63.04	\$ 217.69														0	\$ -	
Chainman (Guida)	TBD (Guida - sub)	\$ 62.33	\$ 215.26														0	\$ -	
Operation Manager	James Bumham (Leighton - sub)	\$ 61.36	\$ 173.73														0	\$ -	
Construction Technician (Leighton)	Manuel Garcia (Leighton - sub)	\$ 33.18	\$ 93.96														0	\$ -	
Construction Technician (Leighton)	Jeff Santos (Leighton - sub)	\$ 29.78	\$ 84.32														0	\$ -	
Construction Technician*																	0	\$ -	
Office Engineer	Linda Smoot	\$ 63.01	\$ 158.33											8	8	8	24	\$ 3,799.90	
Office Engineer*	Olimpia Infante	\$ 44.97	\$ 113.01														0	\$ -	
Labor Compliance Officer	Karen Meadows (sub)	\$ 81.46	\$ 128.74											4	4	4	12	\$ 1,544.88	
ODC	Material testing		LS														0	\$ -	
Totals:				0	0	0	0	0	0	0	0	0	0	42	44	44	2026 Totals:	130	\$ 24,326.18

Attachment: 22-1002707_CTO-12_Attachment-B_Cost Proposal (11086 : I-10 Contract 1 Landscape - IFB Release & CM Award)



Construction Management & Inspection Services - Proposed Estimated Hours																			
Plant Establishment - 250 Working Days /Project Closeout				2026						2027						Totals			
				Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun			
				2015	21	21	19	21	16	17	17	17	21	21	16				
Position	Name	Hourly Rate	2027 Rates	FY 2026-27 @ 2027 Hourly Rates						FY 2026-27 @ 2027 Hourly Rates						Hrs.	Amount		
Contract Manager	Jagdish Patel, PE	\$ 190.22	\$ 478.01													0	\$ -		
Resident Engineer, PE	John Gentry, PE	\$ 102.10	\$ 256.58	4	4	4	4	4	4	4	4	4	4	4	4	48	\$ 12,315.74		
Resident Engineer Landscape Architect	Matthew Tsugawa, RLA	\$ 89.39	\$ 224.63	12	12	12	12	12	12	12	12	16	16	50	50	228	\$ 51,214.84		
Landscape Construction Inspector	Armando Castaneda	\$ 74.57	\$ 193.29	16	16	16	16	16	16	16	16	16				144	\$ 27,834.41		
Landscape Construction Inspector (FCG)	Blair Fickett (sub)	\$ 95.72	\$ 240.92													0	\$ -		
Landscape Construction Inspector*	Albert Murillo	\$ 74.04	\$ 186.05													0	\$ -		
Landscape Construction Inspector*	Glenn Forbes, RLA	\$ 82.95	\$ 208.45													0	\$ -		
Construction Electrical Inspector	John Kannor (sub)	\$ 82.95	\$ 204.83													0	\$ -		
Survey Project Manager	Tim Fettig, PLS (Guida - sub)	\$ 107.21	\$ 370.23													0	\$ -		
2-Man Survey Team, Party Chief	Mark Petrie, PLS (Guida - sub)	\$ 80.41	\$ 277.72													0	\$ -		
Instrument Man (Guida)	TBD (Guida - sub)	\$ 66.19	\$ 228.58													0	\$ -		
Chainman (Guida)	TBD (Guida - sub)	\$ 65.45	\$ 226.02													0	\$ -		
Operation Manager	James Bumham (Leighton - sub)	\$ 64.43	\$ 182.42													0	\$ -		
Construction Technician (Leighton)	Manuel Garcia (Leighton - sub)	\$ 34.84	\$ 98.66													0	\$ -		
Construction Technician (Leighton)	Jeff Santos (Leighton - sub)	\$ 31.27	\$ 88.54													0	\$ -		
Construction Technician*																0	\$ -		
Office Engineer	Linda Smoot	\$ 66.16	\$ 166.25	4	4	4	4	4	4	4	4	4	4	8	70	118	\$ 19,616.96		
Office Engineer*	Olimpia Infante	\$ 47.22	\$ 118.66													0	\$ -		
Labor Compliance Officer	Karen Meadows (sub)	\$ 84.72	\$ 133.89	4	4	4	4	4	4	4	4	4	4	4	12	56	\$ 7,497.84		
ODC	Material Testing Cost		LS													1	\$ 7,434.00		
Totals:				40	40	40	40	40	40	40	40	40	44	28	66	136	2027 Totals:	594	\$ 125,913.80

I. Pre-Construction Services @ 2025 Hourly Rates:	7/01/2024 - 6/30/2025 Totals:	\$ 34,385.04
II. Landscape Construction CM @ 2025 Hourly Rates:	7/01/2025 - 6/30/2026 Totals:	\$ 324,391.78
II. Landscape Construction CM @ 2026 Hourly Rates:	7/1/2025 - 6/30/2026 Totals:	\$ 1,026,266.98
III. Plant Establishment @ 2026 Hourly Rates:	7/1/2026 - 12/31/2026 Totals:	\$ 24,326.18
III. Plant Establishment / Project Closeout @ 2027 Hourly Rates:	1/1/2027 - 6/30/2027 Totals:	\$ 125,913.80

Proposed Contract Total: \$ 1,535,283.78

Notes:

- * Denote alternate TRC Construction Management and Inspection personnel
- ** Contract 22-1002707 End Date is November 30, 2026
- Subconsultant: GUIDA Surveying, Inc. (Guida)
- Subconsultant: Leighton & Associates
- Subconsultant: FCG, DBE certified
- Subconsultant: Dynamic Engineering Services, Inc., DBE certified (DESI)
- Subconsultant: Karen Meadows, Meadows Consulting, DBE certified

1. Prevailing Wages specified are based on current DIR determination. Any future DIR escalation of prevailing wage rates will be reflected in the loaded rates.
2. The billing rates shown in this cost proposal for field staff entitled to PW rates calculated with fringe benefits of the staff. The actual billing rates to be used in the invoices will be calculated by using the actual PW fringe benefits of the individual staff in accordance with the certified benefits statement submitted with each invoice.
3. Proposed hours are for providing the basic level of service to manage and oversee the work for a landscape construction and plant establishment contract. Any additional hours encumbered due to high incidence of vandalism, damage caused by homeless encampments, or damaged caused by the traveling public will be subject to review as extra work. SBCTA will be notified in advance of any extenuating circumstances impacting the costs of this CTO Proposal.
4. TRC, FCG, DESI, Guida, Meadows Consulting and Leighton & Associates hourly rates after July 1, 2026 are calculated using a 5% escalation rate in accordance with SBCTA Contract No. 22-1002707.
5. Per Contract No. 22-1002707, the contract end date is November 30, 2026.
6. Cost proposal is based on 95% plans submitted by SBCTA.
7. Breakdown of ODC for material testing cost is submitted separately.

Minute Action

AGENDA ITEM: 16

Date: December 4, 2024

Subject:

State Route 62 Sage Avenue to Airway Avenue Improvement Project - Cooperative Agreement with the Town of Yucca Valley for Project Initiation Document and Project Approval and Environmental Document Phases

Recommendation:

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

- A. Allocate \$2,000,000 in Measure I Morongo Basin Major Local Highways Program funds for the Project Initiation Document (PID) and Project Approval and Environmental Document (PA/ED) phases of the State Route (SR) 62 Sage Avenue to Airway Avenue Improvement Project in the Town of Yucca Valley.
- B. Approve Cooperative Agreement No. 25-1003191 with the Town of Yucca Valley for the PID and PA/ED phases of the SR 62 Sage Avenue to Airway Avenue Improvement Project with a not-to-exceed receivable amount of \$200,000 for SBCTA's Project Management costs.
- C. Approve amendments to the Fiscal Year 2024/2025 Budget for Program 50, Fund Administration, Task No. 0550 – Allocations/Pass Through to decrease Measure I Morongo Basin Major Local Highways Program funds (Fund 4530) by \$200,000 and for Program 40, Project Delivery, Task No. 0820 – Freeway Projects to add Measure I Morongo Basin Major Local Highways Program funds (Fund 4530) in the amount of \$200,000.

Background:

The State Route (SR) 62 Sage Avenue to Airway Avenue Improvement Project (Project) is located in the Town of Yucca Valley. The intersection of SR 62 and SR 247 is located within the limits of the Project. The Project proposes to address a traffic bottleneck along an approximately three-quarters of a mile segment of SR 62 along the Town of Yucca Valley's commercial segment. The Project will add an outside channelization lane along both directions and improve three existing intersections. Attachment B to Cooperative Agreement No. 25-1003191 provides an aerial depiction of the Project location and proposed improvements. The Morongo Basin Subarea representatives, the Mountain/Desert Policy Committee, and the San Bernardino County Transportation Authority (SBCTA) Board of Directors recognized the Project as a priority regional project for the Subarea, and the Project was included in the 2021 Update to the 10-Year Delivery Plan. It has also been recognized in the SBCTA Countywide Transportation Plan, the Morongo Basin Area Transportation Study, and the Southern California Association of Governments Regional Transportation Plan.

On February 22, 2024, the Town of Yucca Valley requested that SBCTA staff initiate the cooperative agreement process and requested that SBCTA take the lead on the Project. The cooperative agreement will cover the Project Initiation Document (PID) and Project Approval and Environmental Document (PA/ED) phases. Under this agreement, for both the PID and PA/ED phases, the cost will be funded with 100% Measure I Morongo Basin Major Local Highways Program funds and SBCTA's Project Management costs will be funded 100% by local Town of Yucca Valley funds. Cost and funding shares for the subsequent design, right-of-way, and construction phases will be evaluated once traffic studies are completed in accordance with

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

December 4, 2024

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the Rural Mountain/Desert Subareas Major Local Highways (MDMLH) Program Measure I 2010-2040 Strategic Plan Policy No. 40017/MDMLH-2 and 7. The cost of the PA/ED phase is estimated to be \$2 million with Project Management costs at \$200,000. The cost estimate under this cooperative agreement assumes that the project environmental document will be an Environmental Assessment with a Finding of No Significant Impact under the National Environmental Policy Act and Initial Study with a Mitigated Negative Declaration under the California Environmental Quality Act.

Staff is recommending approval of Cooperative Agreement No. 25-1003191 with the Town of Yucca Valley for the PID and PA/ED phases of the Project with an estimated cost of \$2 million to be funded with Measure I funds and a not-to-exceed receivable amount of \$200,000 to be funded with Town of Yucca Valley funds for SBCTA's Project Management costs. Additionally, staff recommends a budget amendment as described in Recommendation C to move funds originally anticipated to be reimbursed to the Town of Yucca Valley to the Freeway Program for management by SBCTA.

Financial Impact:

Funding for this Project is included in the adopted Budget for Fiscal Year 2024/2025 in Program 50, Fund Administration. Recommendation C moves these funds to Program 40, Project Delivery under Task No. 0820 Freeway Projects, Sub-Task No. 0860 SR 62 Sage to Airway Project.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on November 15, 2024. SBCTA General Counsel and Enterprise Risk Manager have reviewed this item and the draft agreement.

Responsible Staff:

Paul Melocoton, Project Manager

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

General Contract Information

Contract No: 25-1003191 Amendment No.: _____
 Contract Class: Receivable Department: Project Delivery
 Customer ID: YV TO Customer Name: Town of Yucca Valley
 Description: SR-62 Sage to Airway Cooperative Agreement for PID and PA/ED phases

List Any Accounts Payable Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	200,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	200,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	200,000.00

Contract Authorization

Board of Directors Date: 12/04/2024 Board Item # 11094

Contract Management (Internal Purposes Only)

Local Funding Agreement N/A

Accounts Receivable

Total Contract Funding: \$ 200,000.00 Funding Agreement No: 25-1003191
 Beginning POP Date: 12/04/2024 Ending POP Date: 12/31/2029 Final Billing Date: 04/30/2030
 Expiration Date: 12/31/2029 Fund Admin: Yes
 Parent Contract 25-1003191 PM Description SR 62 Sage to Airway Coop with Yucca Valley
 Z-Related Contracts Z25-1003191

Sub-						Sub-					
Fund	Prog	Task	Task	Revenue	Total Contract Funding:	Fund	Prog	Task	Task	Revenue	Total Contract Funding:
GL	6010	40	0820	0860	42435002	200,000.00	GL				-
GL						-	GL				-
GL						-	GL				-
GL						-	GL				-
GL						-	GL				-
GL						-	GL				-
GL						-	GL				-
GL						-	GL				-

Paul Melocoton
Project Manager (Print Name)

Kristi L. Harris
Task Manager (Print Name)

Additional Notes:

Attachment: CSS 25-1003191 (11094 : SR 62 Sage to Airway Improvement Project Coop w/Town of Yucca Valley for PID & PAED Phases)

COOPERATIVE AGREEMENT NO. 25-1003191

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

TOWN OF YUCCA VALLEY

FOR

**PROJECT INITIATION DOCUMENT (PID) &
PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA/ED)
PHASES**

**FOR THE STATE ROUTE 62 FROM SAGE AVENUE TO AIRWAY AVENUE
IMPROVEMENT PROJECT IN THE TOWN OF YUCCA VALLEY**

I. PARTIES AND TERM

- A. This COOPERATIVE AGREEMENT (“AGREEMENT”) is made and entered into by and between the San Bernardino County Transportation Authority (“SBCTA”) and the Town of Yucca Valley (“TOWN”). SBCTA and TOWN may be referred to herein individually as a “PARTY” and collectively as “PARTIES”.
- B. Unless this AGREEMENT is terminated early as provided in Section V, Paragraph E, this AGREEMENT shall terminate upon completion of the PARTIES’ obligations associated with the project initiation document (“PID”) and project approval and environmental document (“PA/ED”) phases described herein or December 31, 2029, whichever is earlier in time. The indemnification provisions identified in Section V, Paragraphs C through D, shall survive the termination of this AGREEMENT. Should any claims arising out of this AGREEMENT be asserted against one of the PARTIES prior to the termination of this AGREEMENT, the AGREEMENT shall be extended until such time as the claims are settled, dismissed or paid.

II. RECITALS

- A. WHEREAS, TOWN intends to initiate improvements to State Route 62 (SR 62) from Sage Avenue to Airway Avenue within the limits of the Town of Yucca Valley; and
- B. WHEREAS, planned improvements include widening SR 62 from four lanes to six lanes including intersection and traffic signal modifications, and as further defined in Attachment A and depicted in Attachment B, both of which are attached hereto and made part of this AGREEMENT, and are defined as the “PROJECT”; and
- C. WHEREAS, the PROJECT is eligible for the Morongo Basin Major Local Highway Projects Program and is included in the 10-Year Delivery Plan approved by the SBCTA Board of Directors in December 2021; and

- D. WHEREAS, the Morongo Basin Subarea representatives, the Mountain/Desert Policy Committee, and SBCTA Board of Directors recognized PROJECT as a priority regional project for the Subarea; and
- E. WHEREAS, the PARTIES wish to enter into this AGREEMENT to delineate roles, responsibilities, and funding commitments relative to Project Management, PID, and PA/ED activities of the PROJECT; and
- F. WHEREAS, the TOWN desires SBCTA to provide Project Management services, estimated at \$200,000, for the PROJECT, and understands it is the TOWN's sole responsibility to pay 100% of the actual SBCTA Project Management costs in accordance with SBCTA Measure I Strategic Plan Policy 40017/MDMLH-22 and -23; and
- G. WHEREAS, the PROJECT cost shall be funded with 100% Measure I funds for the PID and PA/ED phases of PROJECT only; and
- H. WHEREAS, funding for future phases of PROJECT will be subject to provisions of SBCTA Measure I 2010-2040 Strategic Plan and Policy 40017/MDMLH-2 and -7;

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

III. SBCTA RESPONSIBILITIES

SBCTA agrees:

- A. To be lead agency on Project Management, PID, and PA/ED and to diligently undertake and complete the PID and PA/ED work for the PROJECT, including the selection and retention of consultants. Performance of services under these consultant contracts shall be subject to the technical direction of SBCTA's Director of Project Delivery, or their designee, with input and consultation from TOWN. SBCTA shall ensure that consultants and contractors participating in PROJECT work are appropriately qualified or licensed to perform the tasks assigned to them and shall be responsible for managing the quality of the PROJECT work.
- B. To contribute towards PID and PA/ED phases of the PROJECT in an amount not to exceed \$2,000,000 (SBCTA FUNDS) as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A, but should the total cost of the PID and PA/ED phases exceed the total estimate as shown in Attachment A, SBCTA agrees to entertain amendment of the AGREEMENT in good faith in accordance with Section V, Paragraph A, below. However, in no case shall the SBCTA FUNDS exceed \$2,000,000 without a written amendment, signed by both PARTIES, to this AGREEMENT.
- C. To prepare and submit to TOWN signed invoices for reimbursement of allowable PROJECT expenditures. Invoices may be submitted to TOWN as frequently as monthly.

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

- P. To obtain all necessary PROJECT permits, agreements, and/or approvals from appropriate agencies. All mitigation, monitoring, and/or remedial action required by said permits and/or agreements obtained from agencies other than the TOWN shall constitute part of the PROJECT cost.
- Q. To identify the utilities within the PROJECT area and coordinate with utility companies to determine their location, and if necessary, their potential relocation.
- R. To require all contractors and/or consultants under contract to perform services related to the PROJECT to include the TOWN, its officers, directors, employees, and agents as additional insureds and to indemnify, defend, and hold harmless the TOWN, its officers, directors, employees, and agents from any liability, claims, demands, suits, or actions which may be made by any person resulting from the PROJECT.

IV. TOWN RESPONSIBILITIES

TOWN agrees:

- A. To reimburse SBCTA for TOWN's share of actual costs incurred towards SBCTA's Project Management in an estimated amount of \$200,000 (TOWN FUNDS) as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A and should TOWN's total share for SBCTA's Project Management exceed the estimates as shown in Attachment A, TOWN agrees to amend AGREEMENT in good faith and contribute these additional costs in accordance with Section V, Paragraph A, below.
- B. When conducting an audit of the costs claimed under the provisions of this AGREEMENT, to rely to the maximum extent possible on any prior audit of SBCTA performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to TOWN when planning on conducting additional audits.
- C. To designate a responsible staff member that will be TOWN's representative in attending the PDT meetings, receiving day-to-day communication, and reviewing the PROJECT documents.
- D. To review, provide comments on, and approve PROJECT documents within two (2) weeks of receiving the review request from SBCTA. All necessary PROJECT reviews, permits, agreements, and/or approvals from the TOWN shall be provided at no cost to SBCTA, its consultants, and contractors.
- E. TOWN's Public Works Director is authorized to act on behalf of TOWN under this Section of the AGREEMENT.
- F. To provide permits, inspections, reviews, and oversight at no cost to SBCTA or to consultants and contractors contracted by SBCTA to work on the PROJECT.

- G. To provide SBCTA copies of the franchise/utility agreements for the utilities in the PROJECT area for the purpose of determining prior rights and estimating utility relocation costs.
- H. TOWN is responsible for all commitments that are part of their direct agreement with Caltrans, including but not limited to Freeway Maintenance Agreement and Landscape and Aesthetic Maintenance Agreements.

V. MUTUAL RESPONSIBILITIES

The PARTIES agree:

- A. To abide by all applicable Federal, State, and Local laws and regulations pertaining to the PROJECT, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this AGREEMENT. In the event SBCTA determines Project Management, PID, and PA/ED work may exceed the amounts identified in Attachment A of this AGREEMENT, SBCTA shall inform TOWN of this determination and thereafter the PARTIES shall work together in an attempt to agree upon an amendment to the amounts identified in this AGREEMENT. In no event, however, shall the PARTIES be responsible for PROJECT costs in excess of the amounts identified in this AGREEMENT without a written amendment that is approved by the PARTIES.
- B. Eligible PROJECT reimbursements shall include only those costs incurred by SBCTA for PROJECT-specific work activities that are described in this AGREEMENT and shall not include escalation or interest.
- C. Neither SBCTA nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by TOWN under or in connection with any work, authority or jurisdiction delegated to TOWN under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, TOWN shall fully defend, indemnify and save harmless SBCTA, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by TOWN under or in connection with any work, authority or jurisdiction delegated to TOWN under this AGREEMENT.
- D. Neither TOWN nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by SBCTA and under or in connection with any work, authority or jurisdiction delegated to SBCTA under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless TOWN, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this AGREEMENT.

- E. Notwithstanding any other provision herein, to the extent consistent with the terms and obligations hereof, any PARTY may terminate this AGREEMENT at any time, with or without cause, by giving thirty (30) calendar days' written notice to the other PARTY. In the event of a termination, the PARTY terminating this AGREEMENT shall be liable for any costs or other obligations it may have incurred under the terms of the AGREEMENT prior to termination.
- F. The Recitals to this AGREEMENT are true and correct and are incorporated into this AGREEMENT.
- G. All signatories hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTY and that by executing this AGREEMENT, the PARTIES hereto are formally bound to this AGREEMENT.
- H. This AGREEMENT shall be governed by and construed in accordance with the laws of the State of California. All PARTIES agree to follow all applicable local, state, county, and federal laws and ordinances with respect to performance under this AGREEMENT.
- I. The PARTIES agree that each PARTY and any authorized representative, designated in writing to the PARTIES, and upon reasonable notice, shall have the right during normal business hours to examine all PARTIES' financial books and records with respect to this AGREEMENT. The PARTIES agree to retain their books and records for a period of three (3) years from the later of: a) the date on which this AGREEMENT terminates; or b) the date on which such book or record was created.
- J. If any clause or provisions of this AGREEMENT is illegal, invalid, or unenforceable under applicable present or future laws, then it is the intention of the PARTIES that the remainder of this AGREEMENT shall not be affected but shall remain in full force and effect.
- K. This AGREEMENT cannot be amended or modified in any way except in writing, signed by all PARTIES hereto.
- L. Neither this AGREEMENT, nor any of the PARTIES' rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY in its sole, and absolute, discretion. Any such attempt of assignment shall be deemed void and of no force and effect.
- M. No waiver of any default shall constitute a waiver of any other default whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a PARTY shall give the other PARTY any contractual rights by custom, estoppel, or otherwise.
- N. In the event of litigation arising from this AGREEMENT, each PARTY to this AGREEMENT shall bear its own costs, including attorneys' fees. This paragraph shall not apply to the costs or attorneys' fees relative to paragraphs C and D of this Section.
- O. This AGREEMENT may be signed in counterparts, each of which shall constitute an original, and may be signed using electronic signatures. This AGREEMENT is effective and shall be dated on the date executed by SBCTA ("Effective Date").

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

If to SBCTA: Kristi Lynn Harris
Director of Project Delivery
1170 West Third Street, Second Floor
San Bernardino, CA 92410-1715
Telephone: (909) 884-8276

If to TOWN: Alex Qishta, Town Engineer and
Public Works Director
57090 Twentynine Palms Highway
Yucca Valley, CA 92284
Telephone: (760) 369-6579

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

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

DRAFT

Attachment: 25-1003191 (PDF) (11094 : SR 62 Sage to Airway Improvement Project Coop w/Town of Yucca Valley for PID & PAED Phases)

**SIGNATURE PAGE TO
COOPERATIVE AGREEMENT NO. 25-1003191
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
and TOWN OF YUCCA VALLEY**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

TOWN OF YUCCA VALLEY

By: _____
Ray Marquez
President, Board of Directors

By: _____
Curtis Yakimow
Town Manager

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

By: _____
Thomas Jex
Town Attorney

DRAFT

Attachment: 25-1003191 (PDF) (11094 : SR 62 Sage to Airway Improvement Project Coop w/Town of Yucca Valley for PID & PAED Phases)

Attachment A

Project Scope¹:

State Route 62 (SR 62) from Sage Avenue to Airway Avenue, widen from four to six lanes and intersection improvements.

Project Cost Estimate and Funding Shares²:

Phase	TOTAL	SBCTA COST	TOWN COST
PID & PA/ED	\$2,000,000	\$2,000,000	\$0
SBCTA Project Management	\$200,000	\$0	\$200,000
TOTAL	\$2,200,000	\$2,000,000	\$200,000

¹Estimated cost assumes analysis of one build alternative.

²Funding shares in this agreement are only for the PID and PA/ED phases. Funding shares for future phases are subject to Measure I 2010-2040 Strategic Plan Policy 40017/ MDMLH-2 and -7.

Project Milestones:

Milestone ¹	Actual (Forecast)
Start of Project Initiation Document (PID) and Project Approval/Environmental Document Phase (PA/ED)	(06/2025)
Environmental Approval	(06/2027)

¹Milestone assumes analysis of one build alternative. Anticipated environmental determination under CEQA is an Initial Study with proposed Mitigated Negative Declaration and under NEPA an Environmental Assessment with proposed Finding of No Significant Impact.







Attachment B
CONCEPTUAL CROSS SECTION and LAYOUT



DRAFT

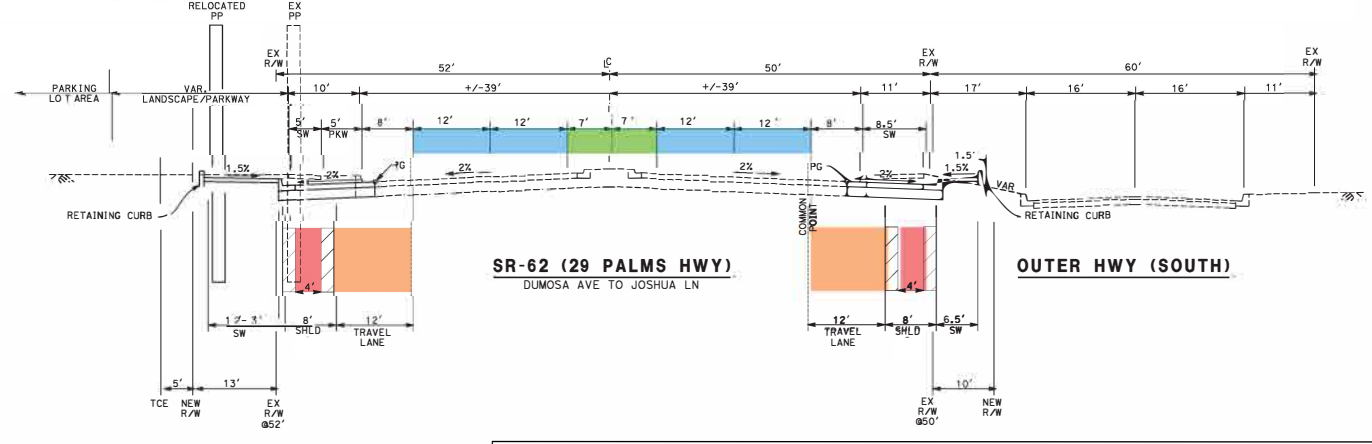
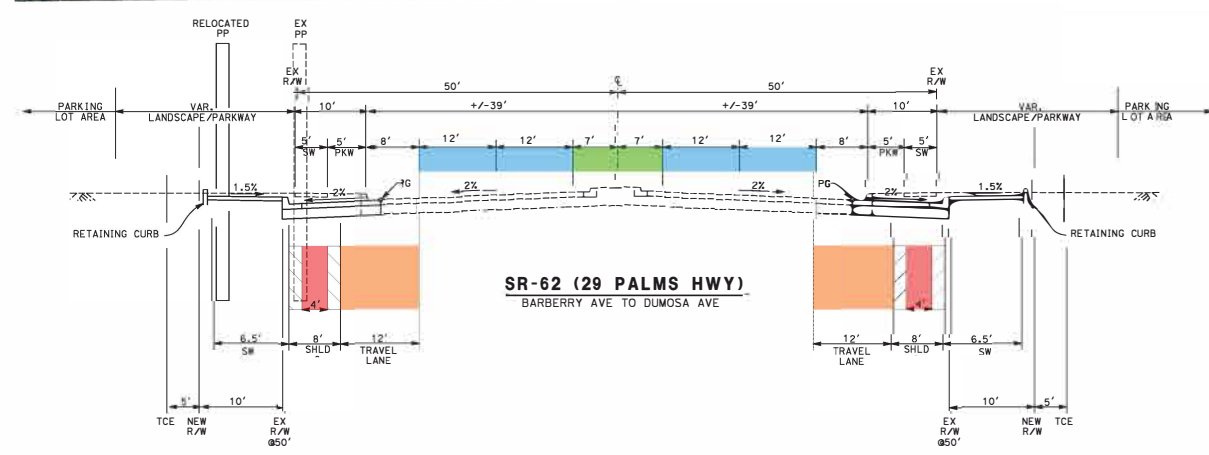
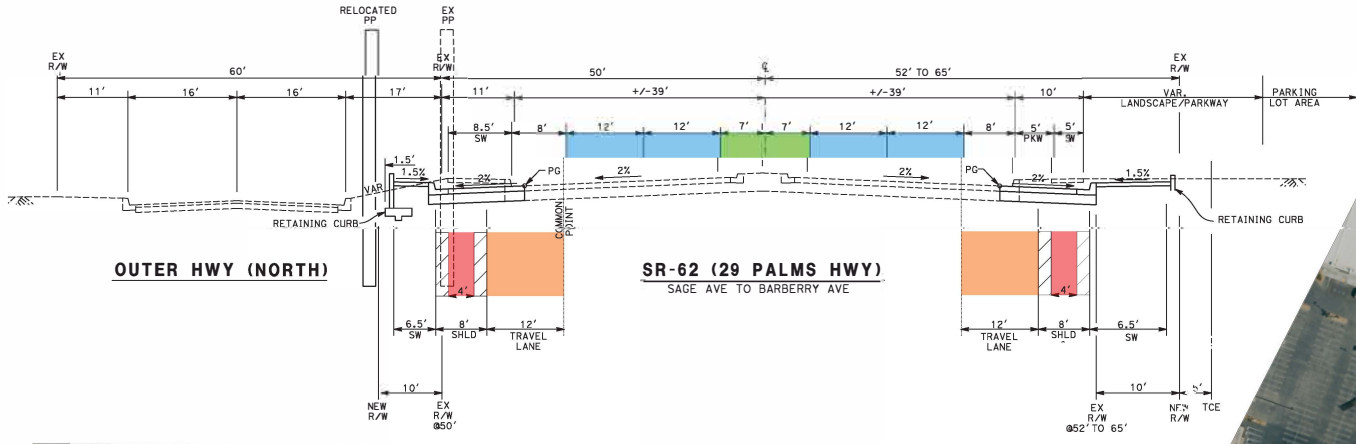
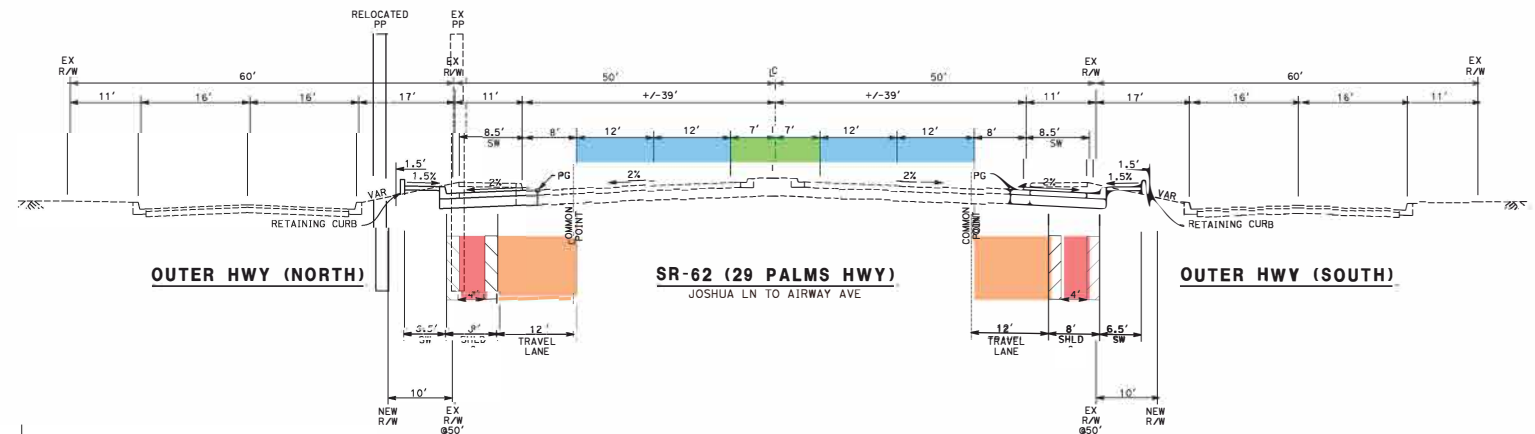
Attachment: 25-1003191 (PDF) (11094 : SR 62 Sage to Airway Improvement Project Coop w/Town of Yucca Valley for PID & PAED Phases)

ATTACHMENT B

LEGEND:

-  BIKE LANE SEPARATOR/SHOULDER (2')
-  BIKE LANE (4')
-  OUTSIDE HIGHWAY LANE (12')
-  CONVENTIONAL HIGHWAY LANE (12')
-  MEDIAN/LEFT TURN LANE (14')
-  LEFT TURN LANE (12')

-  Proposed New Traffic Signals
-  Modify Existing Traffic Signals



**SR-62 (TWENTYNINE PALMS HIGHWAY)
FROM SAGE AVE TO AIRWAY AVE
08-SBD-62-PM 11.9/12.65
ADD CHANNELIZATION LANES
TOWN OF YUCCA VALLEY/SBCTA
1"=150"**

Minute Action

AGENDA ITEM: 17

Date: *December 4, 2024*

Subject:

Interstate 10 Corridor Freight and Express Lanes Project - Contract 1 Amendments and Funding Update

Recommendation:

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

- A. Authorize the Executive Director, or his designee, to execute Amendment No. 6 to Cooperative Agreement No. 17-1001736 with California Department of Transportation (Caltrans) for the Design-Build and Right-of-Way (ROW) phases of the Interstate 10 (I-10) Corridor Freight and Express Lanes Project - Contract 1 (Project) reflecting funding changes between phases, as detailed in Table 1 – Funding Plan Update, resulting in a decrease of Measure I funding of \$199,548 for a new cooperative agreement total of \$872,536,198, upon approval as to form by SBCTA General Counsel.
- B. Approve a contingency reduction in the amount of \$1,000,000 to Contract No. 16-1001530 with HNTB Corporation, for Project and Construction Management services for the Project, for a total remaining contingency of \$2,000,129.
- C. Authorize the Executive Director, or his designee, to negotiate and execute ROW agreements to accommodate I-10 improvements for properties bearing Assessor Parcel Numbers 1008-26-145, 1009-14-443, 0108-50-150, 0108-38-207, and 0108-50-146, which are estimated not-to-exceed \$200,000 per property, upon approval as to form by legal counsel.
- D. Approve Project budget shifts as shown within Table 1 - Funding Plan Update.
- E. Authorize the Executive Director, or his designee, to approve Amendment No. 1 to Contract Task Order No. 6 for Contract No. 23-1002995 to Costin Public Outreach Group, Inc. to provide ongoing marketing support for the Project, increasing the not-to-exceed amount by \$192,500 for a new not-to-exceed amount of \$602,500.

Background:

The Interstate 10 (I-10) Corridor Freight and Express Lanes Project - Contract 1 (Project), San Bernardino County Transportation Authority's (SBCTA) first Design-Build (DB) Express Lanes project, managed by a combination of in-house staff, consultants, and California Department of Transportation (Caltrans) team members, is currently near completion. Due to the magnitude and financing of the Project, financial reporting is required to both the Federal Highway Administration (FHWA) and the U.S. Department of Transportation (USDOT). FHWA has designated the Project as a Major Project, since the Project has an alternative delivery method employed. As such, SBCTA is required to annually update the Project's financial plan for issuance to FHWA for review and approval. In addition, monthly reporting to USDOT is required as part of the Transportation Infrastructure Finance and Innovation Act loan.

To fully update and reconcile the Project costs required for the successful completion of the Project, staff recommends that the SBCTA Board of Directors (Board) review and authorize necessary contractual changes and financial adjustments discussed herein, with a net zero change in the amount programmed for the Project.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

December 4, 2024

Page 2

In January 2023, the Board approved a budget increase in the amount of \$14,012,063, for a revised programmed amount of \$943.1 million, to account for additional Caltrans and Project Construction Management (PCM) support provided by HNTB Corporation due to delays in Project construction. In March 2023, the Board approved a budget increase in the amount of \$5.8 million, for a revised programmed amount of \$948.9 million, to account for additional Program Management, Public Outreach, and Project Development support as well as Transportation Corridor Agencies (TCA) startup costs.

Also in March 2023, the Board approved a Sole Source agreement (Contract No. 23-1002956) with Theodora Oringer, P.C. (TO) with a not-to-exceed amount of \$650,000 for legal representation related to contractor claims and litigation. In September 2023, the TO agreement was increased by \$2,050,000 to support mediation and pre-litigation efforts. Following unsuccessful mediation, the TO agreement was increased by \$14,085,743 in March 2024 to cover representation regarding contractor claims and litigation for a revised not-to-exceed contract amount of \$16,785,743. The March 2024 Board action that included the TO contract amendment authorized a total Project budget increase of \$14,133,671 to the current programmed amount of \$948.9 million, representing a 1.5% increase, for a revised programmed amount of \$963.0 million as shown in Table 1.

The express lanes were opened to the public on August 29, 2024. Currently, significant work has been completed, with the Project approximately 97% complete, though many work items are outstanding for the contractor to achieve Substantial Completion. Lane-Security Paving Joint Venture (LSPJV) and SBCTA teams are working closely to reach this milestone in the next four to six weeks.

Considering this, and upon review of all related I-10 contracts, staff has reviewed the current Project budget and recommends incorporating several funding refinements and updates as shown in Table 1. As noted below, staff developed a 'net zero' budgeting approach, by adjusting budgets accordingly to complete remaining work, with no change to the programmed amount of \$963.0 million as shown in Table 1.

Program Management (PM)

Accounting for the DB Contractors forecast delay in completing construction resulting in an extended Project duration, a budget shift of \$970,000 is necessary to update the ongoing projected PM support efforts required to fully manage and close-out final claims and other Project activities, as shown in Table 1 on the following page.

Board of Directors Agenda Item

December 4, 2024

Page 3

Table 1 - Funding Plan Update (November 2024)

	Original Budget	March/July 2023 Update	March 2024 Update	November 2024 Update	Budget Increase/ (Decrease)
Program Management	\$15,625,530	\$14,325,530	\$14,465,530	\$15,435,530	\$970,000
Preliminary Engineering and Environmental	\$8,828,472	\$8,828,472	\$8,828,472	\$8,828,472	\$0
Project Development	\$8,607,500	\$11,007,500	\$25,022,796	\$25,022,796	\$0
Project Construction Management	\$51,994,950	\$76,311,934	\$79,311,934	\$79,311,934	\$0
Project Construction Management Contingency	\$1,005,050	\$3,000,129	\$3,000,129	\$2,000,129	(\$1,000,000)
Caltrans Support (PE)	\$1,400,000	\$400,000	\$350,000	\$450,000	\$100,000
Caltrans Support (Right-of-Way/DB Construction)	\$17,900,000	\$23,000,000	\$23,000,000	\$24,300,000	\$1,300,000
Design Build Contract	\$672,900,000	\$685,678,938	\$697,856,430	\$689,999,403	(\$10,922,183)
Design Build Contingency/ Supplemental Work	\$73,265,930	\$39,086,992	\$26,909,500	\$23,844,344	
Toll Service Provider w/Contingency (Capital Only)	\$20,405,596	\$20,405,596	\$21,972,971	\$21,972,971	\$0
Toll Collection System w/Contingency	\$0	\$1,000,000	\$1,600,000	\$1,600,000	\$0
Right of Way	\$46,000,000	\$54,300,000	\$53,300,000	\$50,513,822	(\$2,786,178)
Landscape Construction/ Design & Support				\$14,938,361	\$14,938,361
Landscape Maintenance	\$4,200,000	\$4,200,000	\$4,200,000	\$1,600,000	(\$2,600,000)
Financial Costs	\$6,964,000	\$7,364,000	\$3,225,000	\$3,225,000	\$0
Total	\$929,097,028	\$948,909,091	\$963,042,762	\$963,042,762	\$0

Project Construction Management (PCM) and Caltrans Support

In December 2016, the Board approved Contract No. 16-1001530 with HNTB Corporation to provide PCM services for the Project. The PCM contract was amended in January 2023 to account for the DB Contractor forecast delay in completing Project construction to \$76,311,934 and an additional \$3,000,000 in contingency was approved. In March 2024, the Board approved a budget increase of \$3,000,000 for additional legal activities and other support work, increasing the contract value to \$79,311,934. Considering the current Project progress and the amount of construction work remaining, staff recommends reducing the contingency by \$1,000,000 to accommodate separate cost increases for extended Caltrans support costs and inspection efforts. This contingency reduction allows the Caltrans support work to be fully funded and assists in achieving a net zero budget refinement as described herein.

No contract amendment or change in the PCM contract value is necessary at this time, though this action reduces contingency by \$1,000,000, resulting in a total revised PCM budget of \$81,312,063.

Separately, during a recent I-10 PCM contract review, staff also identified funding adjustments necessary to accommodate PCM tolling support work, requiring a transfer of Surface Transportation Program federal funds required for the I-10 Corridor Contract 1 Toll System Provider (TSP) support from I-10 DB support. This transfer will administratively shift \$300,000 of PCM funding from the DB Contract support work to the TSP support work and will not affect the total contract amount.

DB Construction Contract

Upon review of the status of I-10 DB construction work completed to date, staff has identified other support work, including Freeway Service Patrol (FSP) and California Highway Patrol (CHP)/Construction Zone Enhanced Enforcement Program (COZEED) efforts, which is part of the current I-10 DB construction effort and for which funding exceeds anticipated remaining Project needs. These efforts, specifically required for I-10 maintenance of traffic, lane closures, and shoulder closure support, are compensated separately by the contractor, thus they are not paid by SBCTA. In review of recent Project expenditures, excess budget for these support efforts may be shifted for other I-10 work, totaling \$2,000,000 for CHP/COZEED and FSP services. Reallocation of these budget amounts to other I-10 costs as shown in Table 1 will result in budget efficiencies. Additionally, \$8,922,183 has been removed, by deduct change order, from the DB contract value for landscape work as described below.

ROW Acquisition

Separately, during a recent I-10 Project ROW review of the required property mitigation work, staff has identified additional cost-to-cure agreements to complete work on two remaining properties including:

1. Church of Christ (APN 1008-26-145)
2. Cimmaron Oaks (APN 1009-14-443)

Upon review of these two properties, the agreements would compensate each property owner for implementation of additional grading, drainage, and pavement improvements and fully mitigate the construction impacts.

In addition, three remaining properties require additional temporary and/or permanent easements to finish incomplete, non-conforming drainage work, thus necessitating additional property agreements for:

1. Cubesmart (APN: 0108-50-150)
2. Royce Fernwood LLC (APN: 0108-38-207)
3. W & W Ontario Partners LLC (APN: 0108-50-146)

Since part of this work is required to construct drainage improvements and/or mitigate the impacts related within the temporary construction easements to remedy non-conforming construction work, part of these funds will be administratively shifted from the DB Construction Contract budgets accordingly. No additional Project budget is required to execute these property agreements, estimated at approximately \$200,000 per property. These costs could potentially be recovered from the DB contractor in the future.

San Bernardino County Transportation Authority

Upon further review of the status of ROW acquisition activities completed to date, staff has identified remaining budget savings that may be shifted and utilized for other project work. With all primary ROW activities completed, \$1,470,178 of the remaining budget can be shifted and used for other activities as shown in Table 1.

ROW Utilities

Upon review of the status of ROW Utility work completed to date, staff has also identified remaining utility budgets that may be shifted and utilized for other Project work. With a majority of the utility work completed at this time, \$1,316,000 of the remaining budget can be shifted for other Project costs as shown in Table 1.

Landscape Work

With the I-10 landscape work remaining that will be designed and constructed under a separate contract, staff requires adjusting the related landscape budgets accordingly for final implementation. These budget updates will fully fund the design, construction, construction management, and the Establish Existing Planting (EEP) contracts as shown in Table 2. Note, the landscape construction, specifically included within the I-10 DB construction contract, requires staff to process and finalize deducted work change orders to fund and reconcile these budgets.

Table 2 – Landscape Work Budgets

Contract No.	Agreement	Anticipated Budget Amount
23-1003002	Caltrans Design Cooperative Agreement	\$100,000
23-1002903	Design Contract	\$1,489,548
24-1003144	Construction Contract	\$11,760,000
24-1003181	Construction Management	\$1,688,813
TBD (future)	Landscape Maintenance (2-year EEP)	\$1,600,000

The budget savings in other I-10 contracts, and the deduct change order for landscape construction work, will be utilized and shifted for other I-10 landscape costs as shown in Table 1.

Caltrans Cooperative Agreement Amendment

To complete the amendment and implement the Funding Plan Updates shown within Table 1, amendments and certain fund programming allocations are necessary at this time. Amendment No. 6 to Cooperative Agreement No. 17-1001736 is needed with Caltrans to update the current funding plan by phase and by use of funds. Because this Cooperative Agreement does not account for all Project costs, these changes result in an overall decrease of \$199,548 to the Cooperative Agreement amount for a total of \$872,536,198.

Marketing Support

The Costin Public Outreach Group, Inc. (CPOG) has provided marketing support for the Project in anticipation of the new service. Unfortunately, the project experienced various delays in opening the new lanes, disrupting the marketing plan in the early stages. The current Contract Task order No. 6, resourced \$410,000.00 toward marketing with the original opening anticipated to occur in May 2024. Due to the delays in opening the new lanes for service, the marketing needs for the service were elongated to sustain communications established with the public.

However, primary marketing elements are still required to adequately support the drive for more SB Express Lanes users. The resources identified in Amendment No. 1 to Contract Task Order No. 6 for Contract No. 23-1002995, in a not-to-exceed amount of \$192,500, to be funded with \$102,500 of Measure I Freeway Program funds currently in the Project budget and \$90,000 of express lanes revenue currently in the operations budget, for a new total not-to-exceed amount of \$602,500, will allow the marketing team to execute the primary marketing commitments in line with the original plan.

With these contract amendments and funding updates, staff will be able to progress toward the completion of all construction work in the coming months, without the need of a cost increase at this time. Additionally, various receivables that were previously unaccounted for allow for a reduction of \$711,473 in Measure I Freeway Program funds, for a new total allocation of \$92,380,059 for the Project. All other fund sources remain unchanged. Staff will keep the Board apprised of any developments related to necessary budget adjustments as Project Completion and Final Acceptance near.

Staff recommends approval of all items discussed herein for all recommendations outlined above.

Financial Impact:

The Project is included in the adopted Budget for Fiscal Year 2024/2025 and funded with various State, Federal, Local and Measure I Freeway and Interchange funds in Program 40, Project Delivery.

Reviewed By:

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024. SBCTA General Counsel, Enterprise Risk Manager, and Procurement Manager have reviewed this item and the draft amendment.

Responsible Staff:

Timothy Byrne, Director of Express Lanes

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

General Contract Information

Contract No: 17-1001736 Amendment No.: 6
 Contract Class: Receivable Department: Toll Operations
 Customer ID: 00450 Customer Name: Caltrans
 Description: I-10 Corridor Design Build (DB) Cooperative Agreement
 List Any Accounts Payable Related Contract Nos.: c08112 16-1001530 17-1001590 17-1001668 PSA 6053-130

Dollar Amount					
Original Contract	\$	100,033,440.00	Original Contingency	\$	-
Prior Amendments	\$	186,439,560.00	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	286,473,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	286,473,000.00

Contract Authorization

Board of Directors Date: 12/04/2024 Board Item # 11085

Contract Management (Internal Purposes Only)

Federal/State Funding Agreement N/A

Accounts Receivable

Total Contract Funding: \$ 286,473,000.00 Funding Agreement No: DA08-1645.17-1001736
 Beginning POP Date: 06/28/2017 Ending POP Date: N/A Final Billing Date: N/A
 Expiration Date: 12/31/2039 Fund Admin: N/A

	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL:	2550	40	0820	0823	42205006	109,542,000.00
GL:	2550	40	0820	0823	42205009	8,213,000.00
GL:	2704	40	0820	0823	42217705	64,000,000.00
GL:	2704	40	0820	0823	42217705	53,831,000.00
GL:	2701	40	0820	0823	42217702	6,169,000.00
GL:	2520	40	0820	0823	42202014	39,745,000.00
GL:	2580	40	0820	0823	42208010	4,973,000.00
GL:						-
GL:						-

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

Chad Costello

Project Manager (Print Name)

Tim Byrne

Task Manager (Print Name)

Additional Notes: Amendment 6 updates the STP and CMAQ changes between phases in funding tables. No changes to TCEP/STIP/SHOPP/TCIF/LPP shown above.

Attachment: CSS-17-1001736-06 draft (11085 : I-10 Corridor Freight & Express Lanes Project Amendments & Funding Update)

Agreement 08-1645 A-6

EA 0C251

Project ID 0816000076

07-LA-10-44.9/48.3

08-SBD-10-0.0/13.2

SBCTA Agreement 17-1001736-06

**AMENDMENT NO. 6 TO AGREEMENT 08-1645
FOR DESIGN-BUILD OF THE INTERSTATE 10 CORRIDOR CONTRACT 1
EXPRESS LANES PROJECT**

This Amendment No. 6 (AMENDMENT) to Agreement 08-1645 (AGREEMENT), effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Bernardino County Transportation Authority, a public corporation/entity, referred to hereinafter as SBCTA.

RECITALS

1. CALTRANS and SBCTA, collectively referred to as PARTIES, entered into an AGREEMENT on July 28, 2017, defining the terms and conditions of PROJECT to include two express lanes in each direction, including the EXPRESS LANES TOLL FACILITY and related improvements on the Interstate-10 corridor from 0.4 miles west of the White Avenue overcrossing to 0.2 miles west of the Cherry Avenue overcrossing.
2. The PARTIES entered into Amendment No. 1 to AGREEMENT 08-1645, on March 16, 2018, to identify BETTERMENTS as State rehabilitation work defined within EA 1H321 and also EA 1F550 within the PROJECT identified herein.
3. The PARTIES entered into Amendment No. 2 to AGREEMENT 08-1645, on June 26, 2018, to modify and update the PROJECT Funding and Spending Summaries and include SB-1 language into the coop.
4. The PARTIES entered into Amendment No. 3 to AGREEMENT 08-1645, on July 12, 2021, to modify and update the PROJECT Funding and Spending Summaries.
5. The PARTIES entered into Amendment No. 4 to AGREEMENT 08-1645, on July 17, 2023, to modify and update the PROJECT Funding and Spending Summaries.
6. The PARTIES entered into Amendment No. 5 to AGREEMENT 08-1645, on July 10, 2024, to modify and update the PROJECT Funding and Spending Summaries.
7. The PARTIES now seek to update the funding for this AGREEMENT, replacing FUNDING SUMMARY No. 05, with FUNDING SUMMARY No. 06.

Agreement 08-1645 A-6

EA 0C251

Project ID 0816000076

07-LA-10-44.9/48.3

08-SBD-10-0.0/13.2

SBCTA Agreement 17-1001736-06

IT IS THEREFORE MUTUALLY AGREED:

1. A revised FUNDING SUMMARY NO. 6 is attached and made part of the AGREEMENT. Any reference to the FUNDING SUMMARY in the AGREEMENT is deemed to refer to the revised FUNDING SUMMARY NO. 6 attached herein.
2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

SIGNATURES ON NEXT PAGE

DRAFT

Agreement 08-1645 A-6
EA 0C251
Project ID 0816000076
07-LA-10-44.9/48.3
08-SBD-10-0.0/13.2
SBCTA Agreement 17-1001736-06

SIGNATURES

PARTIES are empowered by the law to enter into this AMENDMENT and have delegated to the undersigned the authority to execute this AMENDMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AMENDMENT.

This AMENDMENT may be executed and delivered in counterparts, and by each PARTY in a separate counterpart, each of which when so executed and delivered shall constitute an original and all of which taken together shall constitute one and the same instrument.

The PARTIES acknowledge that executed copies of this AMENDMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

Catalino A. Pining III
District Director

Raymond W. Wolfe
Executive Director

Verification of funds and authority:

APPROVED AS TO FORM:

Corina Harriman
District Budget Manager

Julianna K. Tillquist
General Counsel

**CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:**

Darwin Salmos
HQ Accounting

Attachment: 17-1001736-06 (08-645 A6) (11085 : I-10 Corridor Freight & Express Lanes Project Amendments & Funding Update)

Agreement 08-1645 A-6
 EA 0C251
 Project ID 0816000076
 07-LA-10-44.9/48.3
 08-SBD-10-0.0/13.2
 SBCTA Agreement 17-1001736-06

FUNDING SUMMARY NO. 06

FUNDING TABLE (\$) v. 11							
IMPLEMENTING AGENCY →			SBCTA	SBCTA	SBCTA	SBCTA	Totals
Source	Party	Fund Type	ROW Support	ROW Capital	Construction Support	Construction Capital	
FEDERAL	SBCTA	CMAQ	3,861,450	28,953,111		88,051,439	120,866,000
LOCAL	SBCTA	TIFIA				225,000,000	225,000,000
LOCAL	SBCTA	LOCAL	3,947,050	17,211,884	353,518	76,812,332	98,324,784
LOCAL	SBCTA	STP			65,972,947	75,899,467	141,872,414
LOCAL	SBCTA	STIP				39,745,000	39,745,000
STATE	SBCTA	TCIF				4,973,000	4,973,000
LOCAL	SBCTA	LPP-Formula				6,169,000	6,169,000
LOCAL	SBCTA	TCEP Regional				53,831,000	53,831,000
STATE	CALTRANS	TCEP State				64,000,000	64,000,000
STATE	CALTRANS	SHOPP 1			11,000,000	98,542,000	109,542,000
STATE	CALTRANS	SHOPP 2				8,213,000	8,213,000
Totals			7,808,500	46,164,995	77,326,465	741,236,238	872,536,198

Attachment: 17-1001736-06 (08-645 A6) (11085 : I-10 Corridor Freight & Express Lanes Project

Agreement 08-1645 A-6
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Attachment: 17-1001736-06 (08-645 A6) (11085 : I-10 Corridor Freight & Express Lanes Project

SPENDING SUMMARY (\$)									
Fund Type	ROW				Construction				Totals
	Support		Capital		Support		Capital		
	CALTRANS	SBCTA	CALTRANS	SBCTA	CALTRANS	SBCTA	CALTRANS DFM	SBCTA	
Local (TSP)	0	0	0	0	0	0	0	0	0
STP (TSP)	0	0	0	0	0	2,391,551	0	20,482,612	22,874,163
Local (DB)	0	3,947,050	0	17,211,884	0	353,518	500,000	62,863,519	84,875,971
TIFIA (DB)	0	0	0	0	0	0	0	225,000,000	225,000,000
CMAQ (DB)	0	3,861,450	0	28,953,111	0	0	0	88,051,439	120,866,000
STP (DB)	0	0	0	0	24,300,000	40,714,021	0	53,984,230	118,998,251
STIP (DB)	0	0	0	0	0	0	0	39,745,000	39,745,000
TCIF (DB)	0	0	0	0	0	0	0	4,973,000	4,973,000
LPP-Formula (DB)	0	0	0	0	0	0	0	6,169,000	6,169,000
TCEP (Regional) (DB)	0	0	0	0	0	0	0	53,831,000	53,831,000
TCEP (State) (DB)	0	0	0	0	0	0	0	64,000,000	64,000,000
Local (Landscape)	0	0	0	0	0	1,688,813	0	11,760,000	13,448,813
SHOPP 1 (SHOPP)*	0	0	0	0	0	11,000,000	0	98,542,000	109,542,000
SHOPP 2 (SHOPP)*								8,213,000	8,213,000
Totals	0	7,808,500	0	46,164,995	24,300,000	56,147,903	500,000	737,614,800	872,536,198

*Note: These SHOPP funds will be paid as a reimbursable State financial contribution and SBCTA will invoice CALTRANS in accordance with the funding table. Construction support for SBCTA and the Design Builder will be allocated under construction capital. Notwithstanding SECTION III, or any other provision of the agreement, the PARTIES, or either of them, may change the funding sources allocations and/or identified funding sources set above without amendment to the Agreement.



Contract Task Order (CTO)

Except as otherwise expressly provided herein, Consultant hereby agrees to perform the work described below in accordance with all of the terms and conditions of the Master Contract referenced below. The Consultant shall furnish the necessary facilities, professional, technical and supporting personnel required by this Contract Task Order (CTO) as described below.

Consultant Name: Costin Public Outreach Group **Contract No.:** 23-1002995

CTO No.: 6 **Amendment No.:** 1

Period of Performance: 02/01/24 **CTO Completion Date:** 01/31/28

Scope of Work Description: Marketing support for service derived from Interstate 10 Express Lanes Project - Extended duration

CTO Pricing - Cost Proposal Submitted:

Orig: \$410,000.00 Amend: \$192,500.00

Lump Sum

Time and Material

Original CTO Not to Exceed Amount: \$ 410,000.00

Cumulative Amount of All Prior Amendments: \$ _____

Current Amendment Not to Exceed Amount: \$ 192,500.00

Revised CTO Total Amount (Amount Includes All Amendments): \$ 602,500.00

Funding Code for this CTO: 4110.40.0820.0823.54520.41100000- \$512,500
7550.70.0750.0000.61350.44001090 - \$90,000

Sub-Consultants/Contractors:	DBE	Amount	Cumulative Amount
		\$	\$
		\$	\$
		\$	\$
Consultant hereby acknowledges receipt and acceptance of the Contract Task Order by signing below.		San Bernardino County Transportation Authority	

Sara Mockus

Raymond W. Wolfe

Personnel Authorized to Sign

Executive Director

Authorized Personnel Signature _____ Date _____

Executive Director Signature _____ Date _____

Contract Expires: 01.31.28

Available Authority: 2,351,350.00

Remaining Authority After this CTO 2,159,350.00

Minute Action

AGENDA ITEM: 18

Date: December 4, 2024

Subject:

Priority Transit Corridors for the San Bernardino Valley

Recommendation:

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

A. Direct staff to conduct an evaluation of the application of Transit Signal Priority and other strategies to enhance local bus service, in conjunction with the development of smart corridors in the Valley, with an investment plan to be brought back to the Board of Directors by spring 2025.

B. Direct staff to continue collaboration with local jurisdictions to identify the priority of routes for further development of the Bus Rapid Transit (BRT) network as identified in the Omnitrans Systemwide Plan (updated in 2019), to be incorporated into the Long Range Multimodal Transportation Plan.

C. Direct staff to provide a legal opinion at the time any future requests are made for funding from the Express Bus/BRT Program for the ONT Connector project.

Background:

San Bernardino County Transportation Authority (SBCTA) is working with stakeholders at all levels to develop a comprehensive Long Range Multimodal Transportation Plan (LRMTP) that captures the transportation vision for the County of San Bernardino through 2050. Part of this vision involves improvements to service and efficiency that can be made to existing bus transit routes, both in the Valley and elsewhere.

Omnitrans prepared their original Systemwide Plan of priority transit routes in 2010. An update to the Systemwide Plan was developed in 2019 and is shown in Figure 1 on the following page, **with an update to the Baseline-Highland Corridor alignment that was put forward through a collaboration with the Cities of Highland and San Bernardino subsequent to the publication of the November 2024 Transit Committee agenda item.** The E Street Bus Rapid Transit (BRT) line (Green Line) has been in service for 10 years. The West Valley Connector BRT (future Purple Line) is under construction. As part of the LRMTP, Omnitrans and SBCTA are looking broadly at what investments should be made to other Priority Transit Corridors in the Systemwide Plan and have been seeking input from local jurisdictions over the last several months regarding potential investments on routes serving their jurisdictions. Jurisdictions that responded to this outreach, and with which SBCTA and Omnitrans had discussions, include: the Cities of Chino, Colton, Fontana, Highland, Montclair, Ontario, Rancho Cucamonga, Rialto, San Bernardino, and Yucaipa.

SBCTA has estimated that up to \$125 million in funding could be available from the Measure I Express Bus/BRT Program through 2040. The Express Bus/BRT Program receives 5 percent of Valley Measure I revenue that can be used for both capital and operations. With the right combination of investments, this funding could be leveraged to bring additional State and Federal funds into our area. The types of investments could range from making strategic improvements to transit service on multiple routes, to larger investments that are more focused on one or two corridors similar to the Green Line or Purple Line. **In reviewing the eligibility**

Entity: San Bernardino County Transportation Authority

requirements of the Measure I Express Bus/BRT Program, it was determined that the ONT Connector is also an eligible investment. Recommendation C was added based on a request that a legal opinion be provided at the time of any request for funding from the Express Bus/BRT Program is made for the ONT Connector project in the future.

A summary of this initiative was presented by Omnitrans staff to their Executive Committee on September 6, 2024. The same information was presented by SBCTA and Omnitrans staff to the SBCTA Transit Committee on September 12, 2024 with an expectation that a recommendation would be brought back once the outreach had concluded.

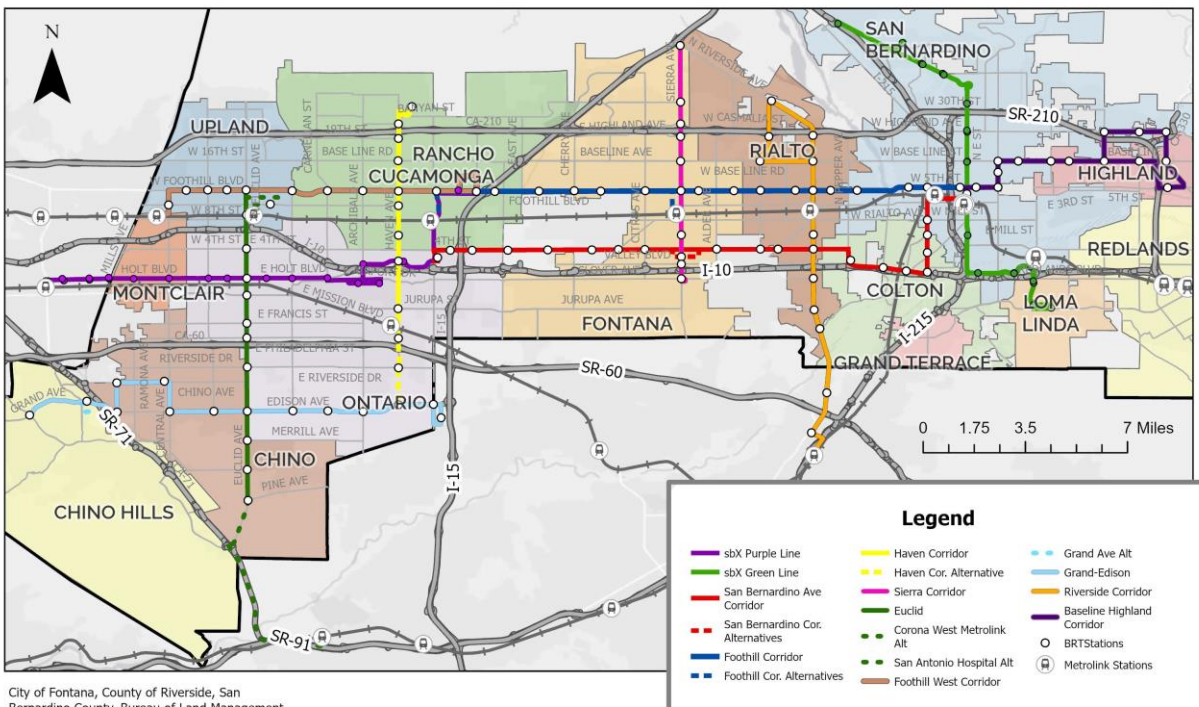
Evaluation Framework

Subsequent to the local outreach on Priority Transit Corridors, a generalized framework for evaluating the options was developed. Two possible approaches were presented to the local jurisdictions in the outreach:

- Scenario 1: Strategic bus operational enhancements on multiple corridors (e.g. Transit Signal Priority (TSP), queue jumps, adjustments in bus stop locations, etc.)
- Scenario 2: Focus on further development of one or two individual BRT corridors

It is possible that elements of both scenarios could be pursued and incorporated into the LRMTTP, given that the LRMTTP takes a long-term view and consideration of the possibility of an extension of the Measure I half-cent sales tax at some point in the future. In other words, the path forward does not have to be an “either/or” decision – it could be a matter of timing or phasing. Related to this, both LA Metro and the Orange County Transportation Authority (OCTA) have embarked on pilot studies of a cloud-based application of the next generation of TSP. SBCTA is following these developments, and any proposed investments should factor these emerging initiatives into future recommendations.

Figure 1. Omnitrans Systemwide Plan of Priority Transit Corridors, 2019 with Update to the Baseline-Highland Corridor, per Cities of Highland and San Bernardino



City of Fontana, County of Riverside, San Bernardino County, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS

In parallel, SBCTA/San Bernardino Council of Governments (SBCOG) has been developing the Smart County Master Plan (SCMP). One of the recommendations from that plan is a set of candidate “smart corridors” that could receive investment in both traffic-related and transit-related operational improvements. The set of candidate smart corridors includes several in the Valley, one in the Victor Valley (Bear Valley Road), and one in the Morongo Basin (State Route 62). There very well could be synergy between the Priority Transit Corridor and SCMP efforts, and a recommendation for a set of near-term investments and potential grant funding opportunities could be brought back to the SBCTA Board of Directors (Board) by spring 2025. The Victor Valley Transit Authority and Basin Transit Authority will be engaged in the smart corridor work in those two areas to determine if there may be transit applications in those areas as well.

Further, the SBCTA Board in July 2021 allocated \$5 million of Measure I Valley Traffic Management Systems Program funding to continued improvement of the San Bernardino Valley Coordinated Traffic Signal System. Funds are to be made available to Valley jurisdictions (\$3 million to east Valley jurisdictions, \$2 million to west Valley jurisdictions). A project on Haven Avenue has already been implemented through the combined efforts of the Cities of Ontario and Rancho Cucamonga. The remaining \$4 million was put on hold pending the outcome of the SCMP.

Pros and Cons of Geographically Distributed Investment Across Multiple Corridors Versus Focused Investment on One or Two BRT Corridors

As noted above, one of the questions being addressed for Priority Transit Corridors is the extent to which investments should be focused on one or two more BRT corridors (similar to the West Valley Connector and E Street BRT applications) or whether the strategies should be more geographically distributed. SBCTA and Omnitrans staff generated a list of pros and cons to provide some perspectives on the potential benefits of each scenario, as highlighted below.

Scenario 1: Strategic bus operational enhancements on multiple corridors (e.g. Transit Signal Priority, queue jumps, adjustments in bus stop locations, etc.)

Pros:

- More broadly based benefit geographically
- Can adapt strategy based on jurisdiction preferences
- Does not require additional buses
- Does not require additional maintenance facility improvements
- Likely competitive for some grant funding programs if submitted as an integrated package (e.g. with advanced technology signal systems or combined with zero-emission bus purchases.)
- Environmental clearance should be simplified because of the focus on technology and operational improvements and not major infrastructure improvements

Cons:

- Lesser ridership growth opportunity due to modest speed improvements and if no frequency improvements
- Limited opportunity to spur economic development along enhanced corridors

- Coordination required across multiple jurisdictions
- May not be as competitive for larger grant funding categories
- TSP implementation may or may not be embraced, depending on jurisdiction and status of signal control equipment
- May require more significant bus equipment investment if all buses need to be equipped with TSP equipment
- It could be harder to highlight how the public funding was invested (perhaps less recognition of the investment made, given it is less visible)

Scenario 2: Focus on further development of one or two individual BRT corridors that include at least partially dedicated lane segments and frequency improvements.

Pros:

- Will be competitive for larger State/Federal grant funding programs
- Significant benefit (e.g. transit speed and frequency improvements) to the corridor(s) selected
- Significant opportunity to spur economic development
- Significant opportunity to expand ridership and increase frequency, convenience, and reliability of the transit network
- Can enhance transition to zero-emission buses through larger grant opportunities, or create opportunities for on-route charging
- The level of investment can be adapted based on jurisdictional preferences as it can be implemented as BRT, BRT-lite (similar to BRT but without any dedicated lanes) or express bus service, even within the same corridor
- More visible implementation of a priority transit network if done as a BRT or BRT-lite

Cons:

- Higher project cost
- Increases operation and maintenance costs
- May be a longer and more costly environmental process especially if roadway widening is contemplated
- May require extensive right-of-way acquisitions depending on corridor design and adjacent land use if a full BRT is proposed
- Could spur additional controversy in the cities where implementation is proposed, with the possibility of forcing compromises in the design
- Depending on the type and number of buses added to the fleet, an additional maintenance facility will be needed
- TSP implementation may or may not be embraced, depending on jurisdiction and status of signal control equipment
- May require more significant bus equipment investment if all buses need to be equipped with TSP equipment

Further, staff has listed a set of criteria for evaluating Scenario 2 BRT and BRT-lite corridors that could help guide which of the corridors should be prioritized for further development, which include:

1. Total current daily ridership and projected ridership in the corridor (e.g. total net projected ridership growth)

2. Current daily riders per mile in the corridor
3. Clear commitment of cities to back the project (given that it could involve modifications to their traffic signal systems and operating protocols)
4. Potential for Transit Oriented Development (e.g. population/employment density – existing and future; potential for redevelopment)
5. Service to disadvantaged communities
6. Cost effectiveness of the corridor implementation
7. Total increase in operations and maintenance costs, and the availability of operations funding
8. Duplication of existing transit services
9. Ability to advance the overall connectivity of the BRT network

These criteria would be applied as part of the process of determining how to invest in future BRT corridors on the Omnitrans Systemwide Plan.

Figure 2. Current Bus Ridership and Demographics in Priority Transit Corridors for the Omnitrans Service Area

	Base-High	Edison	Euclid	Foothill	FH West	Haven	Riverside	SB Ave	Sierra
Current Local Daily Ridership	4,070	659	1,111	4,915	2,198	394	792	4,110	1,081
Total Distance <small>(including alt. routing)</small>	13.55	15.69	20.29	20.49	11.59	14.29	16.72	20.75	8.36
Current Avg Daily Riders/Mile	300.4	42.0	54.7	239.9	189.7	27.6	47.4	198.1	129.4
Potential BRT Stations	16	14	14	21	12	14	15	22	12
Population <small>(2022 ACS) (0.5 mile station radius)</small>	68,408	25,581	55,227	88,915	50,451	33,607	56,970	68,150	41,155
Density (ppl/ml²) <small>(0.5 mile station radius)</small>	6,462	2,400	5,407	6,229	6,133	3,350	5,252	4,571	5,948
Jobs (2021 LEHD) <small>(0.5 mile station radius)</small>	33,052	34,589	23,940	38,370	32,903	50,889	39,004	50,744	16,846
Density (jobs/ml²) <small>(0.5 mile station radius)</small>	3,122	3,245	2,344	2,688	4,000	5,073	3,596	3,403	2,435

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on November 14, 2024.

Responsible Staff:

Steve Smith, Director of Planning & Regional Programs

Approved
Board of Directors
Date: December 4, 2024
Witnessed By:

Minute Action

AGENDA ITEM: 19

Date: December 4, 2024

Subject:

Transportation Development Act Article 3 Annual Update: Fiscal Year 2023/2024

Recommendation:

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

- A. Receive an update on the status of active Transportation Development Act (TDA) Article 3 awards.
- B. Direct SBCTA staff to work with the City of Rialto to resolve issues associated with TDA Article 3 transit awards that have not progressed within the first year, as required by the adopted guidelines, with a rescission of the awards if progress is not made by January 31, 2025.
- C. Extend the deadline for the Town of Apple Valley’s Fiscal Year 2021/2022 Bear Valley Road Bridge Connector bicycle/pedestrian improvement award from June 30, 2025 to December 31, 2027.

Background:

San Bernardino County Transportation Authority (SBCTA) oversees the disbursement of 2% of the Local Transportation Funds (LTF) made available to counties and cities for facilities for the exclusive use of pedestrians and bicyclists, known as the Transportation Development Act (TDA) Article 3 Program. In August 1999, the SBCTA Board of Directors (Board) approved a policy that 20% of the Article 3 program would be made available for projects that improve access to transit stops for pedestrians and persons with disabilities. The remaining 80% would be available for pedestrian and bicycle projects.

Over the years, SBCTA has had to modify the guidelines employed to disburse these funds to the different agencies throughout the county as needs changed and lessons were learned. These guidelines were last updated by the Board on May 3, 2023. One modification aimed at ensuring projects are completed as originally scoped is to require submittal of an annual Progress Report. By definition, “progress” is to be measured by the expenditure of funds within one year of award notification and awarding a construction contract for construction awards within three full fiscal years. The approved regulation that applies to all active awards stipulates that:

- a) If the recipient is unable to demonstrate that funds have been expended in the first year, then those funds will be automatically rescinded and provided to the next highest scoring application within the same award category.
- b) Additionally, funds will be rescinded for construction projects in cases where a construction contract has not yet been awarded within three full fiscal years. Since the completion deadline for all awards is roughly three years after issuance, the expectation is that a contractor will have been selected within at least the three full fiscal years. Upon Board approval, all active award recipients will be notified of these guidelines and subject to rescission if appropriate actions have not been taken to progress the project.

Entity: San Bernardino County Transportation Authority

All active award recipients were notified of the updated requirements during the collection of project updates in preparation for the previous Fiscal Year (FY) 2022/2023 Annual Report. As this is a new regulation, the majority of FY 2021/2022 award recipients did not expend funds within one year of award notification since they were not aware of the need to do so. However, the majority of recipients have schedules that are consistent with the original deadline. SBCTA staff recommends these projects be “grandfathered in” and allowed to proceed as planned.

An analysis of the Annual Report included in Attachment A indicates an improvement as compared to the previous FY in terms of the number of projects needing to be modified and funding needing to be rescinded (Figure 1).

Figure 1: Open Project Analysis		
	FY22/23	FY23/24
Active Projects	56	67
Completed		
Count	16	15
Total	\$2,180,444	\$1,915,597
Rescinding Letters Sent		
Count	10	0
Total	\$1,653,299	\$0
Extensions		
Count	25	16
Total	\$5,665,626	\$3,966,762
Scope Changes		
Count	13	11
Total	\$3,566,277	\$1,744,041

During solicitation of active project status information, it became apparent that the City of Rialto’s transit projects are not progressing as required by the program guidelines. Additionally, the Town of Apple Valley requested an extension from June 30, 2025 to December 31, 2027 for their FY 2021/2022 Bear Valley Road Bridge Connector bicycle/pedestrian improvement award (Attachment B). The extension request is needed due to delays in securing a construction contractor. Despite advertising twice for Phase I, the Town received no bids. They shifted the construction strategy to change it from Phase I and Phase 2 (bridge and roadwork) and expect to be successful when they advertise again in January 2025.

Financial Impact:

This item is consistent with the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on November 14, 2024.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
 Board of Directors
 Date: December 4, 2024

Witnessed By:

Fiscal Year 2023/2024 TDA Article 3 Status Report

Award Fiscal Year	Agency	Description	Project Type	TDA3	Local Share	Current Deadline	Status	TDA3 Est. Spent	Consultant/ Contractor Selected?	On Current Schedule?	Scope Change Ever Needed	Extension Ever Needed	Yrs Ext Needed To-Date
23/24	Adelanto	Transit Improvements on Jonathan St	Transit	\$144,000	\$28,000	06/30/2027	As of 10/2/24, City is in the process of receiving design proposals from the consultants and will select consultant shortly	\$0	No	Yes	No	No	
19/20	Apple Valley	Thunderbird Road Bus Turnout - REVISED Bear Valley & Navajo Rd Turnout	Transit	\$53,897	\$75,043	12/31/2024	Project was awarded, pre-construction meeting complete, and project to be completed on time	\$0	Yes	Yes	Yes	Yes	
21/22	Apple Valley	Bear Valley Rd Bridge Connector	Bike/Ped	\$232,300	\$232,300	06/30/2025	In the process of submitting the request for authorization for construction (Exhibit 3-A) to Caltrans. Expected award of Construction in Feb 2025. One year extension requested.	\$0	No	First extension request for project included in this item	No	Request included in this item	
21/22	Apple Valley	Village North Pedestrian Improvements	Bike/Ped	\$361,818	\$361,820	06/30/2025	Finalizing design and ROW	\$0	No	Yes	No	No	
23/24	Apple Valley	McConnell Park Multi-Use Path	Bike/Ped	\$240,426	\$240,426	06/30/2027	Project was awarded on 10/8/24	\$0	Yes	Yes	No	No	
23/24	Apple Valley	Central Road Class II Bikeway	Bike/Ped	\$397,500	\$397,500	06/30/2027	In design	\$0	No	Yes	No	No	
23/24	Big Bear	Stanfield Marsh Outdoor Recreation & Education Trail Segment II (SMORE II)	Bike/Ped	\$303,518	\$303,518	06/30/2027	City Engineering Department staff are working on finalizing the construction plans. At the end of July 2024, they received the Soils Report that will be needed for bridge structural design. They are finalizing the bridge details and plans and coordinating with the adjacent property owner on the trail easement agreement. The City anticipates awarding a construction contract in Summer 2025.	\$0	No	Yes	No	No	
13/14	Chino	Central/7th Sidewalk Improvements - REVISED Riverside Dr Rehab in 2019	Transit	\$127,648	\$28,632	Expired on 12/31/2021 after 5.5yrs exts. Originally 6/30/2016	Notice to rescind was sent on 6/13/23. City successfully appealed.	\$127,648	Yes	Completed	Yes, more than one.	Yes	7.
17/18	Chino	Bicycle Path and Pedestrian Facilities	Bike/Ped	\$353,081	\$757,020	12/31/2024	Completed; in the process of invoicing	\$353,081	Yes	Completed	Yes, more than one.	Yes	4.

Attachment: Art3_All_FY24_ProgressReport (print update status page only) (11065 : Transportation

Award Fiscal Year	Agency	Description	Project Type	TDA3	Local Share	Current Deadline	Status	TDA3 Est. Spent	Consultant/ Contractor Selected?	On Current Schedule?	Scope Change Ever Needed	Extension Ever Needed	Yrs Ext Needed To-Date
17/18	Chino	Sidewalk Retrofitting	Transit	\$87,000	\$87,000	12/31/2024	Completed; in the process of invoicing	\$87,000	Yes	Completed	Yes, more than one.	Yes	4.
21/22	Chino Hills	Sierra Vista & Del Norte Improvements	Bike/Ped	\$170,965	\$92,058	06/30/2025	Construction 85%	\$650,000 SBCTA: \$75,000	Yes	Yes	No	No	
21/22	Chino Hills	Montecito Dr Transit Access Improvements Project	Transit	\$77,989	\$148,676	06/30/2025	Design 95%	\$65,000 SBCTA: \$46,000	No	Yes	No	No	
21/22	Colton	Washington St. Class II	Bike/Ped	\$223,200	\$24,800	06/30/2025	Completed; in the process of invoicing	\$375,685	Yes	Completed	No	No	
23/24	Colton	South La Cadena Bicycle Improvement	Bike/Ped	\$208,000	\$112,000	06/30/2027	Design on-going, 65% completed	\$31,000	No	Yes	No	No	
00/01	County	Santa Ana River Trail - Waterman Ave. to California	Bike/Ped	\$559,940	\$0	12/31/2028	Funding will be used for plant establishment to begin after SART III bike trail construction is completed at the end of this year	\$0	No	Yes	No	Yes	2
21/22	County	3rd Street at Pedley WB	Transit	\$69,300	\$7,700	06/30/2025	In design, construction expected in fall 2024	\$6,033	No	Yes	No	No	
21/22	County	Bloomington Area Schools Project	Bike/Ped	\$85,500	\$85,500	06/30/2025	Completed and closed out	\$75,597 (\$9,903 returned)	Yes	Completed	No	No	
23/24	County	Bus Stop Improvements on Pacific Street	Transit	\$90,000	\$40,000	06/30/2027	In design, construction expected in fall 2024	\$3,636	No	Yes	No	No	
17/18	Fontana	Alder Middle School SRTS	Bike/Ped	\$250,000	\$253,036	12/31/2024	In construction	\$132,848	Yes	Yes	No	Yes	5.
21/22	Fontana	Kathy Binks Elementary (SRTS)	Bike/Ped	\$160,000	\$22,307	6/30/2025	Completed and closed out	\$160,000	Yes	Completed	No	No	
21/22	Fontana	Transit Stops Improvements in the City of Fontana	Transit	\$37,580	\$37,580	06/30/2025	Completed; in the process of invoicing	\$31,193	Yes	Completed	No	No	
23/24	Fontana	Rectangular Rapid Flashing Beacons (x7 - reduced to "3-4")	Bike/Ped	\$52,500	\$17,500	06/30/2027	In Design	\$0	No	Yes	Yes	No	
23/24	Fontana	Catawba SRTS Sidewalk	Bike/Ped	\$396,348	\$396,349	06/30/2027	In Design	\$0	No	Yes	No	No	
23/24	Fontana	10 Bus Pads in the City of Fontana	Transit	\$59,023	\$25,296	06/30/2027	Preliminary Design	\$0	No	Yes	No	No	
17/18	Highland	City Creek/Alabama Street Bikeways - ATP Match	Bike/Ped	\$371,546	\$92,887	02/28/2026	GPC approved a scope change from pre-con to con on 10/9/24. City will invoice for balance if approved by Board on 11/6/24.	\$369,867 (\$297,237 reimbursed to date)	No	Yes	GPC approved on 10/9/24	Yes	6.
19/20	Highland	Baseline, Boulder, 9th Street and Olive Tree	Transit	\$53,897	\$23,993	12/31/2024	Completed and closed out	\$53,897.00	Yes	Yes	Yes	Yes	

Attachment: Art3_All_FY24_ProgressReport (print update status page only) (11065 : Transportation

Award Fiscal Year	Agency	Description	Project Type	TDA3	Local Share	Current Deadline	Status	TDA3 Est. Spent	Consultant/ Contractor Selected?	On Current Schedule?	Scope Change Ever Needed	Extension Ever Needed	Yrs Ext Needed To-Date
21/22	Highland	Construction of New Sidewalks to Bus Stops (Messina St/Seine Ave Gap)	Transit	\$77,989	\$63,511	06/30/2025	Completed; in the process of invoicing	\$136,557	Yes	Completed	No	No	
23/24	Highland	9th St Transit Stops, Sidewalk, & Bikeway	Bike/Ped	\$471,608	\$471,608	06/30/2027	Design completed. Having settled on fair market value, the City is completing acquisition by eminent domain of a 696 SF TCE and 522 SF permanent roadway easement from APN 1192-161-21. They expect to complete construction by April 2025.	\$134,087	No	Yes	No	No	
23/24	Loma Linda	11 Bus Stops in the City of Loma Linda	Transit	\$50,122	\$12,530	06/30/2027	Completed; in the process of invoicing	\$0	Yes	Completed	No	No	
15/16	Omnitrans	22 stops	Transit	\$273,351	\$0	12/31/2021 Expired	Due to staffing issues, Omnitrans has been struggling to reconcile funds eligible for invoicing. They were given until the end of FY24/25 to do so or the funds will be rescinded.	\$45,803	Yes	Yes	Yes	Yes	4.
17/18	Omnitrans	12 Stops	Transit	\$390,100	\$0	3/1/2022 Expired		Unknown	Yes	Yes	No	Yes	3.
19/20	Omnitrans	Bus Benches & Shelters	Transit	\$193,126	\$0	12/31/2022 Expired		Unknown	Yes	Yes	No	No	
21/22	Omnitrans	Transit Stops in Omnitrans Service Area	Transit	\$79,784	\$0	06/30/2025	Scope change requested to apply funds to locations without existing shelters Staff approved a modification of project locations (authorized by the SBCTA Board on 9/6/23).	\$76,727	Yes	Yes	Requested included in this item-Yes	No	
23/24	Omnitrans	Benches/Shelters for the City of Colton	Transit	\$79,784	\$0	06/30/2025	Starting amenities procurement	\$0	No	Yes	No	No	
23/24	Omnitrans	Benches/Shelters for the City of Highland	Transit	\$117,600	\$0	06/30/2027	Starting amenities procurement	\$0	No	Yes	No	No	
23/24	Omnitrans	Benches/Shelters for the City of Montclair	Transit	\$111,200	\$0	06/30/2027	Starting amenities procurement	\$0	No	Yes	No	No	
23/24	Omnitrans	Benches/Shelters for the City of Ontario	Transit	\$144,000	\$0	06/30/2027	Starting amenities procurement	\$0	No	Yes	No	No	
23/24	Omnitrans	Benches/Shelters for the City of Redlands	Transit	\$108,776	\$0	06/30/2027	Starting amenities procurement	\$0	No	Yes	No	No	
23/24	Omnitrans	Benches/Shelters for the City of Rialto	Transit	\$111,200	\$0	06/30/2027	Starting amenities procurement	\$0	No	Yes	No	No	
23/24	Omnitrans	Benches/Shelters for the City of Yucaipa	Transit	\$128,800	\$0	06/30/2027	Starting amenities procurement	\$0	No	Yes	No	No	
21/22	Ontario	Bus Stop Pad Installation Project	Transit	\$67,050	\$0	06/30/2025	Design on-going	\$0	No	Yes	No	No	
23/24	Ontario	Ontario Improvements - 3 Stops	Transit	\$32,835	\$0	06/30/2027	Design on-going	\$0	No	Yes	No	No	

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Award Fiscal Year	Agency	Description	Project Type	TDA3	Local Share	Current Deadline	Status	TDA3 Est. Spent	Consultant/ Contractor Selected?	On Current Schedule?	Scope Change Ever Needed	Extension Ever Needed	Yrs Ext Needed To-Date
21/22	Rancho Cucamonga	Haven Sidewalk Improvement	Bike/Ped	\$227,192	\$122,334	06/30/2025	In design	\$10,000	No	Yes	No	No	
23/24	Rancho Cucamonga	Day Creek Channel Bike Trail (addition to FY19 award)	Bike/Ped	\$510,250	\$274,750	06/30/2027	In Construction	\$137,260	Yes	Yes	No	Yes	4.
23/24	Rancho Cucamonga	Cucamonga Creek Channel Maintenance (addition to FY21 award)	Bike/Ped	\$162,415	\$87,454	06/30/2027	In design	\$4,450	No	Yes	No	Yes	
17/18	Redlands	East Valley Corridor Bike Route Interconnect	Bike/Ped	\$264,401	\$105,605	2023-02-28	Project completed and closed pending Board 11/6/24 approval of scope change request from con to pre-con	\$108,647 (\$155,755 to be returned to program)	No	Completed	GPC approved 2nd change on 10/9/24	Yes	3.
21/22	Redlands	Transit Stops Improvements in the City of Redlands	Transit	\$46,340	\$0	06/30/2025	Completed; in the process of invoicing	\$0	Yes	Completed	No	No	
23/24	Redlands	Orange Blossom Trail Phase IV	Bike/Ped	\$1,089,700	\$192,300	06/30/2027	The plans are currently under second review with SBCFCD. Once permit is obtained, the project will be advertised for construction.	\$2,000	No	Yes	No	No	
17/18	Rialto	Cedar Ave Railroad Crossing Ped Improvements	Bike/Ped	\$250,000	\$428,000	08/30/2024	Completed; in the process of invoicing	\$250,000	Yes	Completed	No	Yes	4.
21/22	Rialto	Merrill SRTS (Boyd Elementary School)	Bike/Ped	\$639,405	\$815,565	06/30/2025	Bid advertisement	\$232,351	No	Yes	No	No	
21/22	Rialto	Sycamore SRTS	Bike/Ped	\$457,616	\$457,616	06/30/2025	In construction	\$157,753	Yes	Yes	No	No	
21/22	Rialto	Rialto Bus Stop Improvements	Transit	\$71,497	\$0	06/30/2025	May need to rescind due to lack of progress. Currently in discussion with City.	\$0	No	No	No	No	
23/24	Rialto	Frisbie Middle School SRTS	Bike/Ped	\$1,095,091	\$589,664	06/30/2027	In design	\$3,300	No	Yes	No	No	
23/24	Rialto	Bemis Elementary SRTS	Bike/Ped	\$716,745	\$779,774	06/30/2027	In design	\$227,863	No	Yes	No	No	
19/20	San Bernardino	4 Stops: 5691 Baseline @ Sepulveda EB, 54 9th @ Medical Center EB, 5622 5th @ J St WB, 60 Sierra @ Ralston SB	Transit	\$26,936	\$6,734	12/31/2022 Expired	Notice to rescind was sent on 6/29/23. City successfully appealed.	\$26,936	Yes	Completed	Yes, reduced from 4 to 2 stops	Yes	
21/22	San Bernardino	4 Stops: E @ 36th NB, Kendall @ Brookfield EB, Kendall @ Lakewood EB, Rialto @ Macy WB	Transit	\$50,800	\$0	2025-06-30	Completed; in the process of invoicing	\$50,800	Yes	Completed	No	No	
23/24	San Bernardino	Bus Stop Sidewalk Improvements	Transit	\$96,000	\$24,000	06/30/2027	Under construction	\$1,700	Yes	Yes	No	No	

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Award Fiscal Year	Agency	Description	Project Type	TDA3	Local Share	Current Deadline	Status	TDA3 Est. Spent	Consultant/ Contractor Selected?	On Current Schedule?	Scope Change Ever Needed	Extension Ever Needed	Yrs Ext Needed To-Date
23/24	Twentynine Palms	Channel Trail Class I	Bike/Ped	\$420,750	\$74,250	06/30/2027	Design on-going	\$15,247	Yes	Yes	No	No	
21/22	Victorville	Old Town Sidewalk Connectivity - Phase 2	Bike/Ped	\$249,640	\$249,640	06/30/2025	In design	\$0	No	Yes	No	No	
23/24	Victorville	Village Drive Sidewalk	Bike/Ped	\$250,000	\$308,000	06/30/2027	In design	\$0	No	Yes	No	No	
21/22	VVTA	Apple Valley Bus Turn Out	Transit	\$75,000	\$85,926	06/30/2025	Completed; in the process of invoicing	\$112,316	Yes	Completed	No	No	
21/22	VVTA	Hesperia Rd Between Chalan Rd and Sunset Drive	Transit	\$51,722	\$12,931	06/30/2025	Scheduled to be completed by May 30, 2025.	\$0	City staff	Yes	No	No	
21/22	VVTA	13735 Rodeo Dr	Transit	\$26,891	\$6,723	06/30/2025	Scheduled to be completed by November 30, 2024	\$0	City staff	Yes	No	No	
23/24	VVTA	Apple Valley - Bus Stop Improvements	Transit	\$128,002	\$32,001	06/30/2027	In design phase	\$0	No	Yes	No	No	
23/24	VVTA	Victorville - Sunhill Drive & Chalon Road	Transit	\$76,080	\$19,020	06/30/2027	Developing a design Request for Proposals	\$0	City staff	Yes	No	No	
23/24	VVTA	Victorville - Nevada Avenue & McCoy Drive	Transit	\$10,362	\$2,590	06/30/2027	Developing a design Request for Proposals	\$0	City staff	Yes	No	No	
21/22	Yucaipa	Transit Stop Access in the City of Yucaipa	Transit	\$13,200	\$13,200	06/30/2025	Project is to bid. Contract scheduled to go to City Council for Approval on 8/26/24.	\$0	Yes	Yes	No	No	

- Expenditure within first year requirement not met.
- Completed
- Extension or Scope change requested

Attachment: Art3_All_FY24_ProgressReport (print update status page only) (11065 : Transportation

Attachment B



Town of Apple Valley

Engineering Department

A Better Way of Life

August 14, 2024

San Bernardino County Transportation Authority
 Attn.: Ms. Lisa Chou
 1170 West Third Street, 2nd Floor
 San Bernardino, CA 92410

Subject: FY 2021/2022 Bear Valley Road Bridge Connector – time extension request

Dear Ms. Chou,

The Town of Apple Valley respectfully requests an extension of the completion date for the above referenced project to 12/31/2027.

Although the Town advertised twice for Phase 1 (grading and utilities relocation) there were no bids. That led to a shift in the project construction strategy changing it from Phase 1 and Phase 2 (bridge and road work) to one construction phase only. This translates into schedule and order of work changes. The current project milestones are as follows:

- Advertising for Construction: January 2025
- Construction contract award: February 2025
- Begin Construction: March 2025
- Complete Construction Contract August 2027

While the Town expects to complete work on TDA Article 3 eligible items well before overall project completion, this time extension will allow for sufficient time to construct, seek reimbursement and close-out this large scale and complex project.

Should you have any questions or concerns please don't hesitate to contact me at your convenience.

Thank you for your time and consideration.

Best regards,

Paula Pereira
 Project Manager

Minute Action

AGENDA ITEM: 20

Date: December 4, 2024

Subject:

Draft Strategies for the Long Range Multimodal Transportation Plan

Recommendation:

Receive a presentation on the Draft Long Range Multimodal Transportation Plan and the Strategic Priority Action Plan.

Background:

The San Bernardino County Transportation Authority (SBCTA) began development of the Long Range Multimodal Transportation Plan (LRMTP) in spring 2023, funded by a California Department of Transportation (Caltrans) Sustainable Communities Grant of \$594,471. Brief updates on progress were provided in General Policy Committee agenda items such as the multimodal transportation quarterly reports, references in budget presentations, and highlights in updates from the Planning Department, most recently on October 9, 2024. Input thus far has been received from two stakeholder working groups, consisting of local/regional agencies, Caltrans, and community members. Both virtual public workshops and in-person outreach were conducted in September 2024, focusing on strategic priorities. A presentation of this material was also made to the SBCTA Transportation Technical Advisory Committee on September 13, 2024. This has all resulted in a set of strategic priorities and actions that the LRMTP team wanted to bring to the SBCTA Metro Valley Study Session and Mountain/Desert Policy Committee for review and comment. Subsequent to the committee meetings, a full draft will be prepared and released by early December. A review period will follow and a final LRMTP report brought back to committees in February 2025.

SBCTA has had a Countywide Transportation Plan with multimodal and sustainability elements since 2015, with an interim update in 2021, but these elements have not been fully integrated, nor have they kept up with major changes in State directives on sustainability. In particular, the plans had not responded to disruptions seen over the last several years, such as the COVID-19 pandemic, climate change initiatives, and changes in technology and travel patterns that have ensued. Thus, with funding from the Caltrans grant, SBCTA has been developing a LRMTP that responds to these challenges and new policy initiatives such as the California Transportation Plan 2050 and the Climate Action Plan for Transportation Infrastructure.

The transportation system envisioned in the LRMTP should enable SBCTA and the jurisdictions in San Bernardino County to thrive across the diverse spectrum of our 1) population, 2) geography, 3) economic conditions, and 4) natural and built environments. Based on transportation scenario modeling and extensive discussions with the public and subject matter experts, the LRMTP project consultants and SBCTA staff have developed a Draft Strategic Priority Action Plan that is ready for policy level review and direction.

The Draft Strategic Priority Action Plan (Attachment A) lists recommended key actions by strategic priority for five crucial issues, including: 1) mobility, 2) goods movement, 3) climate adaptation, and resiliency, 4) disadvantaged communities, and 5) funding.

Entity: San Bernardino County Transportation Authority

The strategic priority of “mobility” includes working toward 30-minute frequencies on the Metrolink San Bernardino Line, further investment in higher service levels and priority treatments on the core transit network, local coordination on transit-focused land use and first/last mile connections, and completion of the Interstate 10 and Interstate 15 managed lane network. Promotion of non-motorized transportation facilities, vanpooling, carpooling, and telework are part of the transportation demand management strategy.

The draft strategy for goods movement is to improve high volume freight corridors and address freight bottlenecks while accelerating the transition to clean trucks and promoting a shift from truck to rail wherever practical. This will require significant collaboration with member agencies, Caltrans, aviation, logistics, and zero-emission charging/fueling companies. Strategic improvements at freight bottlenecks will include interchange ramp improvements, auxiliary lanes, and mainline projects such as the northbound truck climbing lane extension from Kenwood Avenue to State Route 138.

To address climate adaptation and resiliency, it will be important to incentivize transit and shared rides where possible, such as through managed lanes, and to improve operational resiliency through emergency route planning (including responsiveness to Assembly Bill 98 requirements), and strategic highway improvements. Major transit service improvements in bus and rail systems (e.g. local bus, Bus Rapid Transit (BRT), Metrolink, Brightline, ONT Connector, etc.), and zero-emission buses and trucks are all part of the climate adaptation strategy. Severe weather events (extreme heat, wildfires, floods) can disrupt the network, particularly in areas of the county that are dependent on a single major artery (e.g. Interstate 15) or limited arterial network (e.g. the mountains). The LRMTTP also expresses support for development of hydrogen hubs and zero-emission charging/fueling infrastructure.

Since San Bernardino County includes many areas designated as disadvantaged according to State and Federal criteria, the strategic priorities include continuation of demand-responsive service for residents with limited mobility options, increased free and reduced fare programs, and prioritization of multimodal improvements developed through inclusive communication with impacted communities.

The stark reality is that the limiting factor for implementation of LRMTTP projects will be funding, and for transit, the most limiting factor is funding for operations. It is essential that reliable, consistent sources of transit operating funds be identified before commitments are made to capital projects or transit frequency improvements. One of the principal funding strategies is to secure additional state and federal funding for transit operations. Partnerships with other transportation commissions and transit agencies will be essential to have voices heard, but revenue increases at the State and Federal level are as difficult as they are at the local level.

SBCTA’s Measure I sales tax has several funding sources available to transit operations: Metrolink/Rail Service (8% of Valley revenue), Express Bus/BRT Program (5% of Valley revenue, used for capital or operations), and Senior/Disabled Transit (8% for the Valley and up to 6.5% for Mountain/Desert, with future increases up to 7.5%). If transit service is to be increased, it is inevitable that a future Measure I renewal or additional tax measure would require more flexibility for funding to be used for transit operations.

Board of Directors Agenda Item

December 4, 2024

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The Draft Strategic Priority Action Plan includes tactics aimed at securing additional funds through State/Federal funding increases, additional flexibility in a future Measure I, use of excess toll revenue for transit, development of a vehicle miles traveled mitigation bank, and continued contributions from new development. This is in addition to the continued effort to pursue State and Federal grants.

In addition to creating a Draft Strategic Priority Action Plan, SBCTA staff worked closely with Omnitrans and local jurisdictions to develop a draft approach to further development of Priority Transit Corridors in the Valley. The November 14, 2024, agenda of the SBCTA Transit Committee presents the proposed two-pronged approach to Priority Transit Corridor development, which may be refined based on input from that committee or in review of the draft LRMTF.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was received by the Board of Directors Metro Valley Study Session (MVSS) on November 14, 2024 and the Mountain/Desert Policy Committee (MDC) on November 15, 2024. The Background sections of the agenda item was the same for both committees, but the presentations differed, with a focus on the Valley for the MVSS and on Mountain/Desert Subareas for the MDC. The MVSS presentation is provided with this Board agenda item.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

ATTACHMENT A - LRMTDP DRAFT ACTION PLAN

9 Action Plan

Tables 6 through 10 detail the key actions that SBCTA can take to advance each strategic priority, organized by key issue.

Table 6. Key Actions for Mobility

Strategic Priority	Key Actions
Further develop the Core Transit Network	<ul style="list-style-type: none"> • Work with SCRRRA to achieve 30-minute daytime headways on the Metrolink San Bernardino Line as a high-frequency transit backbone in San Bernardino Valley and coordinate service planning to provide connections to Brightline West • Complete the West Valley Connector BRT project • Develop an implementation and funding plan for higher service levels and appropriate transit priority treatments (e.g. transit signal priority) on the Omnitrans priority transit network • Invest in Mountain/Desert transit systems based on priorities in the respective Short Range Transit Plans • Position the priority transit network to be competitive for additional state and federal funding • Pursue operating funds for increased service using strategies described in key issue 5
Incorporate Core Network into local land use plans and policies	<ul style="list-style-type: none"> • Position the Omnitrans priority transit network to be attractive for higher density residential and commercial development, coordinating with local jurisdictions on land use planning • Coordinate with transit operators and corridor jurisdictions on land use plans that address state housing targets and local economic development goals along the core transit network
Incremental transit enhancements in rural areas	<ul style="list-style-type: none"> • Identify unmet or underserved needs in rural communities, such as connections from Needles to Arizona for grocery and pharmacy access • Secure funding to implement new/enhanced service to meet rural travel needs
Develop coordinated program of first/last mile improvements	<ul style="list-style-type: none"> • Build on the Non-Motorized Transportation Plan to define an active transportation priority list and advance project development to position for funding • Deliver priority improvements • Develop design guidelines for a tiered mobility hub network that co-locates transit and active transportation amenities such as bike sharing

Invest in multimodal connectivity and customer experience

- Continue to coordinate service planning between transit providers to schedule convenient connections between modes
- Actively promote fare integration and adoption of interoperable fare payment and trip planning technology across San Bernardino County and regional public transportation services and modes
- Invest in physical improvements at bus stops and rail stations to improve rider safety and comfort, such as shelters, benches, and lighting

Manage congestion on freeways and arterials

- Transition Valley freeways into a truly managed system by implementing the San Bernardino County portion of the regional multimodal managed lane system, with dynamic pricing, as included in the RTP/SCS
- Work with local jurisdictions to maintain the San Bernardino Valley Coordinated Traffic Signal System
- Implement the Smart Intersection and Smart Corridor recommendations from the Smart County Master Plan
- Coordinate overall signal system improvements with priority treatments for the Core Transit Network
- Define and deliver priority highway/rail grade separations

Promote strong vanpool, carpool, and TDM initiatives

- Continue and expand partnerships with large and medium-sized employers to promote multimodal alternatives to single-occupancy vehicle commutes, including telecommuting
- Continue partnering with regional partners such as RCTC to share data and technology tools to support shared-ride opportunities for long-distance commuters
- Review transit fare structures and carpool/vanpool programs to provide flexibility that encourages hybrid workers to use alternative modes on days they must travel to an office
- Promote awareness of mobility alternatives and communicate the quality-of-life benefits of bus and rail transit, vanpool, and carpool as alternatives to driving alone

Develop VMT mitigation bank

- Leverage existing plans and work on strategic priorities to identify multimodal projects that can reduce VMT
- Implement the proposed “mode-choice based VMT mitigation bank” to incentivize commuters to reduce their VMT and make VMT credits available for purchase by proponents of highway and development projects

Table 7. Key Actions for Goods Movement

Strategic Priority	Key Actions
Develop plan for designated freight corridors	<ul style="list-style-type: none"> • Identify potential routes within and between major logistics hubs such as the areas around Ontario International Airport, Southern California Logistics Airport, San Bernardino International Airport, the Union Pacific West Colton Yard, and BNSF San Bernardino Intermodal facility • Assist jurisdictions with guidelines for implementation of AB 98, to include identification of corridors that may be designated as truck routes • Identify improvements to improve safety and operational efficiency along these corridors • Work with Caltrans and California Highway Patrol to enhance current incident management and monitoring systems to actively manage traffic along key freight corridors, such as the Cajon Pass • Coordinate with local jurisdictions on a set of guidelines and plans to incorporate proposed truck routes into their circulation elements as required by AB98
Collaborate with logistics industry to shift freight from truck to rail, where practical and cost-effective	<ul style="list-style-type: none"> • Prioritize connections to intermodal facilities in development of designated highway freight corridor plan • Collaborate with BNSF and Union Pacific to address key bottlenecks in the freight rail network to increase rail capacity
Accelerate transition to clean trucks	<ul style="list-style-type: none"> • Partner with logistics and zero-emission charging/fueling companies to accelerate the transition to ZE truck operations and supporting infrastructure needs consistent with the CTC’s SB 671 designated zero-emission corridors • Partner with the private sector to seek grant funding for ZE trucks and charging/fueling stations • Continue to coordinate with local jurisdictions and regional partners to build on goods movement decarbonization efforts such as the Riverside-San Bernardino-Ontario MSA Priority Climate Action Plan • Collaborate with state, regional, and local partners to locate and fund hydrogen production hubs and an affordable H2 fueling supply chain to support both the logistic industry and transit needs

Prioritize investments in high-volume highway freight corridors	<ul style="list-style-type: none"> • Deliver key highway improvements in the Measure I 10-Year Delivery Plan, such as the I-10 and I-15 Corridor Freight and Managed Lane Projects, and strategic improvements on other state highways such as SR-18, SR-62, and US 395 • Strategically invest in improvements to key highway freight bottlenecks and that minimize conflict between trucks and other road users, such as the Cajon Pass I-15 Northbound Truck Climbing Lane Extension.
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Table 8. Key Actions for Climate Adaptation and Resiliency

Strategic Priority	Key Actions
Encourage redundancy across the transportation network and improve operational resiliency on major arterials	<ul style="list-style-type: none"> • Implement recommendations from the forthcoming State Route 247/62 Emergency Bypass Study and the Emergency Evacuation Network Study (EENR) • Extend the I-15 truck climbing lane through the Cajon Pass • Continue development of managed lanes on major corridors such as I-10 and I-15, consistent with regional plans • Continue and expand transit partnerships with mountain area resorts to provide an alternative to driving congested routes to, from, and within the mountains
Coordinate connections to Brightline West	<ul style="list-style-type: none"> • Coordinate with Metrolink and Brightline West to ensure east-west regional connectivity via the Metrolink San Bernardino Line • Complete the West Valley Connector and coordinate other public and private bus connectivity to the Rancho Cucamonga, Hesperia, and Apple Valley Brightline stations • Deliver the Ontario Airport Connector to create a direct transit connection between the station and the airport • Coordinate with Rancho Cucamonga, Ontario, and local employers to implement first/last mile improvements for access to employers and attractions in the West Valley • Partner with VVTA to coordinate feeder service to the Apple Valley and Hesperia stations, such as new fixed routes or expansion of Micro-Link on-demand service as appropriate
Accelerate transition to clean trucks	<ul style="list-style-type: none"> • Partner with trucking and zero-emission fueling/charging companies to accelerate the transition to zero-emission in the SB 671 corridors and for local logistics operations. Seek grant funding for ZE trucking and transit

Transition transit operations to zero-emissions	<ul style="list-style-type: none">• Implement transit zero-emission plans, taking advantage of lessons learned as agencies deploy new technologies, in particular regarding operating zero emission vehicles long distances and in hot conditions in the county’s rural areas and with steep grades in the Mountain subarea• Collaborate with Metrolink to explore technology options for their transition to zero-emission
Support development of hydrogen hubs and fueling	<ul style="list-style-type: none">• Complete conversion of Arrow service from diesel to hydrogen fuel cell multiple units• Partner with Metrolink, Omnitrans, and VVTA to identify opportunities for leveraging economies of scale in the sourcing of hydrogen fuel• Partner with the state and utility industry to site green hydrogen production in accessible Inland Empire locations
Prioritize state-of-good-repair on highways and arterials	<ul style="list-style-type: none">• Reinvest new toll revenue into maintaining the managed lane system as well as excess revenue on transit, zero-emission and affordable housing• Replace key rural bridges to restore and maintain access, such as those on the National Trails Highway and in Baker• Collaborate with Caltrans and local jurisdictions on criteria for prioritizing maintenance of alternate routes need for incident traffic management and emergency evacuation
Establish emergency procedures	<ul style="list-style-type: none">• Complete the Emergency Evacuation Network Resilience Study in cooperation with WRCOG and partner to implement key recommendations of the study• Aid transit agencies, where possible, during periods of emergencies due to extreme events such as fire and flooding, as they support evacuation of local residents (and their pets) to safe centers and evacuation shelters.• Collaborate with local and state emergency service agencies to establish and maintain strong and clear communication pathways so that in times of emergency, San Bernardino County residents are knowledgeable about where to turn for immediate transportation-related information

Table 9. Key Actions for Disadvantaged Communities

Strategic Priority	Key Actions
Continue to operate the local bus and demand-responsive transit systems that particularly serve residents without access to cars	<ul style="list-style-type: none"> Analyze potential impacts of major transit investments on transit service to disadvantaged communities Provide adequate maintenance, security, schedule information and cleanliness at local bus stops Consider needs of all users as electronic fare payment systems are further developed
Take advantage of available funding focused on disadvantaged communities	<ul style="list-style-type: none"> Deliver transit priorities identified in the LRMTTP that particularly benefit disadvantaged communities Ensure that transit and TDM programs are highlighted at employment sites where lower-wage workers tend to be employed Take advantage of equity-oriented programs like RAISE and the Reconnecting Communities Pilot Continue to leverage state GHG reduction fund sources such as TIRCP and SB 1 funds such as TCEP to accelerate the ZE transition
Free and reduced fare programs	<ul style="list-style-type: none"> Expand targeted programs to improve transit affordability for students, seniors, and low-income individuals Promote electronic fare payment options, particularly to support fare-capping, including for low-income individuals who otherwise pay more for successive trips than the cost of a monthly pass Communicate fare incentives to the public
Prioritize multimodal improvements to improve mobility in disadvantaged communities	<ul style="list-style-type: none"> In developing the Core Transit Network, prioritize corridors that connect disadvantaged communities to key destinations Invest in high-comfort off-street active transportation corridors such as the Santa Ana River Trail, Pacific-Electric Trail, and San Sevaine Bicycle/Pedestrian Trail Build on the Non-Motorized Transportation plan to deliver improvements in disadvantaged communities

Prioritize inclusive communications


- Translate promotional materials, trip planning information, and other information on SBCTA programs into the most common languages for the targeted audience
- Develop target-group focused communications strategies – such as to seniors, to rideshare commuters, to potential transit users – that can promote mobility choices.
- Use the Public & Specialized Transportation Advisory and Coordination Council (PASTACC) to coordinate delivery of services to disadvantaged communities.

Table 10. Key Actions for Funding


Strategic Priority	Key Actions
Secure additional state and regional funding for transit operations	<ul style="list-style-type: none"> • Increase availability and flexibility of future Measure I funding for use in transit operations • Lobby for greater predictability of state and federal transportation revenue streams and flexibility to use new and existing state and federal transportation funding sources for operating expenses
Align future funding sales tax measures with the priorities of the LRMTTP	<ul style="list-style-type: none"> • Ensure that a potential Measure I renewal or additional tax measure would allow the key actions for the strategic priorities as eligible expenditures, including capital investments for all modes and ongoing operating costs for transit • Ensure that a potential Measure I renewal provides flexibility in future allocations to allow SBCTA and its partners to adapt to the uncertain future and changing investment needs
Use excess toll revenue for transit improvements	<ul style="list-style-type: none"> • Identify transit needs along planned express lane corridors such as I-10 and I-15 and fund solutions with toll revenue • Expand use of tolled express lanes to manage congestion while providing additional revenue for investment in alternate modes of travel
Partner with community-based organizations (CBOs) and the business sector to build support for projects and promote alternatives	<ul style="list-style-type: none"> • Maintain relationships with CBO leaders and business sector partners • Leverage CBO and private sector contact networks to disseminate information in a targeted manner and collect feedback from communities and businesses affected by projects • Leverage CBO and business sector networks to disseminate information about new and existing multimodal services and incentives available to the public

Support local agency grant pursuits


- Monitor grant funding opportunities at federal, state, and regional levels and collaborate with local partners on grant pursuits
- Provide technical support for local grant applications



**SBCTA
Long-Range
Multimodal
Transportation Plan
for San Bernardino
County**





Metro Valley Study Session
November 14, 2024



1

AGENDA

- 1** LRMTTP Overview
- 2** Plan Vision, Goals, and Objectives
- 3** Plan Themes and Strategic Priorities

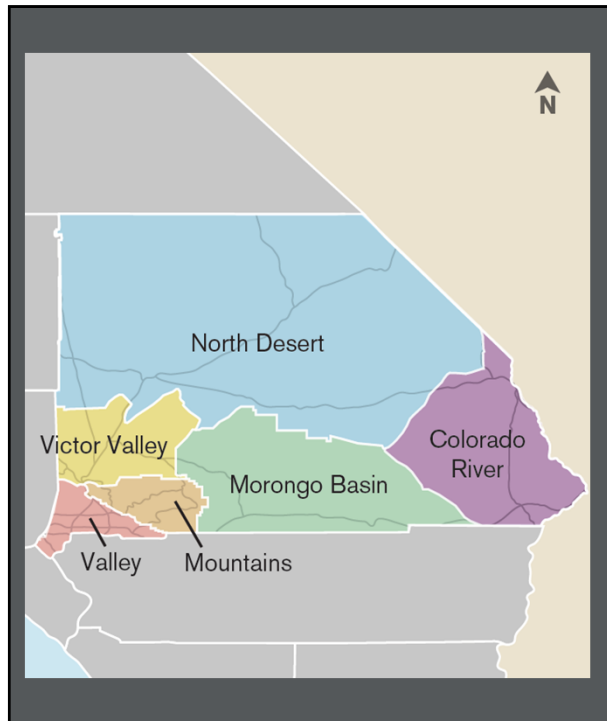
2

Attachment: LRMTTP PPT PDF (11066 : Draft Strategies for the Long Range Multimodal Transportation Plan)

LRMTP Project Process



3



LRMTP Subregions

- Consistent with Measure I
- Analysis and recommendations will follow the six subregion format

4

Draft LRMTTP Vision Statement

SBCTA's long-range plan supports integrated, multimodal transportation to strengthen the health of our communities, the environment, and our economy by providing safe, reliable, and equitable connectivity for people and goods in, to, and through San Bernardino County.



5

LRMTTP Goals and Objectives

	Goals	Objectives
Connectivity	Improve multimodal mobility and safe access to destinations for all users	<ul style="list-style-type: none"> • Improve multimodal mobility and access to jobs, housing, and key destinations • Improve connectivity between modes and services • Better integrate transit and bicycle/pedestrian facilities with land use planning
Equity	Reduce transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups	<ul style="list-style-type: none"> • Reduce cost burden to underserved communities • Improve access to mobility options for disadvantaged groups
Economy	Support a vibrant, resilient economy	<ul style="list-style-type: none"> • Support access to employment, educational institutions, and businesses via all modes, with special emphasis on transit, shared-rides, and non-motorized • Improve freight's economic competitiveness and efficiency • Maintain infrastructure in a state of good repair • Deploy resources in a cost-effective manner
Environment	Enhance environmental health and reduce negative transportation impacts	<ul style="list-style-type: none"> • Reduce VMT, GHG emissions, and air pollution • Strengthen the transportation system's resiliency to withstand and recover from disruptions brought about by natural disasters, climate change, and other factors • Support clean mobility technology, including the freight sector
Quality of Life and Public Health	Enable vibrant, healthy communities	<ul style="list-style-type: none"> • Manage the impact of freight traffic in neighborhoods • Reduce sources of delay on the transportation system • Increase the share of people carpooling, bicycling, walking, and taking transit
Safety	Provide a safe and secure transportation system	<ul style="list-style-type: none"> • Reduce fatalities, injuries, and incidents on the transportation system



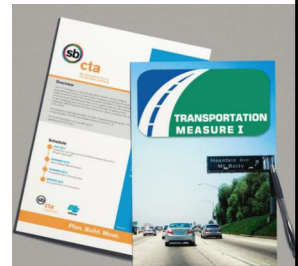
6

Scenario Planning

7

Scenario Planning Process

- Consider how future trends may affect the transportation system
- Model different potential futures and assess effects on outcomes
- Scenarios considered the system demand (land use and travel behavior) and supply (transportation network)



8

Context (Demand) Scenarios

“Business as Usual”

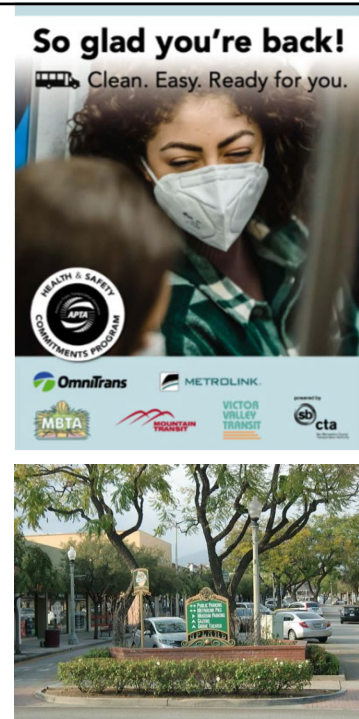
- Travel patterns return to pre-pandemic conditions
- Assumes 2019 travel behavior with 2050 population and employment

“Virtual Future”

- Shift to remote work is permanent and grows stronger
- Assumes anyone who can work from home does so, reducing home-based work trips

“Smart Growth”

- Assumes 2019 travel behavior with modified land use
- All future population and employment growth in Valley subarea is concentrated around major transit corridors to test the extremes of smart growth



9

Transportation (Supply) Scenarios

“Enhanced Network”

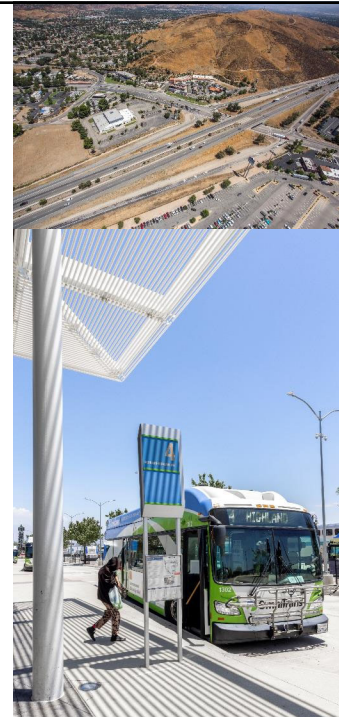
- Assumes availability of new funding sources and additional transportation projects
- Corresponds to SCAG “Plan” network
- Assumes “Business as Usual” background context

“Transit Expansion”

- Bus frequency is doubled across Southern California
- Assumes “Smart Growth” background context

Sensitivity Test: Roadway Pricing

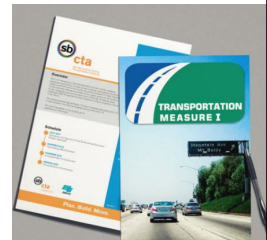
- Assumed Business as usual background context and enhanced transportation network with increased automobile operating cost



10

Key Findings

- Delay is reduced in multiple scenarios, but difficult to reduce Vehicle Miles Traveled (VMT)
- Roadway pricing sensitivity test showed that each 10% increase in auto operating costs would be expected to reduce VMT by 1.7%; costs would be burdensome for drivers (equivalent to raising gas prices over 5 dollars/gallon to reduce VMT 10 percent)
- Major transit expansion across Southern California along with smart growth increases ridership and reduces VMT, but with major increase in operating expenses



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Scenario Summary

Performance Measures (Metrics for S.B. County Only)	Business as Usual	Virtual Future	Smart Growth	Enhanced Network	Transit Expansion + Smart Growth
	Value	Change	Change	Change	Change
Total Vehicle Miles Traveled	91,000,000	-4%	-2%	0%	-10%
Person Hours Traveled, work trips	890,000	-30%	-2%	-5%	-12%
Person Hours Traveled, non-work trips	1,510,000	8%	-3%	-6%	-11%
Minutes of delay per capita	5.6	-28%	-1%	-45%	-36%
Transit ridership	137,000	-32%	21%	43%	264%



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Plan Themes and Strategic Priorities

13

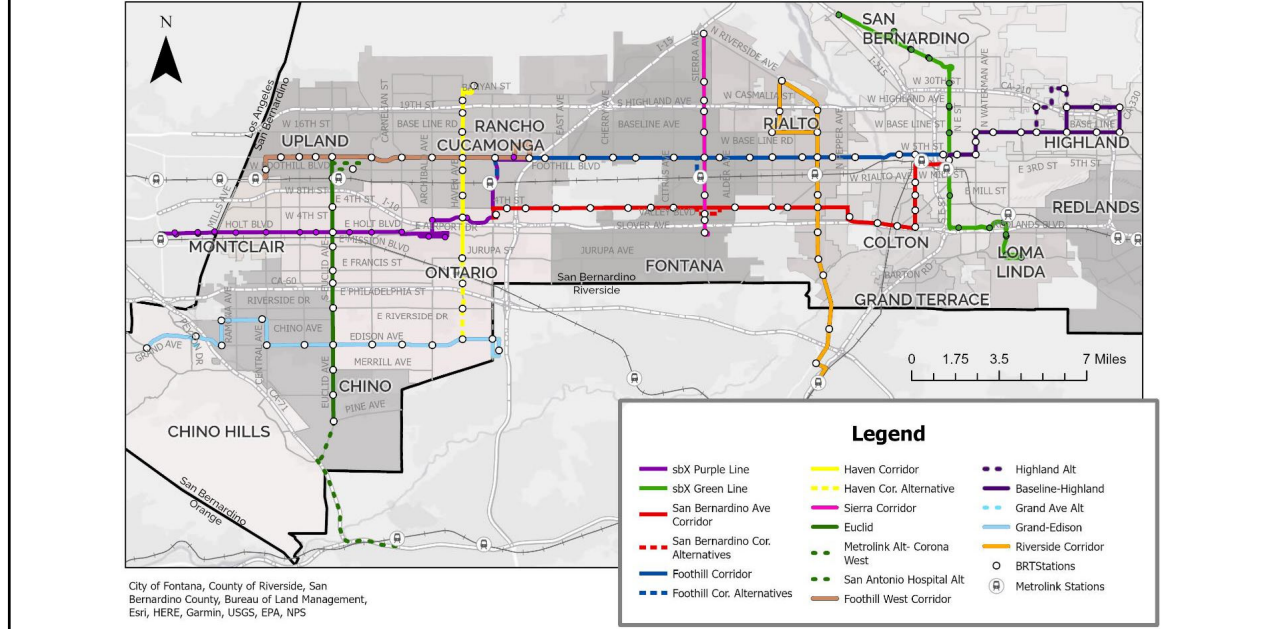
Strategic Priorities for Multimodal Connectivity

- Work toward 30-minute frequencies on Metrolink San Bernardino Line
- Further investment in higher service levels
- Priority treatments on core transit network (“systemwide plan”)
- Local coordination on transit-focused land use
- Create first/last mile connections
- Completion of the I-10 and I-15 managed lane network
- Transportation demand management strategies
 - Non-motorized transportation facilities
 - Vanpooling
 - Carpooling
 - Telework



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Transit Connectivity in Valley Subarea



15

Strategic Priorities for Freight Movement

Designate and improve key freight corridors

- Invest in high-volume highway freight corridors, including strategic bottleneck relief
- Interchange ramp improvements, auxiliary lanes and mainline projects (ex. Northbound truck climbing lane extension from Kenwood Ave. to SR-138)

Work with private sector on key initiatives

- Collaborate with private sector on transition to clean trucks
- Collaborate with private sector on strategic opportunities to shift from truck to rail



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Strategic Priorities for Climate Change & Resiliency

Incentivize transit and shared rides

- Managed lanes
- Transit system improvements (ex BRT, Brightline, ONT Connector)

Improved operational resiliency

- Emergency route planning (including AB 98)
- Strategic highway improvements to address severe weather

Support zero-emissions transition

- Collaborate with private sector on transition to clean trucks
- Support transition to zero-emission transit
- Support development of hydrogen production hubs and zero-emission charging/fueling infrastructure



17

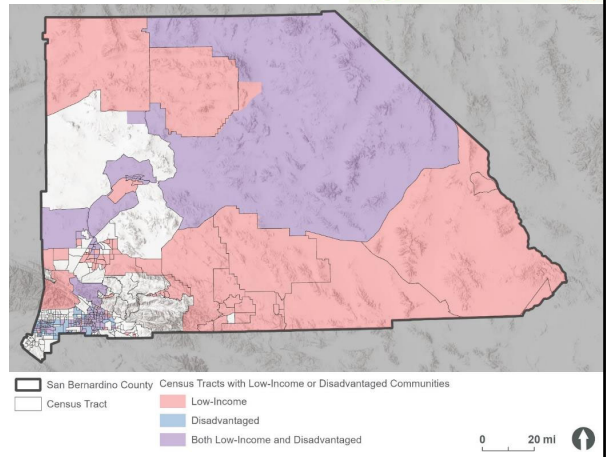
Strategic Priorities for Equity

Partner with local jurisdictions and CBOs

Demand-responsive services

- Continue, expand, and advertise fare reduction programs and free fare events for students, seniors, and low-income transit riders

Prioritize multimodal improvements



18

Attachment: LRMTTP PPT PDF (11066 : Draft Strategies for the Long Range Multimodal Transportation Plan)

Strategic Priorities for Funding

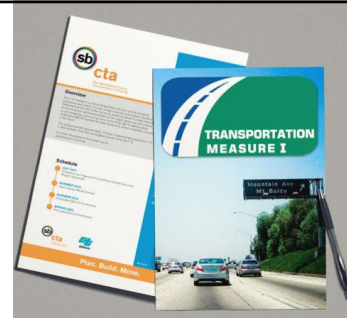
Expand sources of funding for transit operations

- Can't afford to build what we can't also operate
- Work with State, Federal, and regional partners to increase operating funds for transit
- Use excess toll revenues (after debt service and operations) for transit and (on I-10 east of I-15) zero-emission projects

Existing Measure I: Sources of Transit Operating \$

- Metrolink/Rail Service (8% of Valley revenue)
- Express Bus/BRT Program (5% of Valley revenue)
- Senior/Disabled Transit (8% for the Valley and up to 6.5% for the Mountain/Desert, with future increases up to 7.5%)

Future Measure I: Increase flexibility of funding programs for both transit capital and operations



Minute Action

AGENDA ITEM: 21

Date: December 4, 2024

Subject:

Contract No. 21-1002658 Amendment No. 2 to CPM Partners, Inc.

Recommendation:

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

A. Approve Amendment No. 2 to Contract No. 21-1002658 with CPM Partners, Inc., for Construction Management Services related to the Arrow Maintenance Facility (AMF) Hydrogen Fuel Upgrade Project, increasing the contract amount by \$1,370,000 for a new not-to-exceed amount of \$2,511,819.05, to be funded with Valley State Transit Assistance-Population Share funds, and extend the termination date to June 30, 2026.

B. Approve an increase to the contingency authorized for Contract No. 21-1002658 in the amount of \$137,000, for a new not-to-exceed amount of \$241,181.52, and authorize the Executive Director, or his designee, to release contingency as necessary for the completion of the project.

C. Allocate \$1,507,000 in Valley State Transit Assistance-Population Share funds to the Zero Emission Multiple Unit effort to accommodate Construction Management Services related to the AMF Hydrogen Fuel Upgrade Project for a new project budget of \$63,829,861.

D. Approve a Fiscal Year 2024/2025 budget amendment increasing Task No. 0315 – Transit Capital in the amount of \$1,370,000 to be funded with Valley State Transit Assistance -Population Share funds.

Background:

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

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

The project has experienced delays and challenges, pushing the completion for the AMF Retrofit Project from September 2024, which was the forecasted completion date at the time the CMC Services contract was executed, to December 2025, and the completion date for the Hydrogen Station from September 2023 to June 2026. In consideration of the construction and management challenges, staff recommends exercising the contract's second option term, extending the contract through June 30, 2026, to support the AMF construction and the Zero Emission Multiple Unit (ZEMU) completion and project close-out phase. As such, staff also recommends approving

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

December 4, 2024

Page 2

Amendment No. 2, increasing the contract amount by \$1,370,000, to be funded with Valley State Transit Assistance-Population Share funds, for a new not-to-exceed amount of \$2,511,819.05, as reflected in the updated Exhibit B, now titled Exhibit B1, and increasing the contract contingency by an additional \$137,000, for a total contract contingency in a not-to-exceed amount of \$241,181.52, of which \$100,003.84 had been released. To accommodate this recommendation, it is necessary to allocate an additional \$1,507,000 in Valley State Transit Assistance-Population Share funds to the ZEMU project, increasing the total ZEMU project budget to \$63,829,861. Also, staff recommends increasing the Fiscal Year 2024/2025 Budget to accommodate the ongoing construction and management services needed to support the AMF construction and project completion. This increase will be funded with Valley State Transit Assistance-Population Share funds.

Financial Impact:

Contract No. 21-1002658 is included in the adopted Budget for Fiscal Year 2024/2025 and funded with Transit and Intercity Rail Capital Program funds in Program 30, Transit. A budget amendment is required as described in Recommendation D and described in the Background section of this item.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on November 14, 2024. SBCTA General Counsel, Enterprise Risk Manager, and Procurement Manager have reviewed this item and the draft amendment.

Responsible Staff:

Joy Buenaflor, Deputy Director of Transit & Rail Programs

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

General Contract Information

Contract No: 21-1002658 Amendment No.: 2
Contract Class: Payable Department: Transit
Vendor No.: 03774 Vendor Name: CPM Partners, Inc.
Description: Construction Management Services ArrowMaintenance Facility Hydrogen Fuel Upgrade Project
List Any Related Contract Nos.:

Dollar Amount

Table with 4 columns: Item, Amount, Item, Amount. Rows include Original Contract, Prior Amendments, Prior Contingency Released, Current Amendment, Total/Revised Contract Value, Total Contingency Value, and Total Dollar Authority (Contract Value and Contingency).

Contract Authorization

Board of Directors Date: 12/04/2024 Board Item # 11060

Contract Management (Internal Purposes Only)

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

Accounts Payable

Estimated Start Date: 05/18/2022 Expiration Date: 06/30/2025 Revised Expiration Date: 06/30/2026

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

Table with 9 columns: Fund, Prog, Task, Sub-Task, Object, Revenue, PA Level, Revenue Code Name, Total Contract Funding, Total Contingency. Includes rows for TIRCP: HFS, TIRCP: AMF Retrofit, TIRCP: Major Equip, and STA.

Joy Buenafior

Project Manager (Print Name)

Victor Lopez

Task Manager (Print Name)

Additional Notes:

Attachment: CSS - 21-1002658 Amendment No. 2 (11060 : Contract No. 21-1002658 Amendment No. 2 to CPM Partners, Inc.)

AMENDMENT NO. 2 TO CONTRACT NO. 21-1002658**BY AND BETWEEN****SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY****AND****CPM PARTNERS, INC.****FOR****ARROW MAINTENANCE FACILITY HYDROGEN FUEL UPGRADE PROJECT****(“PROJECT”)**

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

RECITALS:

- A. On May 16, 2022, SBCTA and CONSULTANT entered into Contract No. 21-1002658 for Arrow Maintenance Facility Hydrogen Fuel Upgrade Project; and
- B. On October 26, 2023, SBCTA and CONSULTANT executed Contract Amendment No. 1 to replace the Exhibit B Fee Schedule with the Amendment No. 1, Exhibit B Fee Schedule and to exercise SBCTA’s first option to extend the Contract Period of Performance through June 30, 2025; and
- C. The Parties added \$20,003.84 to the contract through contingency release on March 22, 2024, for insurance coverage attributed to schedule delay, and again on October 23, 2024, in the amount of \$80,000, for continued Construction Management services; and
- D. The Parties desire to amend the Contract to remove and replace the Contract Amendment No. 1, Exhibit B Fee Schedule with Contract Amendment No. 2, Exhibit B.1, Fee Schedule attached hereto and to exercise SBCTA’s second option to extend the contract Period of Performance through June 30, 2026, and to increase the Contract amount by \$1,370,000.00, for a total contract amount not to exceed \$2,511,819.05

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

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

The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA’s Procurement Analyst and shall continue in effect through June 30, 2026, or until otherwise terminated, unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. CONSULTANT shall not be compensated for any work performed or cost incurred prior to issuance of the NTP.”

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

The total amount payable by SBCTA to CONSULTANT including the fixed fee shall not exceed Two Million, Five Hundred Eleven Thousand, Eight Hundred Nineteen Dollars and Five Cents (\$2,511,819.05).

- 3. Exhibit B Fee Schedule is replaced with Exhibit B.1 Fee Schedule, attached hereto and incorporated herein.
- 4. The Recitals set forth above are incorporated herein by this reference.
- 5. This Amendment No. 2 is incorporated into the Contract. Except as amended by this Amendment No. 2, all other provisions of the Contract as previously amended shall remain in full force and effect.
- 6. This Amendment No. 2 is effective upon execution by SBCTA.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 2 below.

CPM PARTNERS, INC.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Maribel Janecek
Secretary

By: _____
Ray Marquez, President
Board of Directors

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Alex Janecek
Vice President

By: _____
Julianna K. Tillquist
General Counsel

CONCURRENCE:

By: _____
Alicia Bullock
Procurement Manager

DRAFT

EXHIBIT B.1

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

	Firm Name	Hours	Costs
	CPM Partners		
	Labor Costs	12,259	\$ 2,142,657.26
	Other Direct Costs		\$ 130,003.84
Sub Total		12,259	\$ 2,272,661.10
	A1 Management & Inspection		
	Labor Costs	700	\$ 167,157.95
	Other Direct Costs		\$ -
Sub Total		700	\$ 167,157.95
	Twining, Inc.		
	Labor Costs	100	\$ 26,000.00
	Other Direct Costs		\$ 15,000.00
Sub Total		100	\$ 41,000.00
	Guida		
	Labor Costs	100	\$ 25,000.00
	Other Direct Costs		\$ 6,000.00
Sub Total		100	\$ 31,000.00
	Contract Grand Total Amount	13,159	\$ 2,511,819.05

Consultant CPM Partners

Contract No. 21-10026558

Date _____

Direct Labor Classification/Title	Key Personal	Hours	Labor Rate Range		Average Hourly Rate	Total Direct Labor
			Low	High		
Project Manager/Resident Engr.	Alex Janeczek	3,300	90.00	109.40	\$99.70	\$329,011.77
Assitant Resident Engineer	Michael Melgoza	2,650	57.69	70.12	\$63.90	\$169,346.93
Inspector*	Michael Melgoza	2,300	57.69	70.12	\$63.90	\$146,980.35
Office Engineer	Ylonda Miles	2,700	46.50	56.53	\$51.51	\$139,083.99
Office Engineer	Agustin Salinas	1,309	66.35	80.65	\$73.50	\$96,205.24

Labor Costs

a) Subtotal Direct Labor Costs	\$	880,628.28
b) Anticipated Salary Increases (see page 2 for sample)	\$	72,452.50
c) TOTAL DIRECT LABOR COSTS [(a)+(b)]	\$	953,080.78

Fringe Benefits

d) Fringe Benefits (Rate: Safe Harbor - 120%/90%)	e) Total Fringe Benefits [(c)x(d)]	\$	\$0.00
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Indirect Costs

f) Overhead (Rate: Safe Harbor - 120%/90%)	g) Overhead [(c)x (f)]	\$	1,012,659.83
h) General and Administrative (Rate: Safe Harbor - 120%/90%)	i) Gen & Admin [(c) x (h)]	\$	-
	j) Total Indirect Costs [(g)+(i)]	\$	\$1,012,659.83

Fixed Fee (Profit)

n) (Rate 9.00% %)	k) Fixed fee [(c) + (e) + (j)] x (n)	\$	\$176,916.65
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Total Loaded Labor Costs \$ 2,142,657.26

Other Direct Costs (ODC)

l) Field Vehicle Lease (Lease, gas, maintenance)	\$	48,000.00
m) Personal Vehicle Mileage Per IRS Rate	\$	20,000.00
n) Prints/Reproduction (at cost)	\$	2,000.00
o) Subconsultant Costs	\$	239,157.95
p) Insurance Allowance	\$	60,003.84
p) Total Other Direct Costs [(l) + (m) + (n) + (o)]	\$	369,161.79
Total cost [(c) + (e) + (j) + (k) + (p)]	\$	\$2,511,819.05

Notes:
Employees subject to prevailing wage requirements to be marked with an *.

Attachment: Contract 21-1002658 Amendment No. 2 Exhibit B1 Budget Amendment - PRINT (11060 : Contract No. 21-1002658 Amendment No. 2

Consultant: CPM Partners Contract No. 21-1002658 Date: _____

1. Calculate average hourly rate for 1st year of contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal Per Cost Proposal	Total Hours cost Proposal	Avg Hourly Rate	2-year Contract Duration Year 1 avg Hourly rate
880,628.28	12,259	= \$ 71.84	

2. Calculate hourly rate for all years (increase the Average Hourly rate for a year by proposed escalation%)

	Average hourly rate		Proposed Escalation			
Year 1	\$ 71.84	+	5%	=	\$ 75.43	Year 2 Avg Hourly Rate
Year 2	\$ 75.43	+	5%	=	\$ 79.20	Year 3 Avg Hourly Rate
Year 3	\$ 79.20	+	5%	=	\$ 83.16	Year 4 Avg Hourly Rate
Year 4	\$ 83.16	+	5%	=	\$ 87.32	Year 5 Avg Hourly Rate
Year 5	\$ 87.32	+	5%	=	\$ 91.68	Year 5 Avg Hourly Rate

3. Calculate estimated hour per year (multiply estimate% each year by total hours)

	Estimated % Completed Each Year		Total Hours Per Cost Proposal		Total Hours per Year	
Year 1	10.0%	*	12,259	=	1,226	Estimated Hours Year 1
Year 2	40.0%	*	12,259	=	4,904	Estimated Hours Year 2
Year 3	30.0%	*	12,259	=	3,678	Estimated Hours Year 3
Year 4	20.0%	*	12,259	=	2,451	Estimated Hours Year 4
Year 5	0.0%	*		=	-	Estimated Hours Year 5
Total	100.0%		Total	=	12,259	

4. Calculate Total Costs including Escalation (multiply average hourly rate by the number hours)

	Avg Hourly Rate (Calculated above)		Estimated hours (Calculated above)		Cost Per Year	
Year 1	\$ 71.84	*	1,226	=	\$ 88,062.83	Estimated Cost Year 1
Year 2	\$ 75.43	*	4,904	=	\$ 369,863.88	Estimated Cost Year 2
Year 3	\$ 79.20	*	3,678	=	\$ 291,291.56	Estimated Cost Year 3
Year 4	\$ 83.16	*	2,451	=	\$ 203,862.51	Estimated Cost Year 4
Year 5	\$ 87.32	*	-	=	\$ -	Estimated Cost Year 5
			Total Direct Labor Cost with Escalation	=	\$ 953,080.78	
			Direct Labor Subtotal before Escalation	=	\$ 880,628.28	
			Estimated Total of Direct Labor Salary Increase	=	\$ 72,452.50	Transferred to page 1

Notes:

- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
- This escalation calculation is for determining the total contract amount only. The actual allowable escalation is per Contract Section???
- Estimated yearly percent completed from resource loaded schedule

Attachment: Contract 21-1002658 Amendment No. 2 Exhibit B1 Budget Amendment - PRINT (11060 : Contract No. 21-1002658 Amendment No. 2

Consultant A1 Management & Inspection

Contract No. 21-10026558

Date _____

Direct Labor Classification/Title	Key Personal	Hours	Labor Rate Range		Average Hourly Rate	Total Direct Labor
			Low	High		
CM QA Representative	Pooya Kadkhoda	700	94.10	103.75	\$98.93	\$69,247.50

Labor Costs			
a) Subtotal Direct Labor Costs		\$	69,247.50
b) Anticipated Salary Increases (see page 2 for sample)		\$	1,011.42
c) TOTAL DIRECT LABOR COSTS [(a)+(b)]		\$	<u>70,258.92</u>
Fringe Benefits			
d) Fringe Benefits (Rate: Safe Harbor - 120%/90%)	e) Total Fringe Benefits [(c)x(d)]	\$	<u>\$0.00</u>
Indirect Costs			
f) Overhead (Rate: Safe Harbor - 120%/90%)	g) Overhead [(c)x (f)]	\$	83,097.00
h) General and Administrative (Rate: Safe Harbor - 120%/90%)	i) Gen & Admin [(c) x (h)]	\$	-
	j) Total Indirect Costs [(g)+(i)]	\$	<u>\$83,097.00</u>
Fixed Fee (Profit)			
n) (Rate 9.00% %)	k) Fixed fee [(c) + (e) + (j)] x (n)	\$	<u>\$13,802.03</u>
Total Loaded Labor Costs		\$	<u>\$167,157.95</u>
Other Direct Costs (ODC)			
l) Field Vehicle Lease (Lease, gas, maintenance)		\$	-
m) Personal Vehicle Mileage Per IRS Rate		\$	-
n) Prints/Reproduction (at cost)		\$	-
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)		\$	-
	p) Total Other Direct Costs [(l) + (m) + (n) + (o)]	\$	<u>\$0.00</u>
	Total cost [(c) + (e) + (j) + (k) + (p)]	\$	<u>\$167,157.95</u>

Notes:
Employees subject to prevailing wage requirements to be marked with an *.

Attachment: Contract 21-1002658 Amendment No. 2 Exhibit B1 Budget Amendment - PRINT (11060 : Contract No. 21-1002658 Amendment No. 2

Consultant: A1 Management & Inspection

Contract No. 21-1002658

Date: _____

1. Calculate average hourly rate for 1st year of contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal Per Cost Proposal	Total Hours cost Proposal	Avg Hourly Rate	2-year Contract Duration Year 1 avg Hourly rate
70,258.92	700	= \$ 94.10	

2. Calculate hourly rate for all years (increase the Average Hourly rate for a year by proposed escalation%)

	Average hourly rate	Proposed Escalation			
Year 1	\$ 94.10	5%	=	\$ 98.81	Year 2 Avg Hourly Rate
Year 2	\$ 98.81	5%	=	\$ 103.75	Year 3 Avg Hourly Rate
Year 3	\$ 103.75	5%	=	\$ 108.93	Year 4 Avg Hourly Rate
Year 4	\$ 108.93	5%	=	\$ 114.38	Year 5 Avg Hourly Rate

3. Calculate estimated hour per year (multiply estimate% each year by total hours)

	Estimated % Completed Each Year	Total Hours Per Cost Proposal	Total Hours per Year	
Year 1	10.0%	700	= 70.00	Estimated Hours Year 1
Year 2	50.0%	700	= 350.00	Estimated Hours Year 2
Year 3	40.0%	700	= 280.40	Estimated Hours Year 3
Year 4	0.0%	0	= -	Estimated Hours Year 4
Year 5	0.0%		= -	Estimated Hours Year 5
Total	100.0%	Total	= 700.40	

4. Calculate Total Costs including Escalation (multiply average hourly rate by the number hours)

	Avg Hourly Rate (Calculated above)	Estimated hours (Calculated above)	Cost Per Year	
Year 1	\$ 94.10	70	= \$ 6,587.00	Estimated Cost Year 1
Year 2	\$ 98.81	350	= \$ 34,581.75	Estimated Cost Year 2
Year 3	\$ 103.75	280	= \$ 29,090.17	Estimated Cost Year 3
Year 4	\$ 108.93	-	= \$ -	Estimated Cost Year 4
Year 5	\$ 114.38	-	= \$ -	Estimated Cost Year 5
		Total Direct Labor Cost with Escalation =	\$ 70,258.92	
		Direct Labor Subtotal before Escalation =	\$ 69,247.50	
		Estimated Total of Direct Labor Salary Increase =	\$ 1,011.42	Transferred to page 1

Notes:

- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
- This escalation calculation is for determining the total contract amount only. The actual allowable escalation is per Contract Section???
- Estimated yearly percent completed from resource loaded schedule

Minute Action

AGENDA ITEM: 22

Date: December 4, 2024

Subject:

San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2023/2024 Fourth Quarter

Recommendation:

Receive and file the Fourth Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2023/2024.

Background:

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

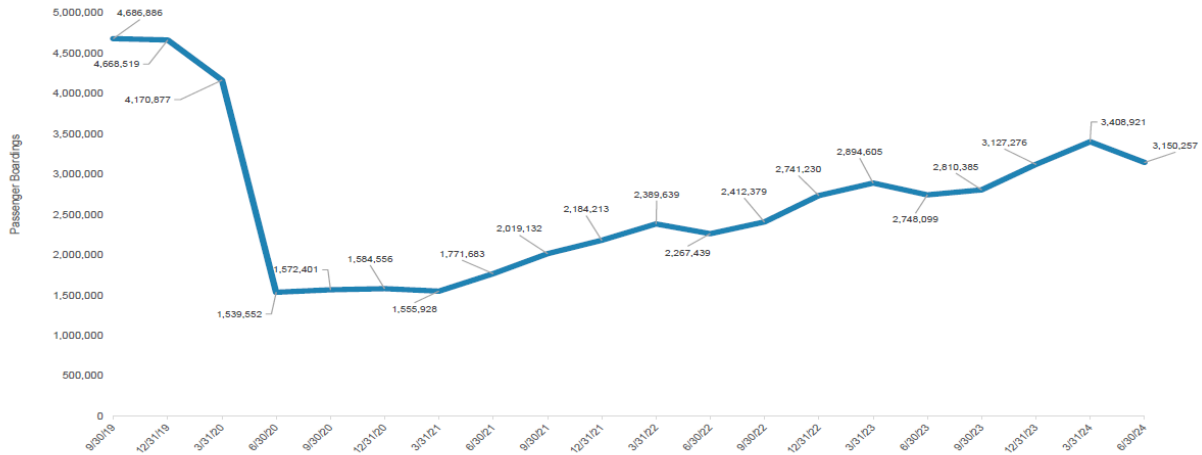
Although SBCTA's primary responsibility to the operators is to allocate funding, SBCTA is still required to be tuned in to the trends and statistics of its operators. To help facilitate this, as well as keeping the SBCTA Transit Committee and Board of Directors apprised of this information, SBCTA staff,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

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

Throughout the fourth quarter of Fiscal Year (FY) 2023/2024, San Bernardino County bus and rail transit operators provided approximately 3.1 million trips system wide (as shown in Exhibit 2 on the following page). This was a decrease of more than 250,000 trips from the prior quarter. This decrease is due to the seasonal decrease in Mountain Transit's service area.

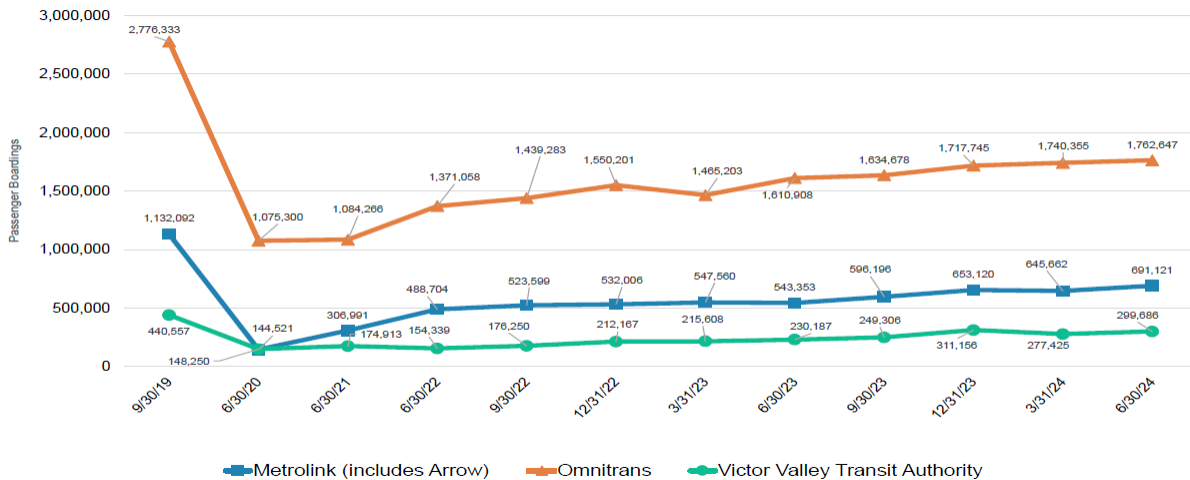
Entity: San Bernardino County Transportation Authority

Exhibit 2, San Bernardino County Passenger Trips by Quarter, Fall 2019 to Summer 2024



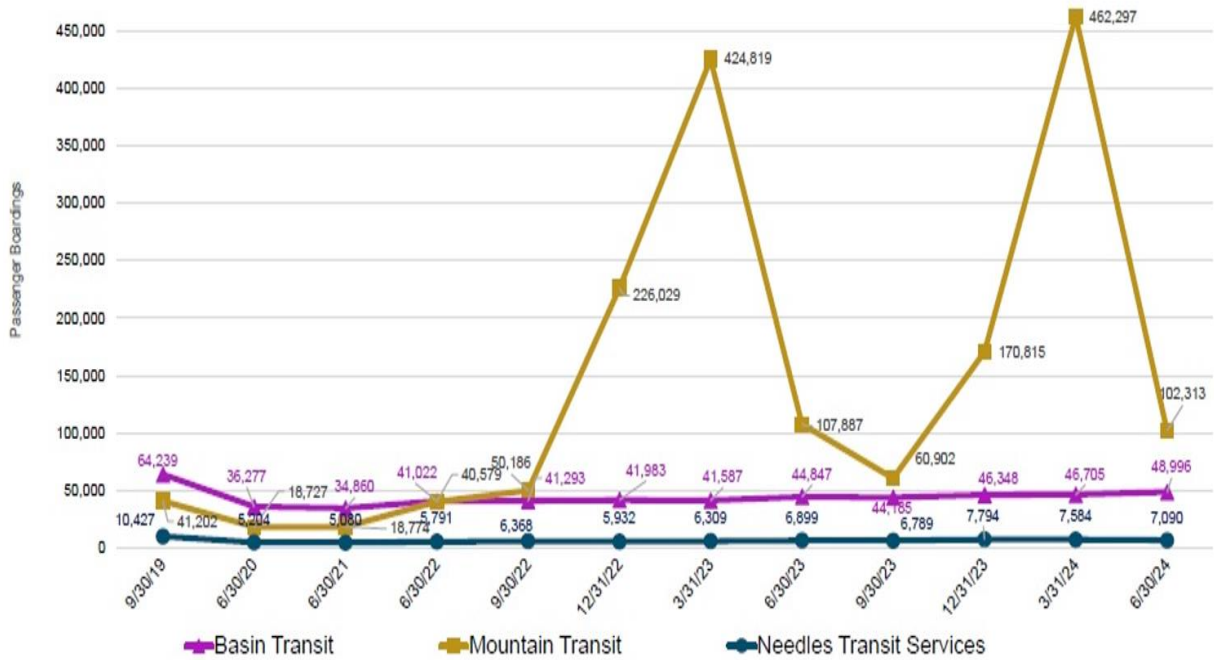
Among the larger operators, Omnitrans continued to show a ridership increase of 4% and the Victor Valley Transit Authority (VVTA) saw an 8% increase in the fourth quarter. Metrolink provided 691,121 trips total, which was an increase of more than 45,000 trips from the prior quarter (as shown in Exhibit 3 below). However, 34,168 of those trips were made on the Arrow Service, which was a 3% increase from the prior quarter.

Exhibit 3, Larger Operators' Quarterly Ridership, Fall 2019 to Summer 2024



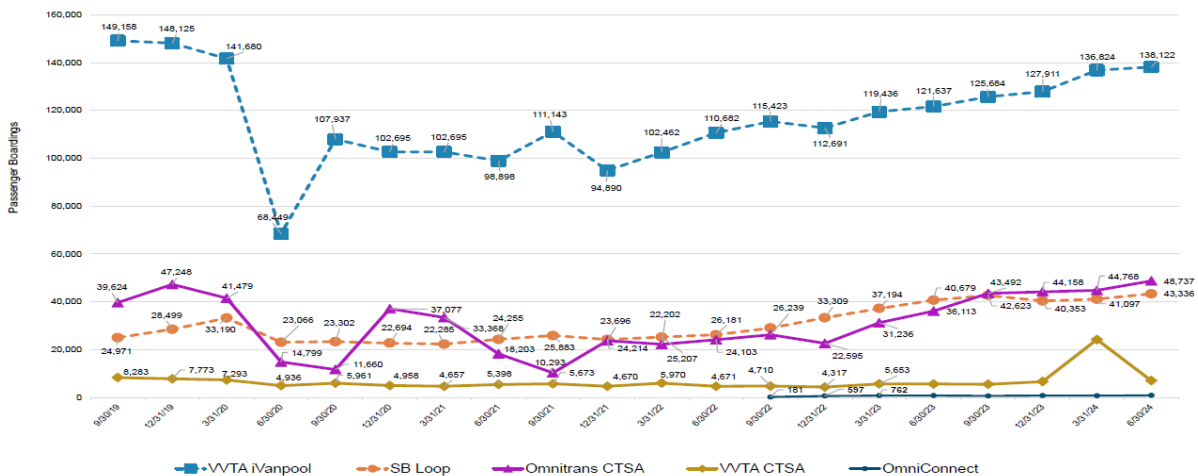
Due to the end of the seasonal ridership, Mountain Transit saw a decrease in the fourth quarter, with 102,000 trips or 78% less trips than the previous quarter (as shown in Exhibit 4 on the following page). Basin Transit's ridership continues to grow steadily and has increased 9% over ridership levels of a year ago. Lastly, Needles Transit Services also saw an increase of 3% over year-end ridership.

Exhibit 4, Small Operators' Quarterly Ridership, Fall 2019 to Summer 2024



Amongst the smaller transportation programs, collectively they provided almost 240,000 trips during the fourth quarter. VVTA's Vanpool program saw the most gains during this time period, adding 20 more vanpools, a 13% increase in trips over the previous year. SB Loop, SBCTA's Vanpool program, also increased vanpool trips by 5%, reaching the highest trips total over the past five years. Omnitrans Consolidated Transportation Services Agency (CTSA) programs also saw a 9% ridership increase in the fourth quarter, marking the highest quarterly ridership for Omnitrans CTSA in five years.

Exhibit 5, Smaller Transportation Programs' Quarterly Ridership, Fall 2019 to Summer 2024



Current Initiatives Update

SBCTA has subsidized passenger fares for students across San Bernardino County through FY 2023-2024. Free fares for youth are intended both to re-build transit ridership in the wake of the pandemic’s impacts and encourage a new generation of transit users, communicating that transit can be fun! Through Metrolink, students with a valid Student ID, including K-12, trade school, and college students, are eligible for a Student Adventure Pass, which allows for free rides on Metrolink. Additionally, bus operators provide free fares for students K-12, including Copper Mountain College students in Needles. Ridership results have been most encouraging, as presented in Exhibit 8 below, increasing ridership over the prior year.

Exhibit 8, Student Boardings FY23 and FY24 – Before and Since Free K-12 Fares and Student Adventure Passes

Operator	Historical Time Period Comparison	Current Year Time Period	% Change
Metrolink San Bernardino Line	October '22 – June '23 Student Fares (9 months)	October '22 – June '23 Student Adventure Passes (9 months)	
	220,086	333,191	51% increase
Omnitrans	September '23 Student Passes (1 month)	September '24 Student K-12 Free Fares (1 month)	
	976,394	1,308,368	34% increase
Victor Valley Transit	August '23 K-12 Boardings (1 month)	August '24 K-12 Boardings (1 month)	
	3,897	17,572	351% increase
Basin Transit	September '23 K-12 Boardings (1 month)	September '24 K-12 Boardings (1 month)	
	8,258	19,726	137% increase
Needles	September '23 K-12 Boardings (1 month)	September '24 K-12 Boardings (1 month)	
	741	1,032	39% increase
Mountain Transit	September '23 K-12 Boardings (1 month)	September '24 K-12 Boardings (1 month)	
	193	365	89% increase
Mountain Transit	All riders travel free	All riders travel free	

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was received by the Transit Committee on November 14, 2024.

Responsible Staff:

Nancy Strickert, Transit Manager

Approved
 Board of Directors
 Date: December 4, 2024

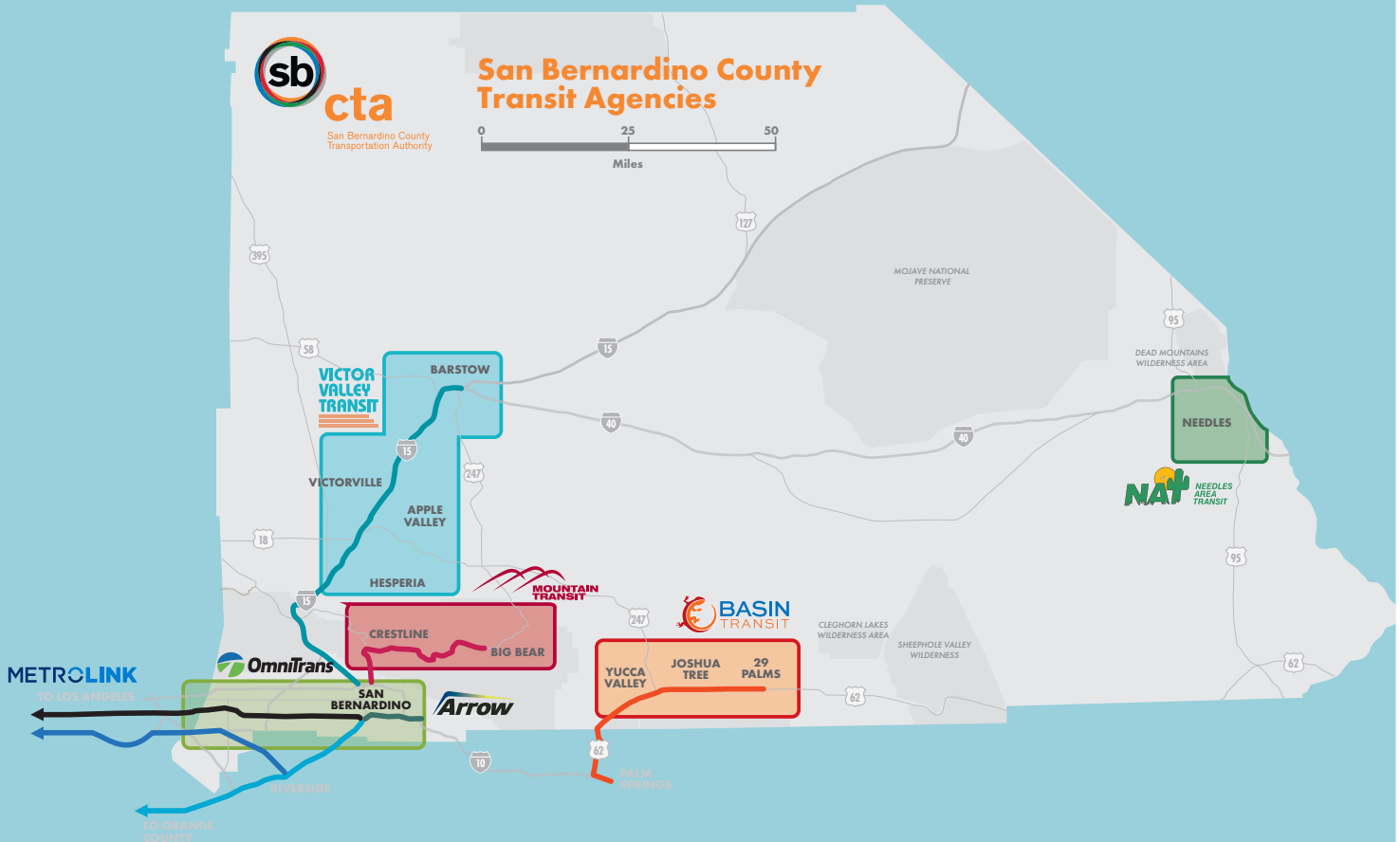
Witnessed By:



cta

San Bernardino County Transportation Authority

San Bernardino County Multimodal Transportation Quarterly Update



Fourth Quarter Fiscal Year 2023/2024 Volume 5, Number 4

Attachment: SBCTA Quarterly Report 4th Quarter FY 23-24 103124 Final (11061 : San Bernardino County Multimodal Transportation Quarterly

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Introduction

Steady, solid progress in rebuilding ridership is reported in this iteration of the SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT (Volume 5, Number 4). The County’s public transportation operators report the fourth quarter experience of April, May and June 2024 of Fiscal Year 2023/2024 (FY 23/24). A countywide picture of over five years of public transportation performance is presented. Also reported are current initiatives by San Bernardino County Transportation Authority (SBCTA) and by the operators to grow ridership and enhance community-level and regional transit. Subsequent sections report on each operators’ specific year-end performance.

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 track trends in key performance indicators.

San Bernardino County’s Public Transportation Modes and Programs

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

- **Metrolink** – Providing passenger rail service across a 538-mile network throughout the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura. Metrolink launched the Arrow service in October 2022, adding nine additional miles, four new stations and new Diesel Multiple Unit (DMU) trains, and connecting Downtown San Bernardino with the University of Redlands.
- **Omnitrans** – Providing services in the San Bernardino Valley, connecting to Riverside and Los Angeles counties.
- **Victor Valley Transit Authority (VVTA)** – Providing services in the Greater Victor Valley and Barstow areas, connecting to the San Bernardino Valley.
- **Basin Transit (previously Morongo Basin Transit Authority)** – Providing services in Twentynine Palms, Yucca Valley, Joshua Tree and the Morongo Valley communities, connecting to the Coachella Valley.
- **Mountain Transit** – Providing services in the Lake Arrowhead and Big Bear communities, connecting to the San Bernardino Valley.
- **Needles Transit Services** – Providing services within the City of Needles and limited connections into Arizona.

Three additional modes of transportation support San Bernardino County residents:

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

Exhibit 1, San Bernardino County Public Transit Bus Operators



Attachment: SBCTA Quarterly Report 4th Quarter FY 23-24 103124 Final (11061 : San Bernardino County Multimodal Transportation Quarterly

Commentary

Strong Ridership Growth Continues

San Bernardino County continues to see increasing public transit ridership across its bus systems and Metrolink, growing by 9% over the past four quarters, despite this quarter's decrease. The fourth quarter decline in Exhibit 2 reflects the experience of one operator — Mountain Transit — which has substantial seasonal decreases when it loses its winter ski season transit trips.

Exhibit 2, San Bernardino County Passenger Trips by Quarter, Fall 2019 to Summer 2024

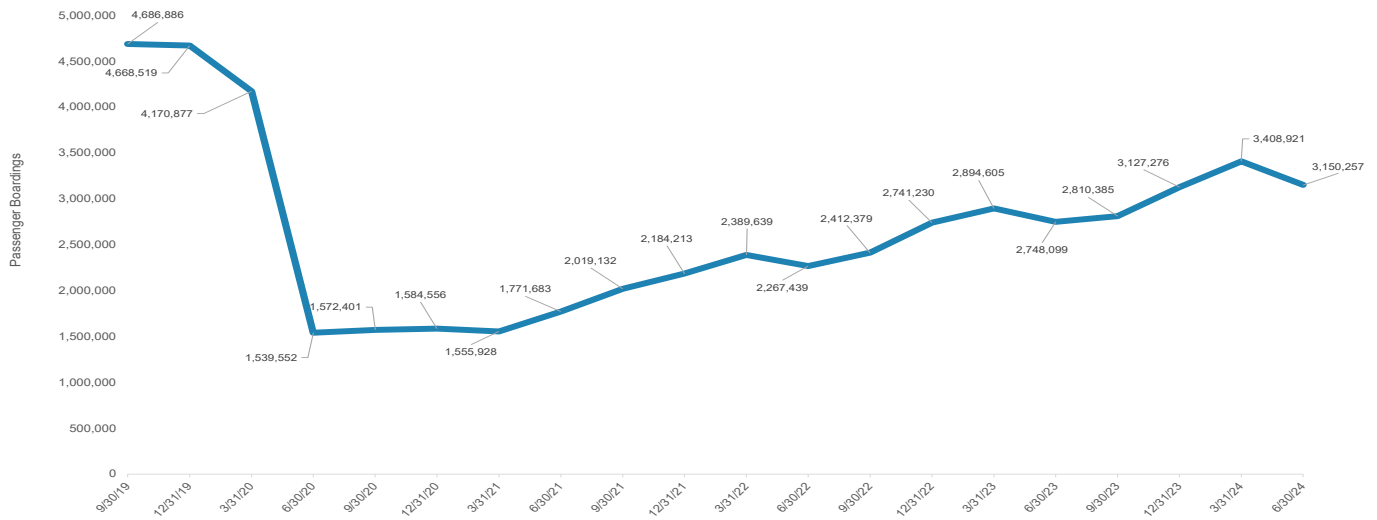
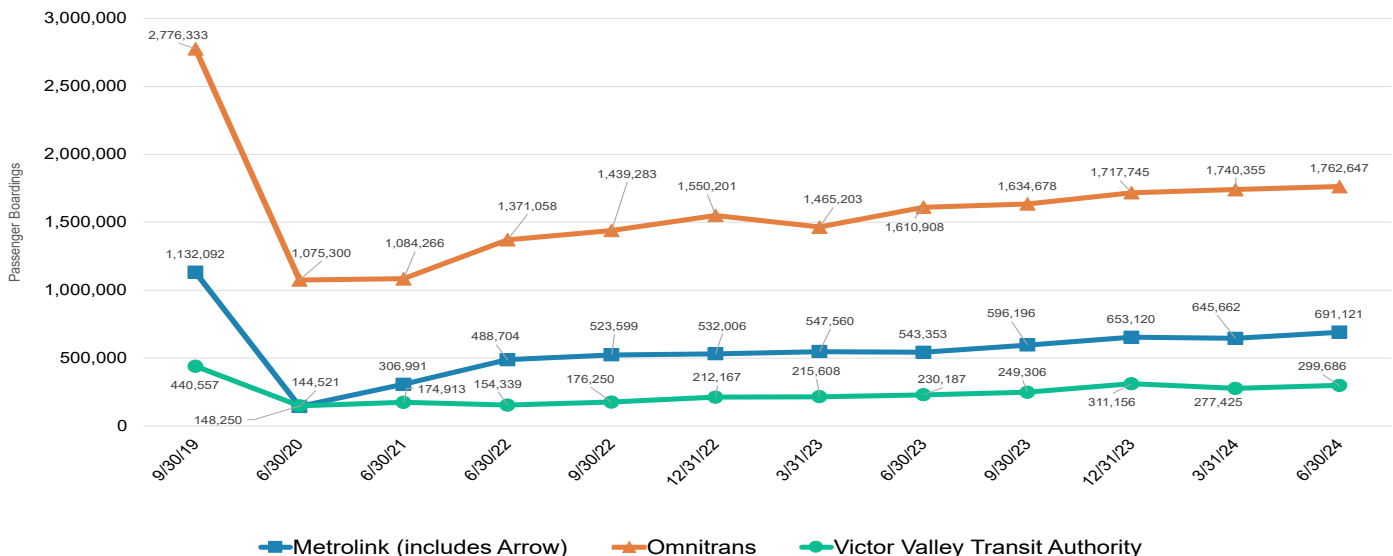


Exhibit 3 depicts the steady ridership growth of the two larger bus operators plus Metrolink. Omnitrans ended the year modestly, up 1% from the prior quarter, while VVTA grew ridership by 8% from the prior quarter, in part due to effective driver recruitment and training, filling out open driver slots. Metrolink ridership for the San Bernardino Line, including Arrow, increased by 7% to add almost 50,000 boardings in this fourth quarter.

Exhibit 3, Larger Operators' Quarterly Ridership, Fall 2019 to Summer 2024



Commentary

Exhibit 4 clearly depicts small operator Mountain Transit’s two years of seasonal cycles, providing over 400,000 trips during the winter months of the past two years and then dropping by more than 300,000 trips when the ski season ends. Notably, all transit trips continue to be free on Mountain Transit — the result of continuing Big Bear area partnerships with the ski resorts and from the San Bernardino County Supervisor Dawn Rowe — with its free fare policy contributing to high winter ridership. Basin Transit has grown steadily, if in small increments, now 9% over ridership levels of a year ago. And Needles Transit Services have also increased modestly with almost 3% more than its year-end ridership last year.

Exhibit 4, Small Operators’ Quarterly Ridership, Fall 2019 to Summer 2024

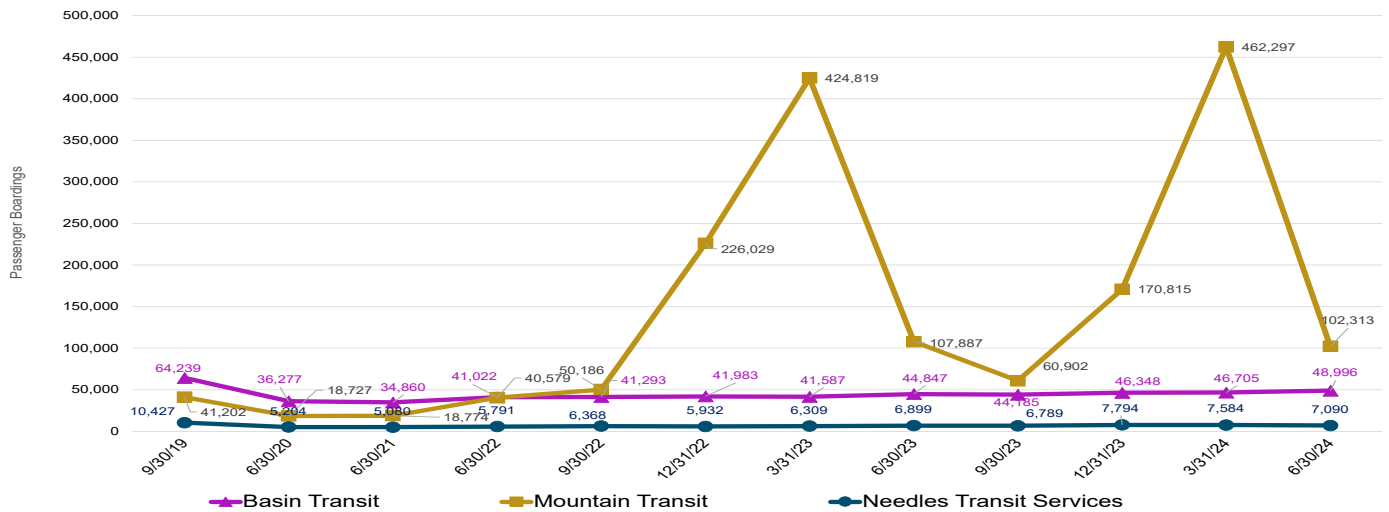
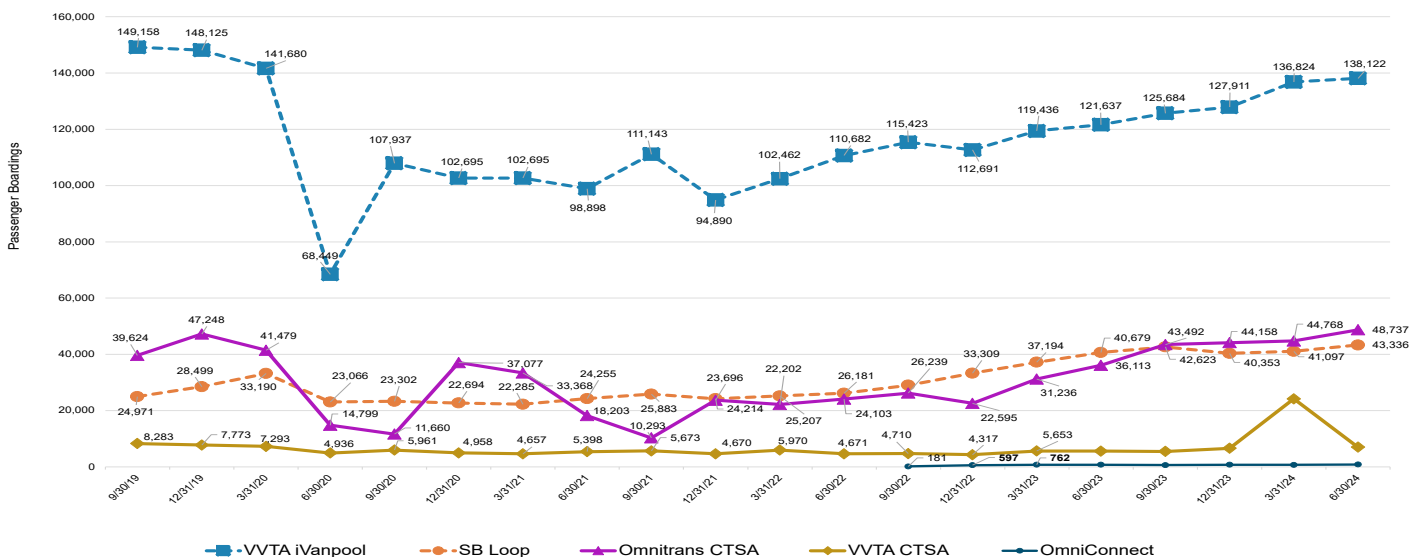


Exhibit 5 presents other public transportation services operated in San Bernardino County that include the CTSA programs of Omnitrans and VVTA, the vanpool programs of VVTA’s iVanpool and the SB Loop, as well as the first-mile, last-mile services of OmniConnect. Each program is reported on individually later in this document. Collectively, they provided over 240,000 units of service this quarter.

Exhibit 5, Smaller Transportation Programs’ Quarterly Ridership, Fall 2019 to Summer 2024



Current Initiatives

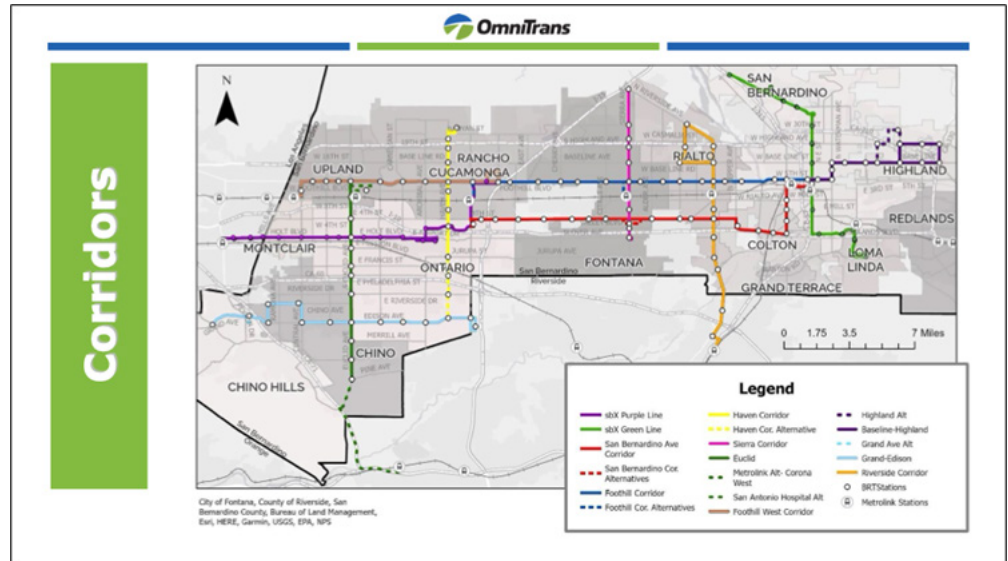
Transit Operators' Plans for Improving Transit Services

VVTA has completed its Comprehensive Operational Analysis (COA) while Basin Transit and Needles Transit finalize their Short Range Transit Plans (SRTPs). Omnitrans and Mountain Transit continue to implement recommendations from their existing COA/SRTP documents. These are thoughtful assessments of the operators' network and where and how to improve it — to grow ridership or advance cost-effectiveness.

Omnitrans Prioritizing Bus Rapid Transit Corridors Within the Valley

Omnitrans and SBCTA are working with the Valley region cities to prioritize the 10 bus rapid transit/express bus corridors adopted by its Board of Directors multiple times over the past 15 years (Exhibit 6). Omnitrans Green Line, along the E Street Corridor, was built in 2014. The new West Valley Connector/Purple Line, serving Pomona and Ontario, Montclair and Rancho Cucamonga, will start service in mid-2026. This will feed into SBCTA's Long Range Multimodal Transportation Plan (LRMTP), which is moving steadily towards completion.

Exhibit 6, Omnitrans Potential Bus Rapid Transit Corridors



Alternate fuel planning continues as Omnitrans works towards full compliance with the California Air Resources Board requirements of public transit agencies. Currently, Omnitrans has four electric vehicles in operation and 18 West Valley Connector/Purple Line electric vehicles on order. It is also taking delivery of four hydrogen-fuel cell battery vehicles while developing infrastructure to support those. Staff report that some mix of alternate fuel types will provide the agency with the greatest flexibility.

Among Omnitrans' many programs and initiatives, its marketing and outreach team has been working actively to "Expand partnerships with a focus on promoting services and attracting riders through service opportunities." Staff activities increased the number of community events (16 events in nine cities in the fourth quarter), which was an 80% increase in activities from the prior year, reaching almost 200,000 community members. Among its developing partnerships, Omnitrans has a new youth loyalty program with recent graduates involved in Omnitrans projects, seeking to raise awareness of transit among young people.

Victor Valley Transit Authority Implementing Service Enhancements

VVTA has completed its year-long process, presenting its finalized COA to its Board of Directors in June 2024. While the five-year plan embraces multiple objectives, near-term recommendations have already moved forward. VVTA implemented the COA's Phase I on October 6th, offering free fares through that first week to encourage riders to explore substantial systemwide changes that included:

- Shortened passenger ride times by streamlining trips through extensive route restructuring.
- Earlier morning trips and added evening hours of service to Barstow until 9 p.m. on weekdays, 8 p.m. on Saturdays and 6 p.m. on Sundays. These improvements will better match the existing span-of-service within the Victor Valley.

Current Initiatives

- Improved frequency and tightened routes for a shorter trip on two routes: Route 55 to 30 minutes weekday frequency, down from 60 minutes; Route 40 to 60 minutes frequency on Sundays, down from 90 minutes.
- Improved frequency and tightened routes for a shorter trip on two routes: Route 55 to 30 minutes weekday frequency, down from 60 minutes; Route 40 to 60 minutes frequency on Sundays, down from 90 minutes.
- New and improved service between Barstow and Hinkley (Route 27) – every two hours.
- New and improved service between Phelan/Piñon Hills and the Victor Valley Mall (Routes 20 and 21) – every two hours.
- New route between Apple Valley Post Office and the Victor Valley Mall (Route 57) – hourly.
- Added zone to the Micro-Link service area, in Apple Valley north of Bear Valley Road and in the vicinity of St. Mary’s Hospital.

In addition to service enhancements, VVTA has begun modifications to its facilities for hydrogen maintenance and fueling infrastructure, as VVTA transitions to the use of hydrogen buses to meet California’s zero emissions guidelines.

The COA’s latter phase recommendations will seek to further improve frequency and address the need for an expanding service area in response to new residential development that is underway in the Greater Victor Valley region. Additionally, VVTA is seeing changes in the ways in which people commute from the High Desert to the San Bernardino Valley and expects to play a continuing role in meeting those transportation needs.

Basin Transit’s Close Examination of its Transit Programs

Basin Transit has initiated its first COA under its new leadership team, having just concluded an initial public engagement process. This COA is examining:

- Potential for improvements to service connecting to the Coachella Valley, possibly adding vehicle runs and modifying stop locations.
- Revisions to the Ready Ride services, while ensuring accessibility for older riders and persons with disabilities.
- Consideration of appropriate and feasible applications of microtransit to extend public transportation services and ensure good connections to Basin Transit highway transit services.
- Revision to Basin Transit’s complex fare structure, potentially introducing technology-based fare payment opportunities to improve and simplify the rider experience.

This COA is on a fast track, recognizing various budget realities and aims to present recommendations early in the specific year-end experience of 2025, towards providing for implementation soon thereafter.

Mountain Transit Continues its Free Fare Partnerships and Builds Ridership

Continuing implementation of its FY 21/22 to FY 25/26 SHORT RANGE TRANSIT PLAN, Mountain Transit has strengthened its collaboration with community partners, securing two years of funding to support **free fares for all passengers**. Funding partners in the Big Bear area are the City of Big Bear Lake, Big Bear Airport, Big Bear Mountain Resorts and Visit Big Bear. Supervisor Dawn Rowe underwrites Crestline area fares. The free fares, coupled with seasonal routing to the resort areas, contribute to the triple digit increases in ridership during the winter months and greatly reduce congestion on heavily used, weather-impacted mountain roads.

Mountain Transit has brought new technology tools to its riders with the Spring 2024 launch of its Live Bus Tracking System and Mobile App. Powered by Synchronomatics, the app enables riders to see exactly where their bus is, along the route, and better judge when it will arrive at their stop.

Passenger trips continue to grow — dramatically during the winter months — exceeding 400,000 and in the off-season periods as well, exceeding 100,000 trips, putting the system well above its pre-pandemic quarterly ridership levels of 40,000 to 50,000 boardings.

Current Initiatives

Infrastructure improvements continue to support Mountain Transit's growth since the COVID-19 Pandemic, now fielding 33 vehicles in peak, seasonal service compared with 17 in FY 19/20. Mountain Transit Board of Directors opted to secure and renovate an existing Big Bear property to construct a new maintenance facility, breaking ground in July 2024 and anticipating completion by fall of 2025. Staff estimate a savings of over \$5 million through the renovation approach. A new Crestline Maintenance and Administrative facility two-story building maintenance on ground floor with administration on second floor) is about a year behind the Big Bear facilities with an estimated completion date of October/November 2026.

City of Needles Transit Services Solidifies its Programs

Needles staff are finalizing their SHORT RANGE TRANSIT PLAN, FY 2025-2030, bringing it before the City Council in November 2024. In addition to providing for its five-year operations and capital budget for the overall program, recommendations slated for near-term implementation include:

- Initiating the Fort Mohave Shopper Shuttle to connect Needles residents with grocery shopping options in Arizona, given the closing this year of the Dollar General food section. This has involved some consolidation of its Dial-A-Ride programs, continuing the local senior dial-a-ride but combining two specialized dial-a-ride services that go across the river, into Arizona.
- Promoting the new Needles Transit website (NeedlesTransit.com) and finalizing other tools to readily provide riders and potential riders with accurate transit information.
- Developing a plan for infrastructure improvements that will support Needles Transit Services' compliance with California Air Resources Board requirements, including modifications to its existing transit garage to accommodate electric vehicle maintenance and charging, leveraging the City's ownership of the electricity utility.
- Considering adoption of a technology-based fare payment that would facilitate the day pass and monthly pass that riders have requested.
- Continuing the bus stop improvement program to ensure support of regular maintenance of painting and cleaning, replacing bus stop signage, adding solar lights to all stops and continuing expansion of the number of stops with shelters.

Free Fare Impacts on Ridership

SBCTA has subsidized passenger fares for students across San Bernardino County through FY 23/24 for students in kindergarten through 12th grade, while college student passes continue on the buses and on Metrolink. Free youth fares are intended both to rebuild transit ridership in the wake of the pandemic's impacts and encourage a new generation of transit users, communicating that transit can be fun! Ridership results have been most encouraging, as presented in Exhibit 7 and Exhibit 8, increasing ridership significantly in every system.

Exhibit 7, Free Fare Promotional Pieces - English and Spanish

FIND SOME FUN THIS SUMMER WITH TRANSIT AND GOOGLE MAPS

Plan your trip with Google Maps

YOUTH K-12 RIDE FREE ALL SUMMER LONG

ENCUENTRA DIVERSIÓN ESTE VERANO EN TRÁNSITO Y GOOGLE MAPS

Planifica tu viaje ahora con Google Maps

LOS JÓVENES K-12 VIAJAN GRATIS TODO EL VERANO

Exhibit 8, Student Boardings FY 23 and FY 24 - Before and Since Free Fares for K-12 and Student Adventure Pass

Operator	Historical Time Period Comparison	Current Year Time Period	% Change
Metrolink San Bernardino Line	October '22 – June '23 Student Fares (9 months) 220,086	October '22 – June '23 Student Adventure Passes (9 months) 333,191	51% increase
	September '23 Student Passes (1 month) 976,394	September '24 Student K-12 Free Fares (1 month) 1,308,368	34% increase
Victor Valley Transit	August '23 K-12 Boardings (1 month) 3,897	August '24 K-12 Boardings (1 month) 17,572	351% increase
	September '23 K-12 Boardings (1 month) 8,258	September '24 K-12 Boardings (1 month) 19,726	137% increase
Basin Transit	September '23 K-12 Boardings (1 month) 741	September '24 K-12 Boardings (1 month) 1,032	39% increase
Needles	September '23 K-12 Boardings (1 month) 193	September '24 K-12 Boardings (1 month) 365	89% increase
Mountain Transit	All riders travel free	All riders travel free	

Omnitrans



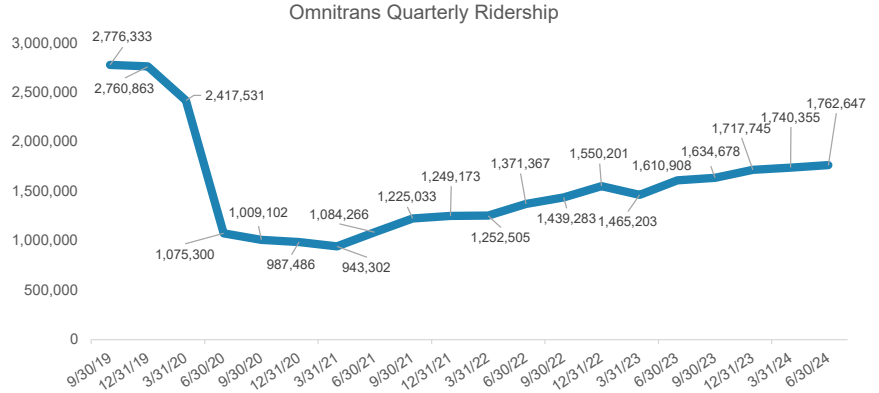
Commentary and Trends

Omnitrans' fixed-route service showed continued growth during the fourth quarter, reaching 1.76 million trips, an addition of more than 20,000 trips over the third quarter.

In a year-over-year comparison between FY 23 and FY 24, total ridership increased by 11% for the year, totaling 6.8 million trips. Continued efforts to promote transit services during the fiscal year have contributed to ridership recovery since the pandemic period.

Productivity increased by 10% to 12 passengers per hour while revenue miles experienced an increase of 11% in FY 24.

Total operating costs increased by 7% while passenger revenue increased by 26%, improving the farebox recovery ratio from 24.4% in FY 23 to 28.9% in FY 24.



Performance*

	Year End FY 22/23	Year End FY 23/24	
	Prior Year FY 22/23	Current Year FY 23/24	% change from FY 22/23
SYSTEM Total Passenger Trips	6,101,607	6,803,019	11%
Fixed-Route Trips**	5,958,188	6,646,589	12%
Demand Response Trips	143,419	156,430	9%
SYSTEM Performance			
Revenue Hours	563,089	568,779	1%
Passengers per Rev Hour	10.8	12.0	10%
Revenue Miles	7,726,561	8,593,583	11%
Passengers per Rev Mile	0.79	0.79	0%
Passenger Miles	32,571,567	34,639,376	6%
Average Trip Length (miles)	5.34	5.09	-5%
OPERATIONS Expense			
Total Operating Cost	\$79,203,089	\$84,553,832	7%
Passenger Revenue	\$19,333,202	\$24,417,383	26%
Farebox Recovery Ratio Systemwide	24.4%	28.9%	18%
Cost per Revenue Mile	\$10.25	\$9.84	-4%
Subsidy/Pass Trip – Systemwide	\$9.81	\$8.84	-10%
Fixed-Route Cost per Trip	\$11.09	\$10.44	-6%
Demand Response Cost per Trip	\$91.52	\$96.77	6%
FLEET Characteristics			
Vehicles in Peak Service	(Includes sbX)	(Includes sbX)	
Fixed-Route	109	110	
Demand Response	40	40	
Total Vehicles in Peak Service	149	150	
Battery-Operated Vehicles	4	4	

* Extracted from TransTrack Manager Quarterly Scorecard during September 2024.

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

OmniConnect Shuttle Services:

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



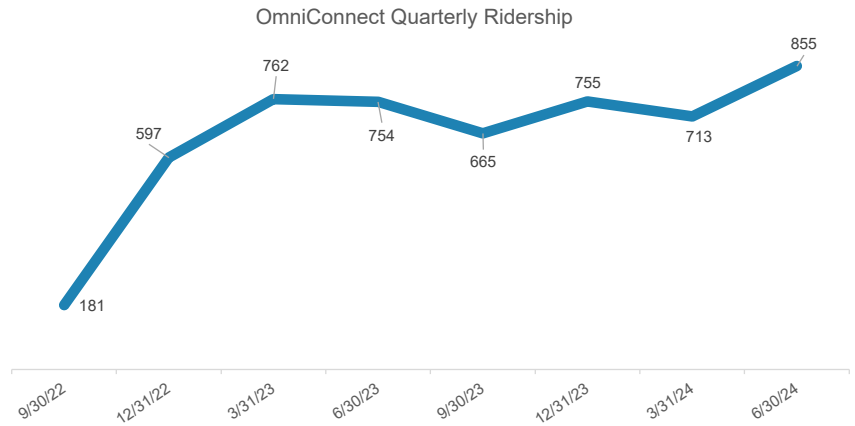
Commentary and Trends

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

During the fourth quarter of FY 23/24, OmniConnect ridership experienced a significant increase of 20%, gaining 142 additional trips. Similarly, OmniConnect annual ridership increased by 28% between FY 23 and FY 24, with improvements on both OmniConnect routes.

Annual revenue hours and revenue miles both increased by 27% while productivity remained stable at 0.3 passengers per hour. Total operating costs rose to almost \$1.1 million, an increase of 31% while total revenue increased by 63%, improving the farebox recovery ratio to 17.3% for the year.

OmniConnect data from FY 22/23 represents a partial year of service.



Performance*

	Year End FY 22/23	Year End FY 23/24	
	Current Year FY 22/23***	Current Year FY 23/24	% change from FY 22/23
Total Passenger Trips**	2,334	2,983	28%
Route 300 SB Connect	414	583	41%
Route 380 ONT Connect	1,920	2,400	25%
Performance			
Revenue Hours	6,862	8,705	27%
Passengers per Rev Hour	0.3	0.3	1%
Revenue Miles	65,676	83,675	27%
Passengers per Rev Mile	0.04	0.04	0%
OPERATIONS Expense			
Total Operating Cost	\$832,093	\$1,088,075	31%
Passenger Revenue	\$115,275	\$188,345	63%
Farebox Recovery Ratio	13.9%	17.3%	25%
Subsidy per Passenger Trip	\$307.12	\$301.62	-2%
FLEET Characteristics			
Vehicles in Peak Service	2	2	
Service Area Square Mileage	31	31	
Vehicles per Square Mile	0.1	0.1	

* Extracted from TransTrack Manager Quarterly Scorecard during September 2024.

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

*** OmniConnect annual data for FY 22/23 represents a partial year of service — Rte. 380 launched September 2022, Rte. 300 launched October 2022.

Omnitrans Consolidated Transportation Services Agency (CTSA)



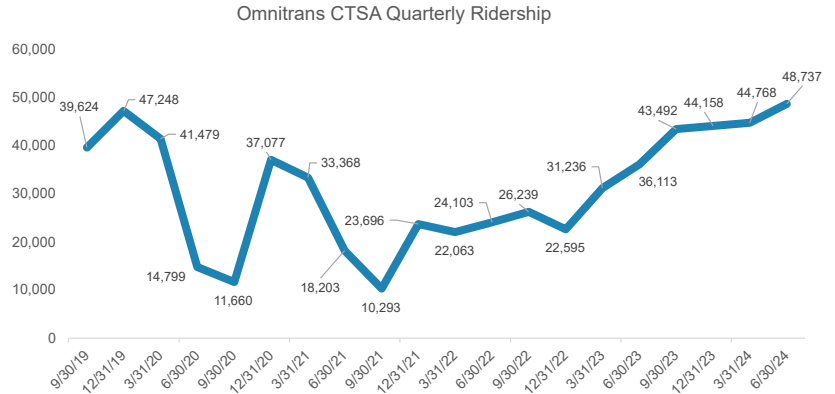
Commentary and Trends

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

Total CTSA ridership increased by 9% during the fourth quarter, marking the highest quarterly ridership total in five years. Annual total ridership is up 56% in FY 24, with significant growth in the Uber/Taxi Ride and TREP mileage reimbursement programs.

The Travel Training program trained a total of 215 persons during the first full year of service since the program's suspension during the pandemic through FY 23.

Service providers in the Regional Mobility Partnership experienced a 35% overall increase in FY 24, which included the addition of a new provider in the City of Ontario.



Performance*

	Year End FY 22/23	Year End FY 23/24	% change from FY 22/23
	Prior Year FY 22/23	Current Year FY 23/24	
TOTAL TRIPS	116,183	181,155	56%
TREP Mileage Reimbursement Trips	11,121	27,444	147%
Uber/Taxi Ride Program Trips	8,177	22,416	174%
Travel Training Program*	17	215	1,165%
Regional Mobility Partnership (RMP) Trips	96,885	131,080	35%
<i>Anthesis</i>		34,670	29%
<i>Lutheran Social Services</i>		1,410	180%
<i>City of Grand Terrace</i>		1,593	-57%
<i>AgingNext</i>		18,076	43%
<i>OPARC</i>		22,806	54%
<i>City of Chino</i>		7,730	-9%
<i>Highland Senior Center</i>		4,448	18%
<i>Loma Linda University Adult Day Health</i>		5,951	-18%
<i>City of Ontario</i>		0	0%
<i>City of Rialto**</i>		0	—
<i>FAP**</i>		0	—
<i>City of Redlands - Ended December 2022</i>		201	0

* Reporting numbers are for number of individuals trained.

** New Regional Mobility Partnership contracts have been executed. Partners are in the process of starting their programs.



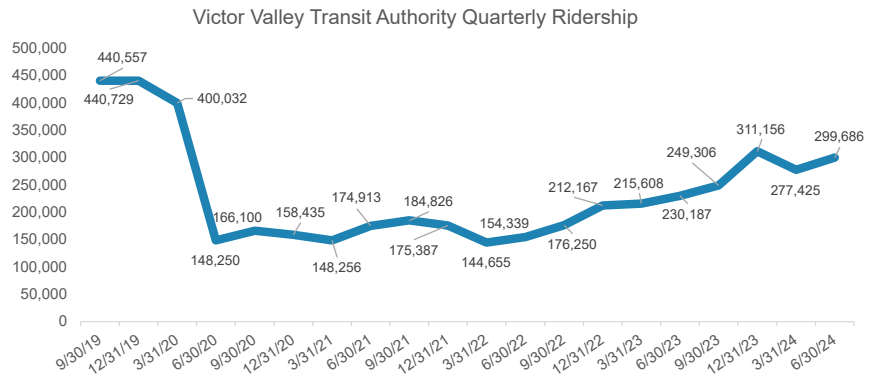
Victor Valley Transit Authority

Commentary and Trends

VVTA total ridership increased by 8% during the fourth quarter of FY 24, rebounding from a decrease in the previous quarter. However, annual ridership increased 29% during FY 24, with significant increases in fixed-route and demand response service but a 15% decrease in commuter bus service over FY 23.

Revenue hours for the year increased by 10%, but productivity increased by 17% to 4.5 passengers per hour. Operating costs rose by 40% to almost \$17 million, increasing cost per trip indicators for all services and reducing farebox recovery to 10.6% systemwide.

Efforts to return to pre-pandemic service levels saw vehicle utilization increase from 67 to 93 vehicles operated in maximum service in FY 24.



Performance*

	Year End FY 22/23	Year End FY 23/24	
	Prior Year FY 22/23	Current Year FY 23/24	% change from FY 22/23
SYSTEM Total Passenger Trips	880,905	1,132,450	29%
Fixed-Route Trips	724,427	956,966	32%
Commuter Bus Trips	39,373	33,564	-15%
Demand Response Trips	117,105	141,920	21%
SYSTEM Performance [excludes vanpool revenue hours & miles]			
Revenue Hours	229,192	252,547	10%
Passengers per Rev Hour	3.8	4.5	17%
Revenue Miles	5,920,217	6,633,074	12%
Passengers per Rev Mile	0.15	0.17	15%
OPERATIONS Expense [excludes vanpool expense & revenue]			
Total Transit Operating Cost	\$12,063,672	\$16,896,019	40%
Passenger Revenue	\$1,635,356	\$1,787,155	9%
Farebox Recovery Ratio Systemwide	13.6%	10.6%	-22%
Cost per Revenue Mile	\$2.04	\$2.55	25%
Subsidy/Pass Trip – Systemwide	\$11.84	\$13.34	13%
Fixed-Route Cost per Trip	\$27.63	\$28.70	4%
Commuter Bus Cost per Trip	\$20.22	\$36.61	81%
Demand Response Cost per Trip	\$43.15	\$52.11	21%
FLEET Characteristics			
Vehicles in Peak Service	Includes 12 Electric Vehicles	Includes 12 Electric Vehicles	
Fixed-Route	32	47	
Commuter	6	6	
Demand Response	29	40	
Total Vehicles in Peak Service	67	93	
Service Area Square Mileage	1,082	1,082	
Vehicles per Square Mile	0.07	0.07	

* Extracted from TransTrack Manager Quarterly Scorecard during September 2024.



Victor Valley Transit Consolidated Transportation Services Agency (CTSA)

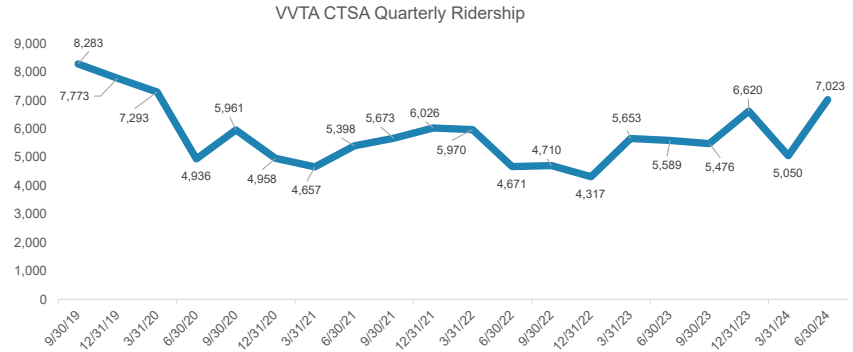
Commentary and Trends

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

CTSA total ridership saw a significant increase during the fourth quarter of FY 24, with growth of 39% over the previous quarter. Annual total ridership in FY 24 grew by 20% over the previous year, with improvements in all CTSA programs.

The Fare Media Scholarship program for low-income, disabled persons and older adults increased by 30% while the Travel Training program had an increase of 40% over FY 23.

Nonprofit provider trips grew by 30% with the addition of a new provider in Heart's Extended during the third quarter. The TRIP mileage reimbursement program increased by 13%, with a 16% increase in miles reimbursed. The Transit Ambassador program also had an increase of 20% over the previous year.



Performance

	Year End FY 22/23	Year End FY 23/24	
	Prior Year FY 22/23	Current Year FY 23/24	% change from FY 22/23
TOTAL TRIPS	20,169	24,169	20%
TRIP Program	12,049	13,556	13%
Nonprofit Providers	3,813	4,952	30%
Foothill AIDS Project	1,032	1,402	36%
Abundant Living Church	2,358	2,360	0%
Heart's Extended		200	
Trona Community and Senior Center	278	766	176%
Bonnie Baker Senior Center	85	124	46%
Travel Training Program	541	755	40%
Fare Media Scholarship Program	3,766	4,906	30%
TOTAL MILES	316,947	368,752	16%
TRIP Program	316,947	368,752	16%
TOTAL HOURS	250	301	20%
Transit Ambassador Program	250	301	20%

Victor Valley Transit iVanpool

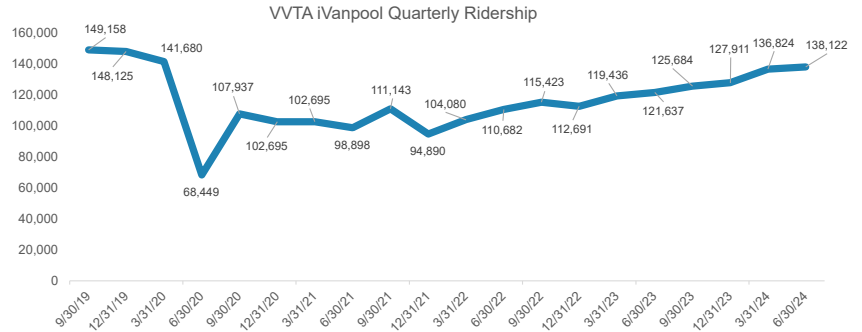


Commentary and Trends

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

The iVanpool program added 20 more vanpools during FY 24 that resulted in an increase of 13% more trips than in FY 23. Reported revenue hours increased by 15% while revenue miles increased by 12% in FY 24.

All vanpools are eligible to receive up to \$600 per month in program subsidy toward the cost of a vanpool. This subsidy increased by 13% in FY 24 compared to the previous year at almost \$1.5 million annually. Passenger participation fees that cover the remaining vanpool costs increased by 7% during FY 24.



Performance

	Year End FY 22/23	Year End FY 23/24	
	Prior Year FY 22/23	Current Year FY 23/24	% change from FY 22/23
Performance			
Number of Vanpools	189	209	11%
Revenue Miles	5,002,148	5,594,402	12%
Revenue Hours	98,996	113,496	15%
Unlinked Passenger Trips	469,187	528,541	13%
Passenger Miles	23,885,348	28,259,076	18%
Subsidies Disbursed	\$1,304,892	\$1,476,095	13%
Participation Fees	\$1,266,617	\$1,350,077	7%

Basin Transit

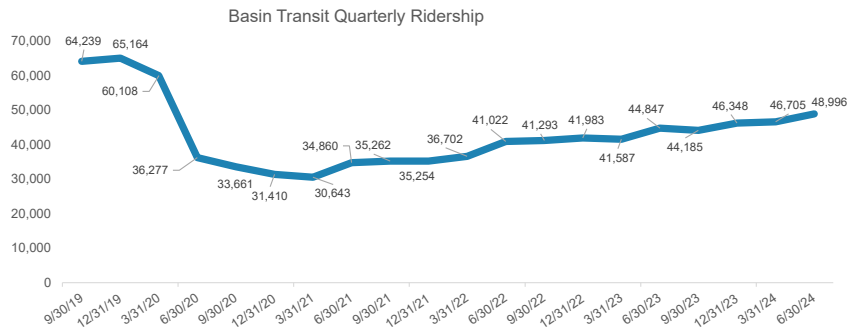


Commentary and Trends

Basin Transit's total ridership increased by 5% during the fourth quarter of FY 24, continuing its consistent growth over the past three years. Annual ridership increased by 10% during FY 24, seeing growth in fixed-route and demand response service trips.

Revenue hours remained constant for the year, but increased ridership improved productivity by 10% to 5.8 passengers per hour. Total operating costs decreased slightly by 1% while passenger revenue grew by 16%, increasing the farebox recovery ratio to 7.9% systemwide.

The TREP mileage reimbursement program ridership decreased by 7% but had an increase of 2% in miles reimbursed.



Performance*

	Year End FY 22/23	Year End FY 23/24	
	Prior Year FY 22/23	Current Year FY 23/24	% change from FY 22/23
SYSTEM Total Passenger Trips	169,714	186,234	10%
Fixed-Route Trips	147,218	162,818	11%
Commuter Bus Trips	8,860	8,251	-7%
Demand Response Trips	13,636	15,165	11%
SYSTEM Performance			
Revenue Hours	32,204	32,251	0%
Passengers per Rev Hour	5.3	5.8	10%
Revenue Miles	632,789	636,416	1%
Passengers per Rev Mile	0.27	0.29	9%
OPERATIONS Expense			
Total Operating Cost	\$4,498,220	\$4,456,627	-1%
Passenger Revenue	\$305,646	\$354,110	16%
Farebox Recovery Ratio Systemwide	6.8%	7.9%	17%
Cost per Revenue Mile	\$7.11	\$7.00	-1%
Subsidy/Pass Trip – Systemwide	\$24.70	\$22.03	-11%
Fixed-Route Cost per Trip	\$22.02	\$19.47	-12%
Commuter Bus Cost per Trip	\$48.56	\$54.07	11%
Demand Response Cost per Trip	\$60.55	\$55.42	-8%
TREP Mileage Reimbursement Program			
TREP Clients	181	191	6%
TREP Trips	5,029	4,658	-7%
TREP Miles Reimbursed	99,841	102,056	2%
Mileage Reimbursement Cost	\$29,953	\$35,761	19%
FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route/Commuter	9	9	
Demand Response	4	4	
Total Vehicles in Peak Service	13	13	
Service Area Square Mileage	1,300	1,300	

Attachment: SBCTA Quarterly Report 4th Quarter FY 23-24 103124 Final (11061 : San Bernardino County Multimodal Transportation Quarterly

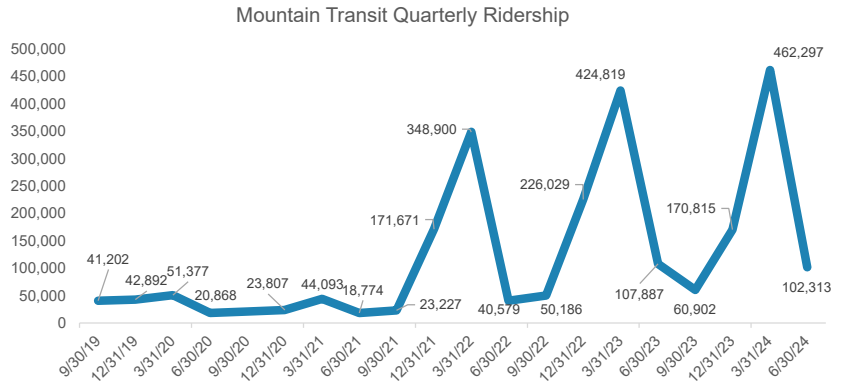
Mountain Transit



Commentary and Trends

Mountain Transit's fourth quarter ridership returned to nonseasonal service levels to just over 100,000 trips. Annual ridership experienced decreases in all modes of service for a systemwide decrease of 5% during FY 24 compared to the previous fiscal year.

Annual systemwide revenue hours increased by 9% during FY 24, contributing to a 13% decrease in passengers carried per revenue hour. Operating costs increased by 25% systemwide, while passenger revenue decreased by 22% compared to FY 23, reducing farebox recovery to 22.8% systemwide. The increase in operating costs combined with the loss of ridership resulted in higher per trip costs for all modes of service.



Performance*

	Year End FY 22/23	Year End FY 23/24	% change from FY 22/23
	Prior Year FY 22/23	Current Year FY 23/24	
SYSTEM Total Passenger Trips	838,867	796,308	-5%
Fixed-Route Trips	816,510	774,937	-5%
Commuter Bus Trips	8,627	8,503	-1%
Demand Response Trips	13,730	12,868	-6%
SYSTEM Performance			
Revenue Hours	51,669	56,291	9%
Passengers per Rev Hour	16.2	14.1	-13%
Revenue Miles	741,004	816,136	10%
Passengers per Rev Mile	1.13	0.98	-14%
OPERATIONS Expense			
Total Operating Cost	\$5,497,605	\$6,857,973	25%
Passenger Revenue	\$2,011,482	\$1,566,838	-22%
Farebox Recovery Ratio Systemwide	36.6%	22.8%	-38%
Costs per Revenue Mile	\$7.42	\$8.40	13%
Subsidy/Pass Trip – Systemwide	\$4.16	\$6.64	60%
Fixed-Route Cost per Trip	\$5.07	\$6.89	36%
Commuter Bus Cost per Trip	\$56.02	\$64.61	15%
Demand Response Cost per Trip	\$63.66	\$75.19	18%
FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route	12	12	
Demand Response	4	4	
Off the Mountain	2	2	
Seasonal Service	12	16	
Airport Shuttle	1	1	
Total Vehicles in Peak Service	31	35	
Service Area Square Mileage	269	269	
Vehicles per Square Mile	0.05	0.05	

* Extracted from TransTrack Manager Quarterly Scorecard during September 2024.

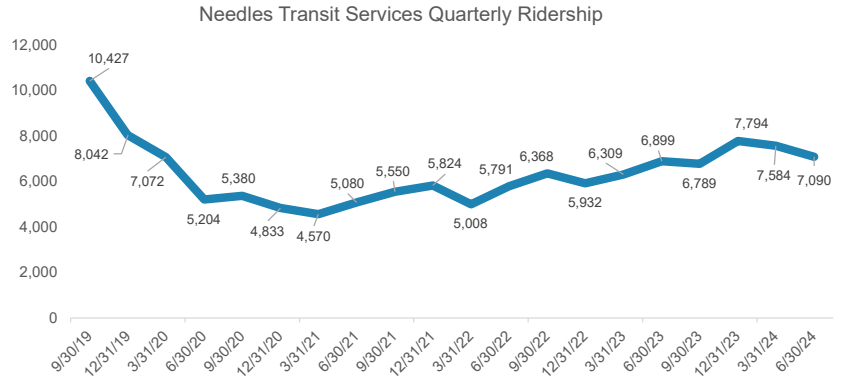
Needles Transit Services



Commentary and Trends

Needles Transit Services had a slight decrease in ridership during the fourth quarter of FY 24, the second consecutive quarter of ridership decline. However, total annual ridership increased by 15% compared to the previous year.

There was almost no change in annual revenue hours, but productivity increased by 15% to 5.9 passengers carried per hour. Operating costs increased by 7% compared to FY 23, while passenger revenue increased by 38%, bringing the farebox recovery ratio to 7.1% for the year.



Performance*

	Year End FY 22/23	Year End FY 23/24	% change from FY 22/23
	Prior Year FY 22/23	Current Year FY 23/24	
SYSTEM Total Passenger Trips	25,508	29,257	15%
Fixed-Route Trips	19,201	23,174	21%
Demand Response Trips	6,307	6,083	-4%
SYSTEM Performance			
Revenue Hours	5,012	5,000	0%
Passengers per Rev Hour	5.1	5.9	15%
Revenue Miles	63,786	62,602	-2%
Passengers per Rev Mile	0.40	0.47	17%
OPERATIONS Expense			
Total Operating Cost	\$553,900	\$591,010	7%
Passenger Revenue	\$30,488	\$42,120	38%
Farebox Recovery Ratio Systemwide	5.5%	7.1%	29%
Costs per Revenue Mile	\$8.68	\$9.44	9%
Subsidy/Pass Trip – Systemwide	\$20.52	\$18.76	-9%
Fixed-Route Cost per Trip	\$23.05	\$18.98	-18%
Demand Response Cost per Trip	\$17.65	\$17.94	2%
FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route		1	
Demand Response		1	
Total Vehicles in Peak Service		2	
Service Area Square Mileage		31	
Vehicles per Square Mile		0.06	

* Extracted from TransTrack Manager Quarterly Scorecard during September 2024.

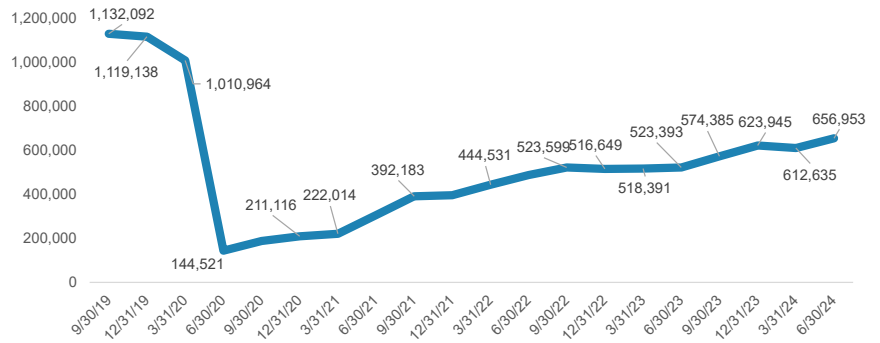


Commentary and Trends

Metrolink service improved by 7% during the fourth quarter, recording the highest quarterly ridership since March 2020. Annual boardings on the San Bernardino Line (SBL) increased by 16% compared to FY 23 while the Inland Empire Orange County Line (IEOCL) increased by 21% during FY 24.

San Bernardino County station annual boardings increased on all three rail lines, with the largest increase of 43% achieved on the Inland Empire line.

Metrolink Quarterly Ridership



Performance*

	Year End FY 22/23	Year End FY 23/24	
	Prior Year FY 22/23	Current Year FY 23/24	% change from FY 22/23
SYSTEM Passenger Boardings by Line			
TOTAL San Bernardino Line (SBL)	1,562,925	1,814,747	16%
TOTAL Inland Empire Orange County Line (IEOCL)	539,533	653,171	21%
Boardings at San Bernardino County Stations:			
San Bernardino Line	504,921	543,815	8%
IEOC Line	16,164	23,074	43%
Riverside Line	28,320	32,426	14%

PERFORMANCE MEASURES - San Bernardino Line

Passenger Miles	70,117,491	66,348,828	-5%
Average Passenger Trip Length	36.1	36.5	1%

PERFORMANCE MEASURES - IEOC Line

Passenger Miles	17,891,211	21,322,343	19%
Average Passenger Trip Length	33.1	34.3	4%

SERVICE LEVELS

San Bernardino Line			
# of trains per weekday WB	18	18	
# of trains per weekday EB	18	18	
# of trains per Saturday WB/EB	8	8	
# of trains per Sunday WB/EB	8	8	
IEOC Line - with stops in San Bernardino County			
# of trains per weekday WB	7	7	
# of trains per weekday EB	7	7	
# of trains per weekend WB	2	2	
# of trains per weekend EB	2	2	

* Metrolink passenger boarding data only represents weekday ridership.

Metrolink Arrow



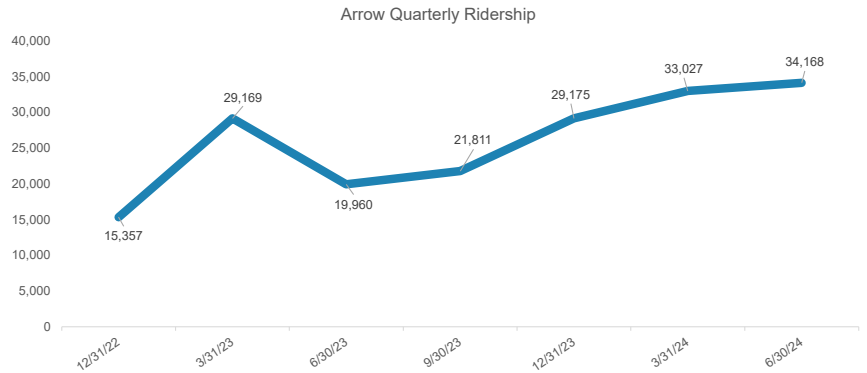
Commentary and Trends

Metrolink’s Arrow service launched on Oct. 24, 2022, adding nine miles of track and four new stations between San Bernardino-Downtown and Redlands-University.

During the fourth quarter of FY 24, Arrow boardings continued to grow, increasing by 3% compared to the third quarter. Annual boardings increased significantly during FY 24 at 25% more boardings than the previous year. Part of the service’s success during the current fiscal year can be attributed to the Student Adventure Pass pilot program, which provides free rides for any student with valid school identification.

Annual passenger miles, or the cumulative sum of the distances ridden by each passenger, increased by 82% during FY 24, with an average passenger trip length of 7.4 miles.

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



Performance*

	Year End FY 22/23	Year End FY 23/24	
	Prior Year FY 22/23	Current Year FY 23/24	% change from FY 22/23
Passenger Boardings			
Total Passenger Boardings	94,572	118,181	25%
FINANCIAL			
Operating Cost			
Farebox Revenue	N/A	N/A	
Farebox Recovery Ratio			
PERFORMANCE MEASURES - Arrow			
Passenger Miles	464,818	847,261	82%
Average Passenger Trip Length	8.0	7.4	-7%
SERVICE LEVELS			
# of trains per weekday WB	25	25	
# of trains per weekday EB	25	25	
# of trains per Saturday WB/EB	16	16	
# of trains per Sunday WB/EB	16	16	

SBCTA Multimodal Programs SB Loop

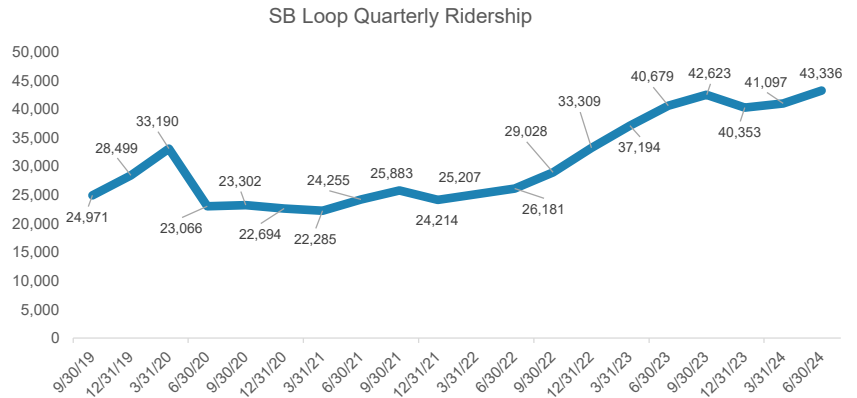


Commentary and Trends

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

During the fourth quarter of FY 24, SB Loop vanpool trips increased by 5%, reaching the highest trips total over the past five years. Annual passenger trips increased by 19% during FY 24, with a 15% increase of passenger miles.

SBCTA provided \$539,483 in disbursed subsidies during FY 24, an increase of 66% over FY 23, representing a subsidy per passenger trip of \$3.22. Vanpool participants contributed more than \$1.2 million toward the cost of operating vanpools. The overall cost per trip during FY 24 was \$10.52 per passenger.



Performance

	Year End FY 22/23	Year End FY 23/24	
	Prior Year FY 22/23	Current Year FY 23/24	% change from FY 22/23
SYSTEM Totals			
Number of Vanpools	79	79	0%
Vanpool Passenger Trips	140,210	167,409	19%
SYSTEM Performance			
Passenger Miles	5,680,036	6,544,666	15%
Passengers/Miles	40.5	39.1	-3%
OPERATIONS Expense			
Subsidies Disbursed	\$324,400	\$539,483	66%
Participation Fees	\$1,133,080	\$1,220,934	8%
Subsidy per Passenger Trip	\$2.31	\$3.22	39%
Average Cost per Passenger Trip	\$10.39	\$10.52	1%

Attachment: SBCTA Quarterly Report 4th Quarter FY 23-24 103124 Final (11061 : San Bernardino County Multimodal Transportation Quarterly

SBCTA Multimodal Programs

IE Commuter Rideshare



Commentary and Trends

IE Commuter is a ride sharing program of the Riverside County Transportation Commission and SBCTA, working to reduce traffic and improve air quality in the region by helping businesses develop employee rideshare programs.

During FY 24, IE Commuter added five additional employers while serving 22 more work sites during the previous fiscal year. The number of total IE Commuter accounts increased slightly, but the number of active accounts for ride matching increased significantly by 36%.

Employer ride sharing activities during FY 24 resulted in fewer vehicle trip reductions and vehicle miles traveled compared to FY 23 while employer programs resulted in a reduction of more than 71 million pounds of greenhouse gas emissions and a reduction of almost 81 million vehicle miles traveled through ride sharing. The total number of participants receiving incentives decreased by 28% during the fiscal year.

The year-over-year trend is potentially showing teleworkers shifting back to the office — either hybrid or full-time — and traveling via single occupancy vehicles (SOVs), which provides a great opportunity for SBCTA and IE Commuter to convert SOVs to carpools, vanpools and transit.

Performance

	Year End FY 22/23	Year End FY 23/24	% change from FY 22/23
	Prior Year FY 22/23	Current Year FY 23/24	
PROGRAM Totals			
Total Number of Employers	111	116	5%
Total Number of Employer Worksites	1,094	1,116	2%
Total Number of IE Commuter Accounts	103,142	104,194	1%
Number of Accounts Active for Ridematching	11,979	16,276	36%
EMPLOYER Totals			
Total Employers Surveyed	31	31	0%
Total Commuters Surveyed	35,773	35,363	-1%
Vehicle Trip Reductions (VTR)	2,508,480	2,848,820	14%
Vehicle Miles Traveled (VMT) Reduced	118,905,174	80,763,006	-32%
Greenhouse Gas Emissions (GHG) Reduced (lbs)	136,194,705	71,323,914	-48%
INCENTIVE Totals			
Total Participants	6,679	4,807	-28%
Vehicle Trip Reductions (VTR)	171,748	109,150	-36%
Vehicle Miles Traveled (VMT) Reduced	5,362,506	3,344,486	-38%
Greenhouse Gas (GHG) Emissions Reduced (lbs)	6,142,247	2,876,361	-53%

FY 2023/2024 Fourth Quarter Multimodal Transportation Quarterly Update

Nancy Strickert
Transit Manager

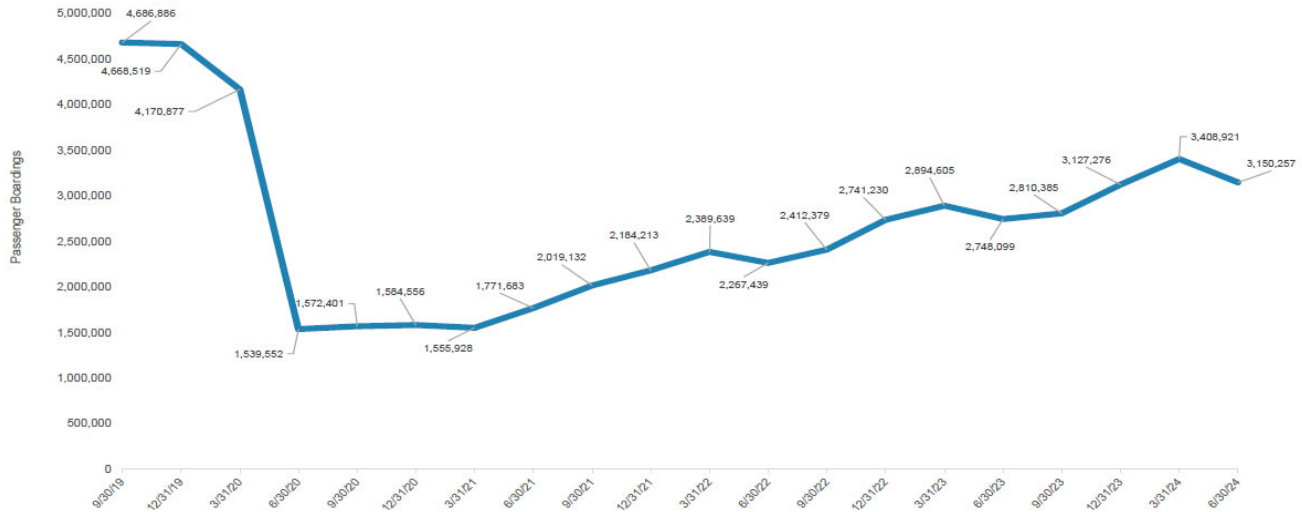


cta

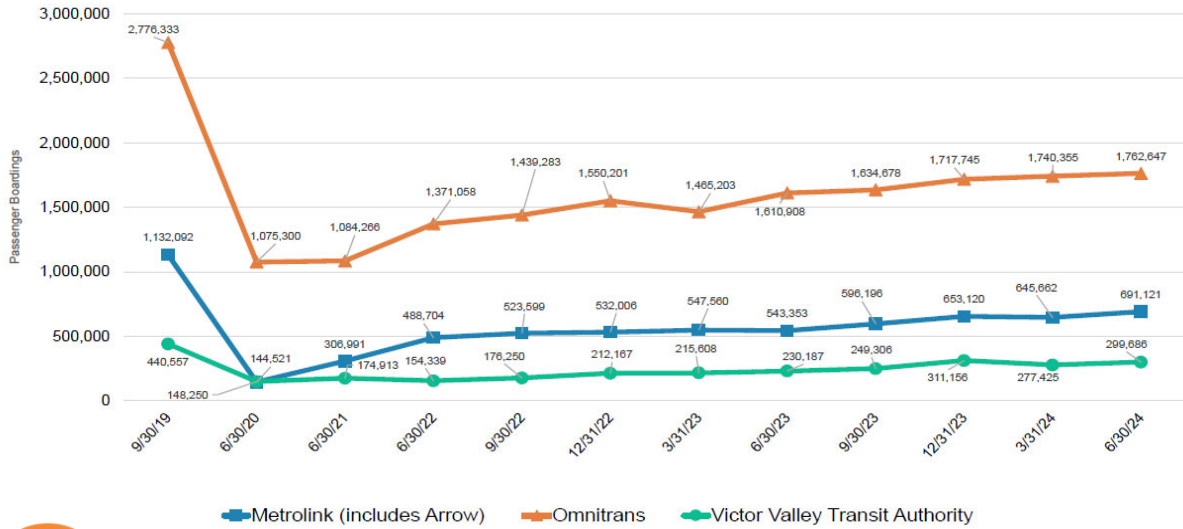
San Bernardino County
Transportation Authority

Attachment: 2324 4th Quarter Multimodal PDF PP (11061 : San Bernardino County Multimodal Transportation Quarterly Update)

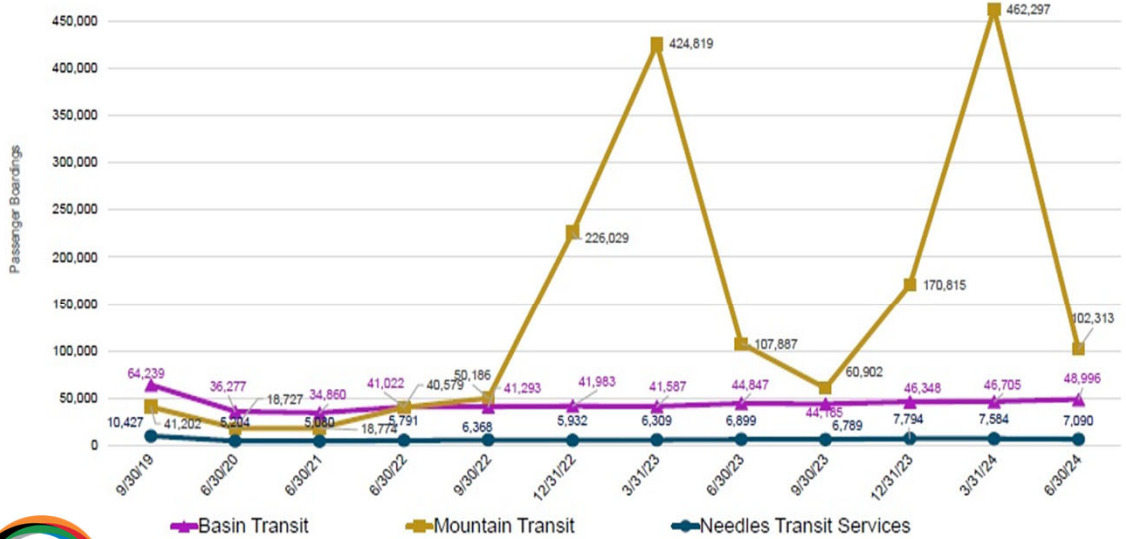
Countywide Quarterly Ridership Total (All Modes)



Large Operators Quarterly Ridership

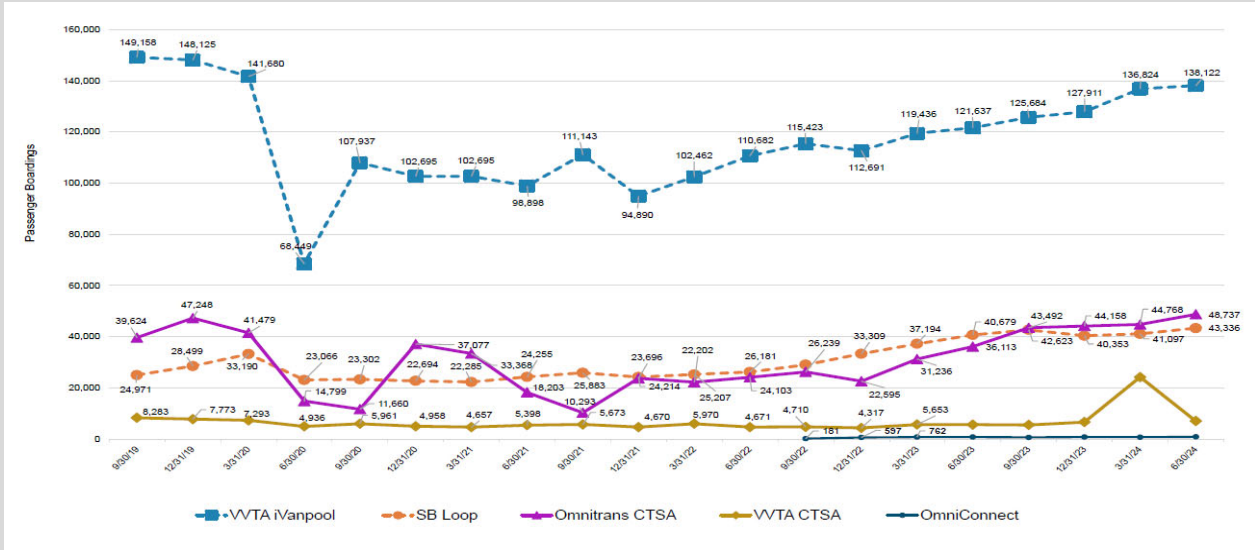


Small Operators Quarterly Ridership



Attachment: 2324 4th Quarter Multimodal PDF PP (11061 : San Bernardino County Multimodal Transportation Quarterly Update)

Small Programs Quarterly Ridership



Current Initiatives

Operator	Historical Time Period Comparison	Current Year Time Period	% Change
Metrolink San Bernardino Line	October '22 – June '23 Student Fares (9 months)	October '22 – June '23 Student Adventure Passes (9 months)	
	220,086	333,191	51% increase
Omnitrans	September '23 Student Passes (1 month)	September '24 Student K-12 Free Fares (1 month)	
	976,394	1,308,368	34% increase
Victor Valley Transit	August '23 K-12 Boardings (1 month)	August '24 K-12 Boardings (1 month)	
	3,897	17,572	351% increase
Basin Transit	September '23 K-12 Boardings (1 month)	September '24 K-12 Boardings (1 month)	
	8,258	19,726	137% increase
Needles	September '23 K-12 Boardings (1 month)	September '24 K-12 Boardings (1 month)	
	741	1,032	39% increase
Mountain Transit	September '23 K-12 Boardings (1 month)	September '24 K-12 Boardings (1 month)	
	193	365	89% increase
Mountain Transit	All riders travel free	All riders travel free	



Attachment: 2324 4th Quarter Multimodal PDF PP (11061 : San Bernardino County Multimodal Transportation Quarterly Update)

Minute Action

AGENDA ITEM: 23

Date: December 4, 2024

Subject:

Fiscal Year 2024/2025 Budget Amendment for Transit and Rail Programs

Recommendation:

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

Approve an amendment to increase the Fiscal Year 2024/2025 Budget for Task No. 0314 Transit Operations, in the amount of \$500,000 to be funded with State of Good Repair Funds for improvements at Metrolink Stations; and in the amount of \$378,000 to be funded with \$295,000 in Local Transportation Fund Valley and \$83,000 in Mountain/Desert State Transit Assistance Funds-Population Share for the Multimodal Mobility Program, for a total budget amendment of \$878,000.

Background:

San Bernardino County Transportation Authority (SBCTA) department staff are responsible for identifying budget adjustments necessary as a result of: 1) programmatic adjustments required to maintain compliance with applicable Federal and State law and internal policies such as Measure I Policies; 2) additional funds made available from allocations or grants; 3) unforeseen costs; or 4) other unexpected changes. Staff is requesting approval of a budget increase necessary to carry out the following programs for the Transit and Rail Programs Department:

- During the SBCTA budget process, State of Good Repair (SGR) funding was not included as part of the Fiscal Year 2024/2025 budget process. The recommendation is to add \$500,000 of SGR funds to Task No. 0314 for the Metrolink Station Improvements Project. The SBCTA Board of Directors approved an allocation of SGR funds to upgrade Metrolink Stations within San Bernardino County. This funding will be used to improve station amenities that are outdated or need repair. Currently, SBCTA staff has begun creating an inventory list to identify potential improvements. Additionally, staff has reached out to the local jurisdictions for their input on potential improvements at these stations.
- SBCTA's Multimodal Working Group, which consists of all transit operators in San Bernardino County, has continued county-wide marketing efforts to encourage usage of public transit and regain ridership lost from the pandemic. As part of these marketing efforts, free fare days are also included, which include Transit Equity Day on February 4th, Earth Day on April 22nd, Car Free Day on September 21st, Clean Air Day on October 4th, Election Day on November 5th, and other days that are tied to a county-wide promotion or marketing campaign. Budget was included for these events; however, based on the success of these days, it is anticipated that additional budget will be needed to continue these efforts.

Staff is recommending an increase of \$878,000 to Task No. 0314 for free fare days to support the Multimodal Working Group's transit awareness and improvements to Metrolink Stations.

Entity: San Bernardino County Transportation Authority

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December 4, 2024
Page 2

Financial Impact:

Transit Operations is included in the adopted Budget for Fiscal Year 2024/2025 in Program 30, Transit. A budget amendment is required as described in the Recommendation and described in the background section of this item.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on November 14, 2024.

Responsible Staff:

Nancy Strickert, Transit Manager

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

Minute Action

AGENDA ITEM: 24

Date: December 4, 2024

Subject:

Smart County Master Plan Update

Recommendation:

Receive a status update on the Smart County Master Plan and provide feedback on the draft document.

Background:

The Smart County Master Plan has been moving forward since January of 2023, and through a process of heavy outreach and direction received from the San Bernardino Council of Governments (SBCOG) Ad Hoc Committee, the Board of Directors (Board), the City/County Manager's Technical Advisory Committee, and the Information Technology Working Group, SBCOG has completed a draft of the Smart County Master Plan (SCMP). The SCMP is envisioned to be a guide for the region in identifying and prioritizing projects that improve the infrastructure and telecommunications in the region. The SCMP is divided into two phases, the Early Action Plan and the full Master Plan.

SBCOG initiated this SCMP to align technology investments and actions in San Bernardino County with the region's overall objectives. To accomplish this, the SCMP recommends seven strategies to set the stage for a safer, more efficient and better-connected San Bernardino County.

This SCMP prioritizes public safety, transportation, and bridging the digital divide based on guidance from local government member agencies looking to support the increased commercial activity and change they are seeing and expecting. Seven strategies, all grounded in previously proven and field deployed technologies, are recommended in varying configurations in each of the four regions.

A set of toolkits were developed that align with the proposed strategies. The toolkits support local agencies in developing or furthering their programs in those areas. Four of the strategies (alternative fuel vehicles, Unmanned Aircraft System operations, data governance and sharing, and joint operations) are overarching strategies. For these strategies, the associated toolkit can be used to advance specific projects.

For the other three strategies (smart intersections, smart corridors, and broadband enhancements) specific deployment locations were prioritized based on several factors. The locations identified address needs in each of the four subregions throughout the county; West Valley, East Valley, Low Desert, and High Desert.

Each of the seven strategies is mapped to the primary next step, which targeted outcomes it will address, and suggested performance metrics. The next steps identified were designed to address goals/target outcomes identified during the early planning process of 1) efficiency and responsiveness, 2) clean and sustainable transportation, 3) improved quality of life, and 4) support of a new narrative focused on innovation and opportunity. Each of the strategies addresses at least two, and often four of the identified target outcomes.

Entity: San Bernardino Council of Governments

In addition to the “Next Steps” identified, target outcomes and performance metrics are also identified as well as the roles and responsibilities designating which agency would be responsible, supporting, or informed of the task. A schedule for task implementation is also included along with cost estimates to guide projects and grant funding opportunities.

The final Smart County Master Plan Draft will be completed by December 31, 2024.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was received by the General Policy Committee on November 13, 2024 and the City/County Manager Technical Advisory Committee on December 5, 2024.

Responsible Staff:

Monique Reza-Arellano, Chief of COG and Equity Programs

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

SMART COUNTY MASTER PLAN



October 2024

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

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Abbreviations and Acronyms

Abbreviation or Acronym	Definition
AAM	Advanced Air Mobility
AFV	Alternative Fuel Vehicle
AI	Artificial Intelligence
ALPR	Automated License Plate Readers
ATMS	Advanced Traffic Management System
AQ	Air Quality
BMMN	Broadband Middle-Mile Network
CAD	Computer-Aided Dispatch
Caltrans	California Department of Transportation
CEC	California Energy Commission
CPUC	California Public Utilities Commission
CV	Connected Vehicle
DSRC	Dedicated Short-Range Communication
EVP	Emergency Vehicle Preemption
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FSP	Freight Signal Priority
GHG	Greenhouse Gases
HMIS	Homeless Management Information System
IOO	Infrastructure Owner Operators
ITS	Intelligent Transportation Systems
JIS	Joint Information System
JPS	Joint Powers Authorities
LiDAR	Light Detection and Ranging
Mbps	Megabits per second
NEVI	National Electric Vehicle Infrastructure
O&M	Operations and Maintenance
PM	Particulate Matter
RIITS	Regional Integration of Intelligent Transportation Systems
RSU	Roadside Unit
SBCOG	San Bernardino County of Governments
SBCTA	San Bernardino County Transportation Authority
SBVCTSS	San Bernardino Valley Coordinated Traffic Signal System
SCAG	Southern California Association of Governments
SPaT	Signal Phase and Timing
THEA	Tampa Hillsborough Expressway Authority
TMC	Transportation Management Center
TSP	Transit Signal Priority
TTAC	Transportation Technical Advisory Council
UAM	Urban Air Mobility
UAS	Uncrewed Aerial Systems
ViDS	Video Incident Detection Systems
VOC	Virtual Operations Center
VRU	Vulnerable Road User
WIM	Weigh In Motion
ZEV	Zero-Emission Vehicle

ABBREVIATIONS & ACRONYMS

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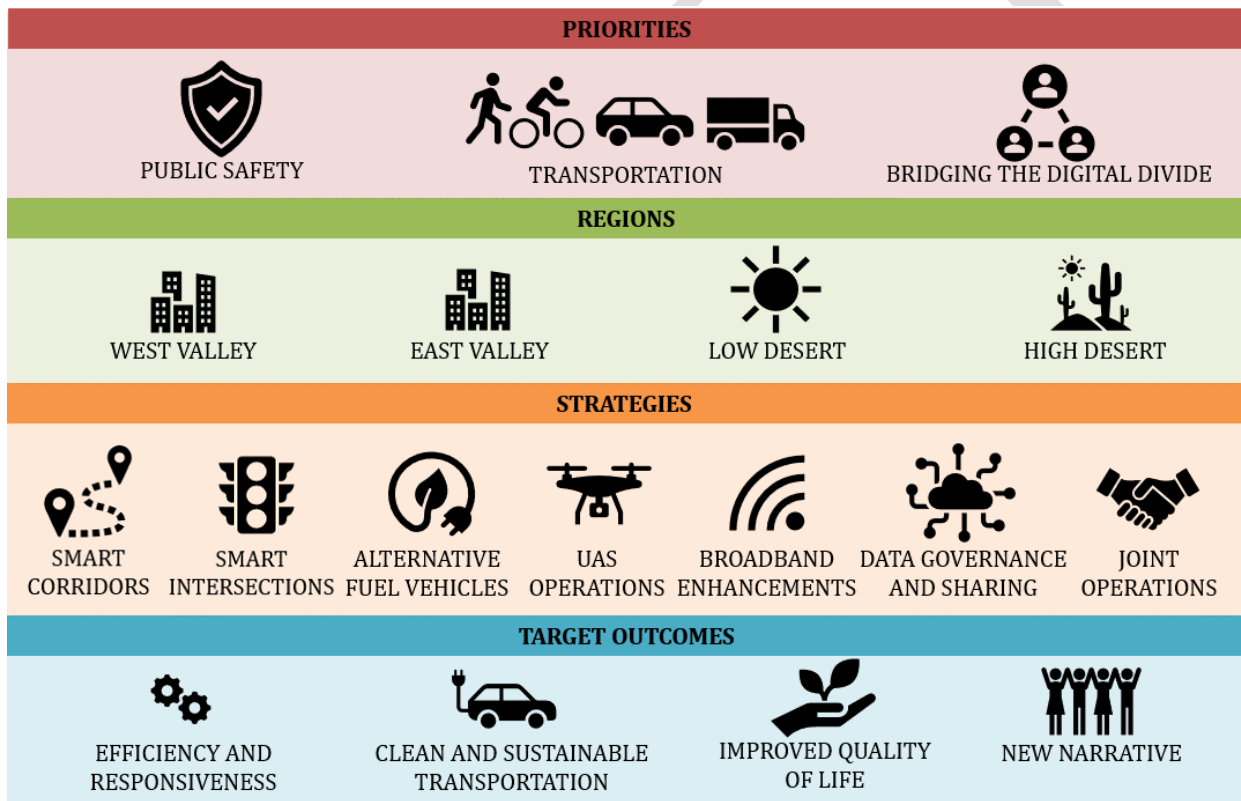
1 Executive Summary

The San Bernardino Council of Governments (SBCOG) initiated this Smart County Master Plan (Smart County MP) to align technology investments and actions in San Bernardino County with the region’s overall objectives. To accomplish this, the Smart County MP recommends seven strategies to set the stage for a safer, more efficient, and better connected San Bernardino County. **Figure 1-1** summarizes these strategies.

1.1 Smart County Master Plan Summary

This Smart County MP (**Figure 1-1**) prioritizes public safety, transportation, and bridging the digital divide—based on guidance from local government member agencies looking to deliver public services more efficiently and effectively and to support the increased population and commercial activity expected in the future. Seven strategies, all grounded in previously proven and field deployed technologies, are recommended in varying configurations in each of the four regions.

Figure 1-1: San Bernardino Smart County Master Plan Summary



A set of toolkits was developed that align with the proposed strategies. The toolkits support local agencies in developing or furthering their programs in those areas. Four of the strategies – Alternative Fuel Vehicles (AFVs), Uncrewed Aerial Systems (UAS) operations, which refer to aircraft operated without a human pilot onboard and can be operated remotely or autonomously, data governance and sharing, and joint operations – are overarching strategies. For these strategies, the associated toolkit can be used to advance specific projects.

For the other three strategies – smart corridors, smart intersections, and broadband enhancements – potential deployment locations were initially identified based on several factors. The locations identified in **Figure 1-2** and **Figure 1-3** address needs in each of the four regions throughout the county: West Valley, East Valley, Low Desert, and High Desert. For smart corridors, there was an additional level of outreach to local jurisdictions and Omnitrans

that included the potential for investing in “priority transit corridors” in the East and West Valley subregions. A priority transit corridor could include selective application of strategies ranging from Transit Signal Priority (TSP) or “queue jumps” at intersections to full Bus Rapid Transit (BRT). It is expected that a Request For Information (RFI) will be disseminated to Valley cities in Fiscal Year 2024-2025 to assist the SBCTA Board in determining which corridors represent the best multimodal investments on which to spend Valley Measure I funding that has been identified for that purpose. See **Section 5.1** for additional information.

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Figure 1-2: Smart County Master Plan Strategies

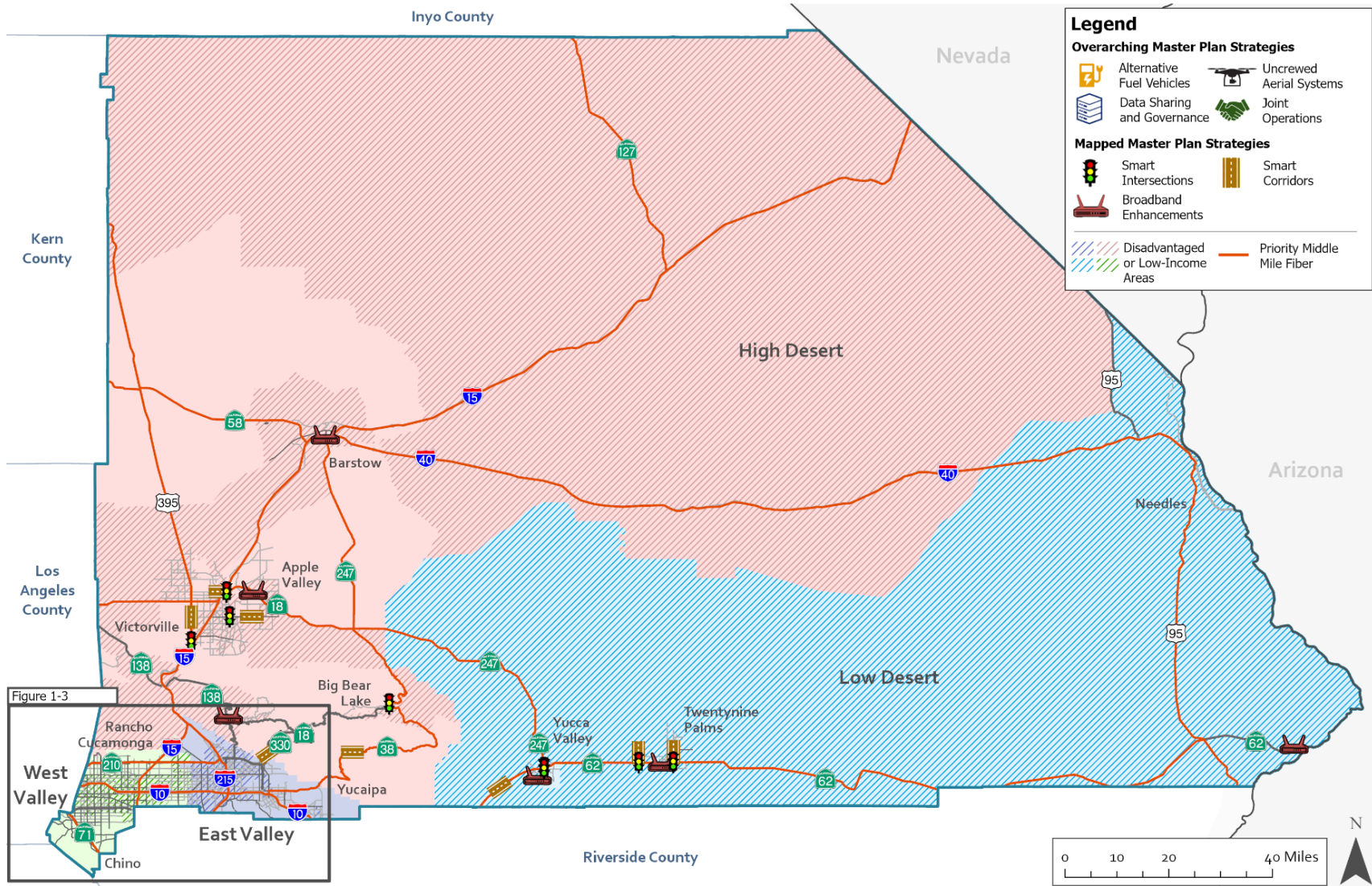
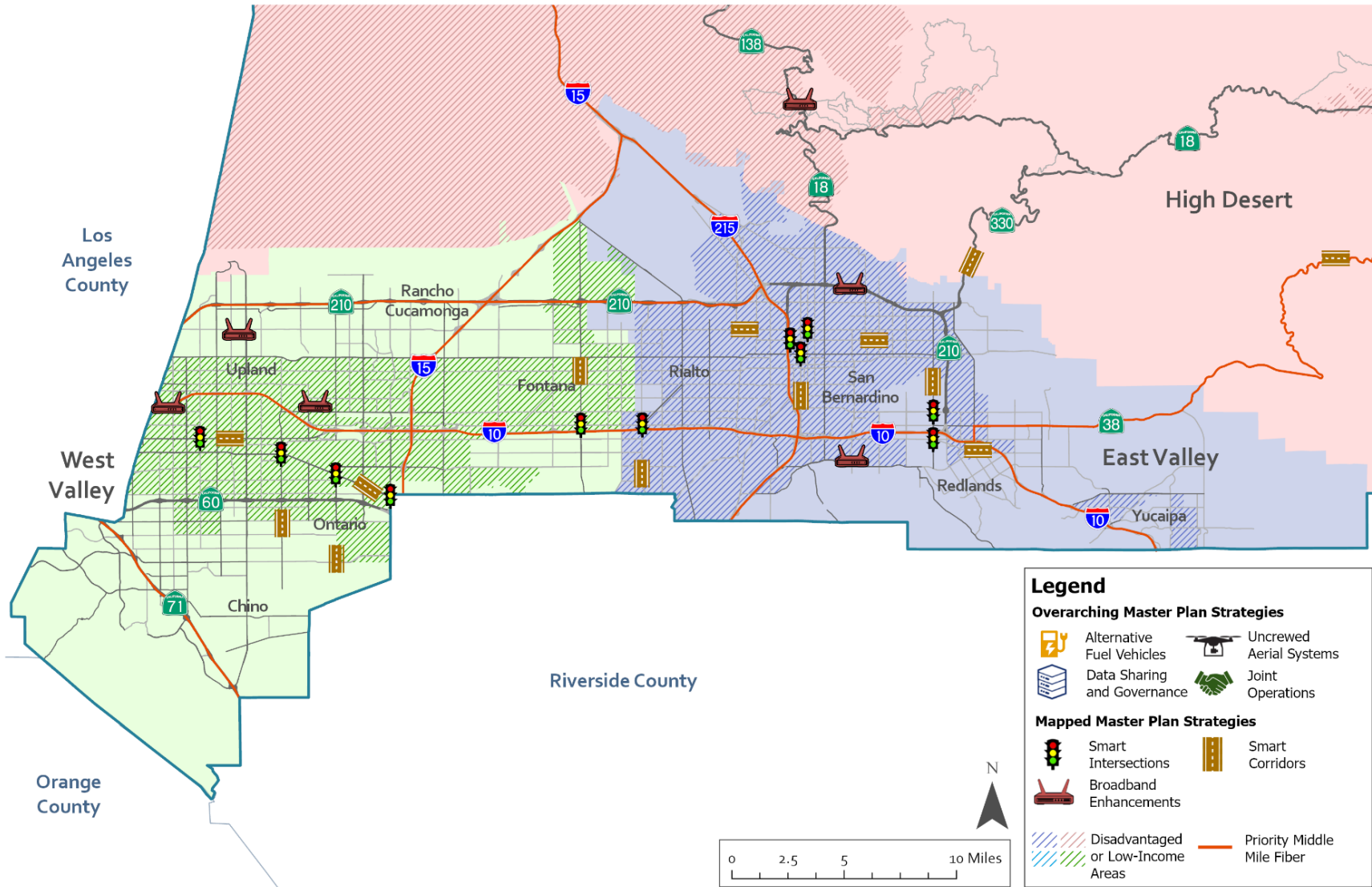


Figure 1-3: Smart County Master Plan Strategies in West Valley and East Valley



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1.2 Value to San Bernardino County Region

This plan has benefitted from input from numerous stakeholders across the county and in turn, upon implementation, will benefit these and other stakeholders for years to come. **Table 1-1** summarizes the anticipated benefits by stakeholder group.

Table 1-1: Benefits to Smart County Master Plan Stakeholder Groups

<p>County and SBCTA Member Agencies By leveraging the data governance and data sharing toolkit elements, government agencies within the county can enhance their operational and regional efficiency. Increased data sharing allows agencies to streamline processes, improve decision-making, and ultimately deliver better services to the residents and visitors of San Bernardino County.</p>	<p>Public-Safety Services Providers Public-safety services providers will benefit from faster response times through greater information and data sharing enabled by the joint operations strategy. The use of UAS, commonly known as drones, for disaster assessment and rescue operations will enhance public and frontline worker safety. Additionally, they will improve response effectiveness and speed due to better intelligence.</p>
<p>Transportation Service Providers Smart intersection and smart corridor strategies will enhance traffic flow and safety. Transportation service providers will have access to performance data from deployed technologies such as video and light detection and ranging (LiDAR) sensors, broadband communications, and data analytics. Over time, insights derived from this information can inform evaluation of other types of sensors, emerging technologies, or other corridors that would benefit from these types of improvements.</p>	<p>The General Public The implementation of electric-vehicle charging stations and smart intersections and corridors will provide the immediate benefits of improved traffic flow and increased convenience. Over time, these strategies will also support better air quality through consistent, large-scale deployments. Additionally, providing broadband connectivity to disadvantaged areas will reduce the digital divide and offer opportunities for underserved populations.</p>

1.3 Next Steps

Each of the seven strategies is mapped to the primary next step, its targeted outcomes, and suggested performance metrics (see **Table 1-2**). Each of the strategies addresses at least two, and often four, of the following goals and target outcomes identified during the early planning process:




























-  Efficiency and Responsiveness
-  Clean and Sustainable Transportation
-  Improved Quality of Life
-  Support of a New Narrative Focused on Innovation and Opportunity

Table 1-2: Strategies, Next Steps, Target Outcomes, and Performance Metrics

Strategy	Next Steps	Outcomes	Performance Metrics
Smart Corridors	Issue a Request For Information to determine local level of interest. Board to make	 	<ul style="list-style-type: none"> ▪ Decrease in average commute time on optimized routes

Strategy	Next Steps	Outcomes	Performance Metrics
	final determination of corridors where investment is appropriate. Proceed to implement and integrate smart technology within key corridors	 	<ul style="list-style-type: none"> Improvement in roadway and transit level of service post optimization Reduction in overall corridor congestion Increase in corridor safety metrics (e.g., fewer accidents, reduced severity of accidents)
Smart Intersections	Implement and integrate smart intersection technology at key intersections based on level of interest by individual jurisdictions and Board concurrence	   	<ul style="list-style-type: none"> Hard-braking events, speeding, V2X* interactions Arrivals on green/red Clearance interval activity Pedestrian activity Turning movement counts Phase termination detail and summary
Alternative Fuel Vehicles	Identify jurisdictions, assess needs and solutions, develop a funding plan, secure vendor partnerships and funding, and deploy solutions	  	<ul style="list-style-type: none"> Number of new alternative fueling/charging stations installed (cars and trucks) Amount of funding secured to install charging and hydrogen fueling infrastructure Quantity of greenhouse gas emissions reduced as a result of new fueling/electric-vehicle charging stations installed
Uncrewed Aerial Systems Operations	Conduct inventory of local services and policies, identify shared use opportunities, and determine priority use cases	   	<ul style="list-style-type: none"> Reduction in average response time to emergency situations Number of successful infrastructure inspections conducted using UAS with zero safety violations Reduction in time required to complete infrastructure inspections
Broadband Enhancement	Leverage Broadband Middle-Mile Network (BMMN) project, assess infrastructure, implement network expansion, and share best practices	 	<ul style="list-style-type: none"> Increase in broadband coverage area Improvement in broadband speed and reliability Increase in number of households or businesses accessing broadband services Enhancement in overall digital connectivity and accessibility
Data Governance and Sharing	Establish data governance framework and policies, collaborate through working groups, identify data sharing opportunities, and determine approach. Continue implementation of CAD-to-CAD	 	<ul style="list-style-type: none"> Data governance plans completed across agencies Data sharing agreements executed Number of successful data integration initiatives across departments or agencies
Joint Operations	Establish working group to identify and prioritize opportunities, develop interagency agreements, and create detailed plans for implementation	   	<ul style="list-style-type: none"> Reduction in expenses achieved Assess enhancements in service delivery quality Track the number of personnel trained and the effectiveness of joint training programs Assess improvements in procurement processes Number of successful Community Outreach and Support Team (COAST) interventions

* V2X (vehicle-to-everything) is wireless communication between a vehicle and any entity that affects, or may be affected by, the vehicle.

Table 1-3 outlines key strategies identified for immediate action within the next 18 months. These strategies represent achievable steps that can be taken in the near term to build momentum and demonstrate progress towards the county's broader vision for a smart future. Each strategy is paired with specific, actionable next steps to ensure alignment with current capabilities and available resources, while laying the groundwork for more complex initiatives in the future.

Table 1-3: Immediate Next Steps

Strategy	Immediate Next Steps
Smart Corridors	<ul style="list-style-type: none"> Issue a Request for Information to identify candidate corridors and determine priority corridor recommendations.
Smart Intersections	<ul style="list-style-type: none"> Identify local champions and develop ITS specifications to prepare for sensor implementation at key intersections.
Broadband Enhancement	<ul style="list-style-type: none"> Assess existing infrastructure, establish local partnerships, and seek ways to leverage the BMMN project.
Data Governance and Sharing	<ul style="list-style-type: none"> Create a working group to establish a data governance framework. Continue work on the CAD-to-CAD data sharing system.

Table 1-4 provides a generalized overview of the projected timelines and key milestones for the proposed strategies. While the schedule outlines anticipated phases—Policy & Planning, Design & Procurement, Construction & Implementation, and Operations, Maintenance, & Performance Metrics—across all strategies from 2025 to 2029, it is important to note that each project will have a unique implementation schedule. The actual timelines will depend on factors such as funding availability, the readiness of the local jurisdictions involved, and coordination with Caltrans and other relevant agencies. The staggered timelines reflect the prioritization and sequential commencement of these initiatives, ensuring a structured and strategic approach to project development and execution.

Table 1-4: Master Plan Schedule

- Policy & Planning
- Design & Procurement
- Construction & Implementation
- Operations, Maintenance, & Performance Metrics

	2025				2026				2027	2028	2029
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Smart Intersections/Corridors: Project 1											
Smart Intersections/Corridors: Project 2											
Smart Intersections/Corridors: Project 3*											
Alternative Fuel Vehicles											
UAS Operations											
Broadband Enhancement: Project 1											
Broadband Enhancement: Project 2											
Broadband Enhancement: Project 3*											
Data Governance and Sharing											
Joint Operations											
Working Group Meetings											

* Note: The timeline is representative, illustrating staggered schedules. Priority projects will commence first, followed by other projects.

1.4 Costs

Table 1-5 includes the general cost data for each strategy. Estimated costs associated with the implementation of each proposed strategy are categorized into preliminary activities, construction, annual operations and maintenance, and other costs such as equipment and software development. Joint operations, which involve coordinated efforts between multiple departments or agencies to improve efficiency and reduce costs, is not shown in the cost table since this strategy will largely depend on the specific areas of focus.

Table 1-5: Cost Estimates

Strategy	Preliminary Activities	Construction/Equipment/ Software Development	Estimated Cost to Implement	O&M (per year)
Smart Corridor Costs	\$78,000 per mile	Construction: \$880,000 per mile Software Development: \$2,000,000	\$2,000,000 program costs + \$958,000 per mile up-front costs	\$50,000 per mile
Smart Intersections	\$16,000 - \$32,000	Construction: \$65,000 Equipment: \$5,000 - \$100,000	\$86,000 - \$197,000	\$13,000
Alternative Fuel Vehicles	\$10,000	\$180,000	\$190,000	\$5,000
Uncrewed Aerial Systems Operations	\$5,000 - >\$100,000 per drone/operator	Operational cost of \$20 per hour per drone	Around \$200,000 for 10 drones	Minimal
Broadband Enhancement	\$10,000 - \$30,000	\$60,000 - \$100,000	\$70,000 - \$130,000	\$50,000 per mile
Data Governance and Sharing*	\$80,000 - \$100,000	\$250,000	\$350,000 for first year	\$250,000

* Data Governance and Sharing costs are for the creation of a data portal.

To support implementation of these strategies, several grants were identified to advance the Smart county MP strategies. The Early Action Plan, part of the Smart County MP effort, involved a six-month analysis and stakeholder outreach. Its goal was to identify the focus areas for further study and pinpoint early projects for quick wins. The “120 Days to Win” process recommended in the Early Action Plan can also be followed to help set up the region for success on future grants.

2 Introduction

At over 20,000 square miles, San Bernardino County in California (CA) is the largest county in the contiguous United States (U.S.). It stretches from east of Los Angeles, CA to the Nevada (NV) state border just southwest of Las Vegas, NV. Its region ranges from urban, in the southwestern portion of the county, to extremely remote areas such as the 1.6 million acres Mojave National Preserve in the northeast.

Most of the 2.2 million in population is concentrated in its East Valley and West Valley, which is served by the Ontario International Airport (ONT) – among the fastest growing airports in the U.S. for the past several years. Just a few miles from the airport, Brightline is working to initiate high-speed passenger rail service from Rancho Cucamonga, CA to Las Vegas, NV.

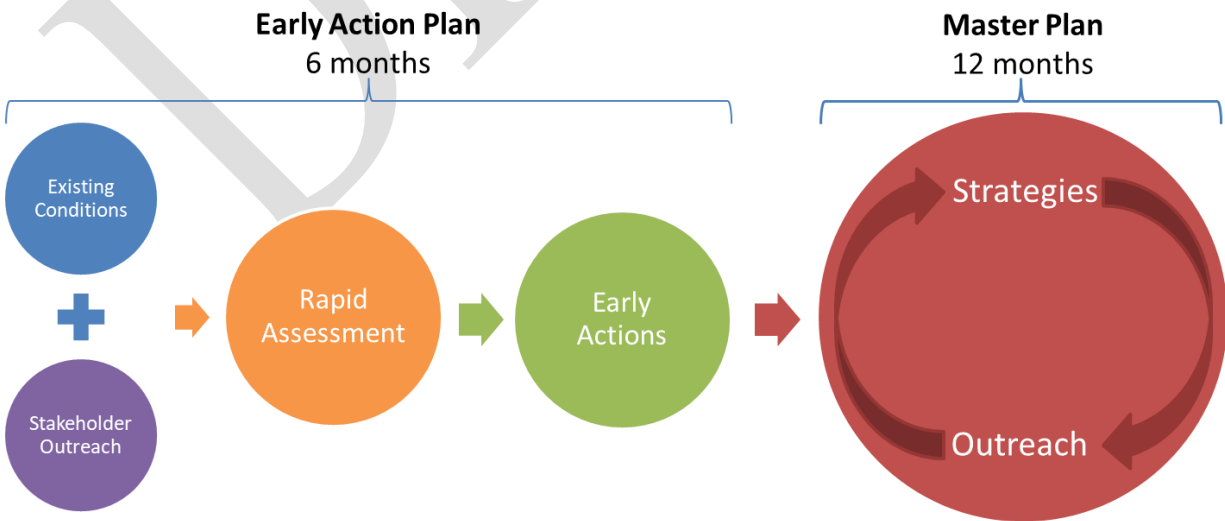
This Smart County Master Plan (Smart County MP) supports the priorities of both SBCOG and San Bernardino County Transportation Authority (SBCTA), under direction of the SBCTA/SBCOG Board. The board comprises representatives from each of the 24 incorporated cities and towns in San Bernardino County, and the five supervisorial districts of San Bernardino County. SBCOG guided this effort, with input from county and city technology representatives.

The project was delivered in two phases, as explained below and in **Figure 2-1**:

- The Early Action Plan phase started with stakeholder outreach and an Existing Conditions Report that identified baseline conditions. A rapid assessment was then conducted which led to recommendations presented in the **Early Action Plan**.
- The Smart County **Master Plan** builds on the Early Action Plan solutions and offers additional strategies that, if supported by member agencies, can improve service, enhancing the quality of life for both residents and visitors to the county.

The Smart County MP recommends a range of strategies to address the initial priorities and enhance the efficiency of government service delivery. These strategies were developed, tested, and reshaped through a more recent series of meetings discussed in **Chapter 4: Outreach Outcomes**. The Smart County MP also provides a toolkit for member agencies with a mix of templates, steps needed to initiate and progress strategies, and resources available online to support delivering the strategies.

Figure 2-1: Smart County Planning Process



3 Current Market

The market landscape is rapidly evolving, influenced by a variety of factors that are shaping the future. A few of the most significant factors are noted in **Table 3-1**.

Table 3-1: Market Conditions/Drivers



The technology landscape is maturing, and the use of advanced analytics is accelerating.



Domestic production is on the rise, contributing to economic growth.



Natural disasters are occurring more frequently, creating public safety challenges, and impacting transportation systems.



The level of grant funding available is unprecedented, providing diverse opportunities.

Maturing Technology and Accelerating Advanced Analytics: As technology continues to mature and the use of advanced analytics accelerates, agencies are increasingly adopting data-driven decision-making approaches. This shift allows for deeper insights, enhanced efficiency, and drives innovation across various sectors. Advanced analytics contribute to the thoughtful deployment of resources, prompt diagnostics of performance problems, and enable timely interventions, thereby maximizing cost-effectiveness.

Similarly, the integration of Machine Learning and Artificial Intelligence (AI) is transforming public safety and transportation systems and infrastructure. The move towards autonomous vehicles and Advanced Air Mobility (AAM) systems highlights the pivotal role of AI in advancing modern transportation infrastructures to be safer, more efficient, and responsive to evolving demands.¹ For example, AI can process sensory information to support real-time decision-making for urban air transport, route planning, and automation of complex processes like take-offs and landings.

Domestic Production: There is a clear recent trend towards increasing domestic production in the U.S. This growth is evident across various sectors. Policy changes are being implemented to make U.S. manufacturing more globally competitive, which is expected to further boost domestic production. The U.S. is investing in new industrial strategies, such as transitioning the auto industry from internal combustion engines to electric and expanding domestic semiconductor design, production, and packaging. These changes are being driven by three major pieces of legislation²:

- **The Infrastructure Investment and Jobs Act** \$1.2 trillion authorized for transportation and infrastructure spending.
- **The Inflation Reduction Act** \$400 billion in clean energy funding to substantially reduce U.S. carbon emissions by the end of the decade.

¹ <https://journals.sagepub.com/doi/abs/10.1177/03611981221095090>

² <https://www.americanprogress.org/article/investing-to-be-competitive-the-new-u-s-industrial-strategy/>

- **The CHIPS and Science Act (CHIPS Act)** \$50 billion to strengthen semiconductor research, development, and manufacturing.

Natural Disasters: Natural disasters are occurring more frequently, impacting transportation systems, and creating public safety challenges.³ Climate change is intensifying issues such as rising temperatures, wildfires, droughts, flooding, and severe weather, which in turn place significant pressure on the nation's emergency services and transportation infrastructure. Recent incidents include the floods in Michigan, the wildfires in California, the deadly snow and ice storm in Texas, and the buckling of I-5 in the Pacific Northwest.⁴ These events jeopardize public safety and disrupt transportation networks. In response, agencies are looking to reduce greenhouse gas emissions, enhance infrastructure resiliency, and improve disaster response capabilities to mitigate the impact of natural disasters and ensure continuity of essential services.

Funding: Between the Infrastructure Investment and Jobs Act, providing \$1.2 trillion in transportation and infrastructure investment, and the Inflation Reduction Act signed into law in 2022, providing over \$5 billion for transportation-related programs, the level of current transportation funding is unprecedented. Additionally, through various legislative efforts at the state level, California has created a range of programs for planning and building transportation, safety, and digital infrastructure. These grant programs include the Regional Resilience Planning and Implementation Grant Program that annually awards roughly \$20 million to fund climate resilience efforts, and the California Public Utilities Commission (CPUC) Broadband Loan Loss Reserve Fund that annually awards \$175 million to assist local entities and nonprofits to secure private broadband financing. As discussed later in **Section 6.4** (Funding), this funding can support implementation of innovative projects, such as the strategies proposed in this Smart County MP, that advance key initiatives benefitting San Bernardino County communities.

³ https://ppms.trec.pdx.edu/media/project_files/TRB_TRBAM-22-00866_Paper.pdf

⁴ [Climate Action | US Department of Transportation](#)

4 Outreach Outcomes

As part of the Smart County MP outreach efforts, diverse stakeholders, including city officials and IT professionals, were engaged through surveys, interviews, and meetings. Their feedback was used to establish the Smart County MP priorities and refine the strategies.

4.1 Identification of Priorities

A Success Management Workshop with the Emerging Technology Ad Hoc Committee, including county and city leaders, was held on June 14, 2023. Based on this and other stakeholder discussions and surveys that were part of the Early Action Plan, priorities were pared down to three categories:

- **Public Safety** – Public safety was the top priority for stakeholders. Despite a decrease in overall crime between 2017 and 2021, violent crimes slightly increased, and safety measures need enhancement.⁵ Priorities include enhancing law enforcement technology for crime prevention and suspect identification, improving emergency response with Computer-Aided Dispatch (CAD)-to-CAD systems, addressing the increase in homelessness, and promoting interagency information sharing.
- **Transportation** – San Bernardino County residents face longer commute times compared to nearby regions. A shift away from solo commuting was also noticed in 2021 as the region came out of COVID. Solo commuting dropped from 79.9% to 73.2%.⁶

Despite a decrease in vehicle collisions in 2020, rates have returned to pre-pandemic levels.

Stakeholders aim to transform transportation by addressing congestion and safety needs through technology, with strategies such as smart intersections and corridors, zero-emission vehicles, and regional data sharing.

- **Bridging the Digital Divide** – The goal of bridging the digital divide is to extend digital connectivity to all residents of San Bernardino County, ensuring equal access and opportunities. Recent CPUC and Federal Communications Commission rulemaking has designated 100 megabits per second (Mbps) download and 20 Mbps upload as the minimum speed as a standard for internet connectivity, up from the previous standard of 25 Mbps download and 3 Mbps upload. This change reflects surges in residential high-bandwidth internet use, such as videoconferencing. Within San Bernardino County, numerous census tracts do not have complete broadband adoption at 25 Mbps download and 3 Mbps upload, thus lagging even farther behind the new state and federal standard.⁷

Addressing broadband to bridge the digital divide also allows for the enhancement of public safety communications. Police, fire, and other emergency services workers rely on being able to communicate and retrieve information to do their jobs effectively. In areas without access to strong, available digital connectivity, these workers are forced to purchase and transport expensive equipment. This effort will bridge the digital divide for residents and public safety.

4.2 Strategy and Toolkit Refinement

Outreach during the master planning portion of the Smart County effort focused on testing strategies, understanding any strategy gaps, and homing in on the most useful strategies. **Table 4-1** summarizes some of the key outreach meetings and the feedback or outcomes that helped shape what strategies were ultimately recommended.

⁵ <https://indicators.sbcounty.gov/safety/crime-rate/>

⁶ [DP03: SELECTED ... - Census Bureau Table](#)

⁷ <https://www.broadbandmap.ca.gov/>

Table 4-1: Smart County Master Plan Outreach

Attendees	Date	Feedback/Outcome
City Managers and IT Directors	02/01/24	<ul style="list-style-type: none"> ▪ UAS was flagged as a topic that should be added to the Smart County MP. ▪ The importance of training and opportunity for joint training was raised.
Regional Integration of Intelligent Transportation Systems (RIITS) and Southern California Association of Governments (SCAG)	02/20/24 (RIITS) 04/03/24 (SCAG)	<ul style="list-style-type: none"> ▪ It is possible to integrate certain types of regional planning data with the existing RIITS and SCAG platforms.
City of Ontario	03/18/24	<ul style="list-style-type: none"> ▪ Lessons learned from UAS efforts, Broadband deployment at the city level, and the need for toolkits for each was discussed.
City of Victorville	05/29/24	<ul style="list-style-type: none"> ▪ Agreed that data sharing could be beneficial among the County agencies. ▪ Discussed the benefits of joint purchasing agreements between local agencies.
Transportation Technical Advisory Council (TTAC)	06/03/24	<ul style="list-style-type: none"> ▪ Reviewed seven proposed strategies with the TTAC.
San Bernardino County	09/26/24	<ul style="list-style-type: none"> ▪ Discussed County's current data platform project and how SBCTA member agencies may be able to share and use data in the future.
San Bernardino County GIS	07/08/24	<ul style="list-style-type: none"> ▪ Discussed County's current data sharing program with Google/Waze and opportunities to advance it. ▪ Identified need for regional data standards to enable more effective data sharing among the region's agencies.
San Bernardino County Fire and CONFIRE	06/18/24	<ul style="list-style-type: none"> ▪ Shared the many initiatives that the local Fire community is undertaking. ▪ Agreed that a forward-looking strategy will be beneficial – including data sharing.

5 Proposed Strategies

Utilizing an understanding gained through development of the Existing Conditions Report, rapid assessment, and development of early action items, several strategies were developed to support San Bernardino County’s future. These strategies were added to and refined through outreach with local agencies and industry. Based on this input, user needs established during the existing conditions work, and the state of practice, seven recommended strategies were agreed upon and are listed in **Table 5-1** and mapped to the three priorities established in the Early Action Plan.

Table 5-1: Proposed Strategies

	Public Safety	Transportation	Bridging the Digital Divide
Smart Corridors: Instrument corridors with technology and infrastructure to improve traffic efficiency and safety. This includes enhanced connectivity, a building block for sustainable broadband enhancement (discussed later).	Secondary	Primary	
Smart Intersections: Implement intelligent traffic signal systems and other technologies at intersections to optimize traffic flow and improve safety for vehicles and vulnerable road users.	Secondary	Primary	
Alternative Fuel Vehicles: Promote the use of AFVs and pursue high-priority grant opportunities to expand access to charging infrastructure equitably.	Secondary	Primary	
Uncrewed Aerial Systems Operations: Invest in UAS technology for operations that address infrastructure inspection, emergency response, and other public safety applications.	Primary	Secondary	
Broadband Enhancements: Improve broadband infrastructure to provide access to underserved communities.		Secondary	Primary
Data Sharing: Establish a working group to discuss protocols and, where necessary, standards for sharing data among government agencies and the public setting the stage for future virtual operations center, traveler information system, and other efforts.	Primary	Secondary	
Joint Operations: Involve collaborative efforts between two or more government agencies to deliver services more efficiently and cost-effectively. By pooling resources and coordinating actions, agencies can enhance service delivery, reduce redundancies, and achieve common goals.	Primary		

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

The remainder of this chapter provides detail on each of the seven proposed strategies. Each section starts with an overview of the strategy and then covers the following areas:

- **Benchmarking:** Summarizes various other locations, within the U.S., where similar strategies have been deployed and the impact, lessons learned, or benefits realized from the deployment.
- **Potential Strategy Elements:** Introduces technologies or phases that will serve as the building blocks of the strategy.
- **User Needs:** Reviews the stakeholder needs gathered during the Existing Conditions Report and through stakeholder discussions and workshops that apply to the strategy being proposed.
- **Prioritized Strategy Deployments:** Explains how elements of the strategy were prioritized and what the resulting priorities were.
- **Relevant Stakeholders:** Notes the expected stakeholders needed to successfully implement the strategy.
- **Benefits:** Describes the benefits expected to result from employing the strategy.
- **Costs:** Provides estimated cost ranges for various elements of the strategy.

5.1 Smart Corridors

Smart corridors enable favorable traffic flow and safety by using real-time communications to connect intersections across a corridor. Typically, the through movement along a corridor is optimized, but may vary throughout the day. For example, in industrial areas with a higher density of semi-trucks, prioritizing freight movements can improve level of service along the corridor. Additionally, when priority or preemption is used (Freight Signal Priority (FSP), Transit Signal Priority (TSP), Emergency Vehicle Preemption (EVP)), smart corridors utilize recovery strategies that enable a more rapid return to signal coordination when compared to legacy technology. This ability to recover corridor throughput can improve efficiency and safety where railroad preemption is used today or planned for rail freight or passenger routes with nearby at-grade crossings. In addition to strategies such as preemption/priority, smart corridors use Intelligent Transportation Systems (ITS) to improve the mobility of key arterials, often those which feed into the freeway network, or parallel the freeway network as an alternate route in the case of incidents or recurring congestion.

5.1.1 Benchmarking

This section covers the key developments and current applications in smart corridor technology, outlining their contributions to more efficient transportation.

I-75 Florida's Regional Advanced Mobility Elements Gainesville: This project deployed emerging technologies to better manage, operate, and maintain the multimodal transportation system and create an Integrated Corridor Management solution for I-75 and state highway systems in the cities of Gainesville and Ocala. The emerging technologies proposed in this project were Automated Traffic Signal Performance Measures and CV technologies such as Roadside Units (RSU) and On-Board Units for effective traffic operations, TSP and FSP. The goal of the project was to disseminate real-time information to motorists during freeway incidents. The project was implemented using Dedicated Short-Range Communication (DSRC).⁸

Georgia Connected Vehicles: The Georgia Department of Transportation has significantly advanced CV technology in metro Atlanta, notably enhancing traffic signal efficiency and response times for emergency and transit vehicles. The agency upgraded 2,200 traffic signals and 185 ramp meter locations. This setup ensured connectivity across every major intersection in metro Atlanta. Key features of this CV initiative include emergency vehicle preemption

⁸ <https://www.fdot.gov/traffic/teo-divisions.shtm/cav-ml-stamp/cv/maplocations/i75-frame.shtm>

at select signals to improve response times, TSP for smoother operations on specific routes, and FSP to support efficient platooning. These enhancements streamlined vehicle flow and improved safety.⁹

I-80 Smart Corridor, San Francisco Bay Area: The I-80 Smart Corridor improves safety and mobility along one of California’s busiest highways. It spans from the Carquinez Bridge to the Bay Bridge, utilizing ITS technologies like adaptive ramp metering, high-occupancy vehicle (HOV) bypass lanes, and dynamic lane management to optimize traffic during incidents. The system improves traffic flow and incident response through the usage of dynamic message signs and real-time travel advisories which provide drivers with up-to-the-minute updates. These technologies have led to smoother traffic operations and reductions in travel delays.¹⁰

5.1.2 Potential Strategy Elements

Smart corridor functions link smart intersection devices by utilizing high-speed communications infrastructure. These functions include the following:

- **Dynamic Signal Control:** Dynamic signal control enables Transportation Management Center (TMC) operators to respond to incidents or changing traffic conditions nimbly, by using advanced detection systems at and between intersections. Improved vehicle and VRU detection allow traffic managers to better understand and respond to incidents by altering traffic signal timing and/or instituting other pre-planned response plans. This application goes beyond earlier implementation of adaptive signal timing and requires extensive communications and traffic management equipment, typically with a TMC or virtual TMC based central system to adjust signal timing, with various levels of autonomy. An AI-based Decision Support System enhances this dynamic control by leveraging advanced algorithms to process real-time data, enabling more intelligent and rapid decision-making compared to traditional methods. This integration of AI facilitates better predictions and adjustments to traffic conditions, improving overall traffic flow and incident response efficiency.
- **Traffic Signal Coordination:** Traffic signal coordination associates traffic signals so that delays are minimized at each intersection along a given arterial roadway corridor. Proper signal coordination enables each intersection to be phased in a way that benefits the movements along the corridor. Signal coordination enables platooning of vehicles, which is proven to reduce delay.¹¹ San Bernardino County is no stranger to coordination. In 1999, SANBAG (predecessor to SBCTA and SBCOG), identified the need to perform signal timing coordination in the San Bernardino Valley (East and West). This occurred in four tiers, starting with development of an overarching strategic plan in 1999, and construction in 2006, and lasting through 2014, with over 1,200 intersections coordinated.¹²
- **Signal Pre-empt / Priority:** Connected intersections, including those leveraging CV technology, allow for enhanced operations and safety for emergency responders, transit, and freight management by using detection technologies and/or V2X communications to identify and communicate information between traffic signals and appropriately equipped vehicles. These technologies can also be utilized at locations of railroad preemption to assist in transitioning back to normal operations after a preemption event. Although these devices are installed at intersections and would offer direct benefits to the intersection, they are most effective when connected along a corridor to provide the most impact.
- **Transit Signal Priority (TSP):** TSP enables transit to have an advantage when crossing an intersection to reduce transit trip times and improve transit reliability. Legacy decentralized methods typically involved direct line of sight communication between the approaching transit vehicle and intersection equipment, while newer “cloud-based” implementations allow relay of TSP check-in and check-outs via a virtual phase selector which is connected to both the transit vehicle and traffic signal networks. This requires cross-jurisdictional corridors to

⁹ <https://transportationops.org/sites/transportops/files/GDOT%20V2I%20Update%20-%20July%202019.pdf>

¹⁰ <https://www.theiotintegrator.com/transportation/california-s-first-smart-highway-project-comes-to-life>

¹¹ <https://www.sciencedirect.com/science/article/abs/pii/S0191261505000792>

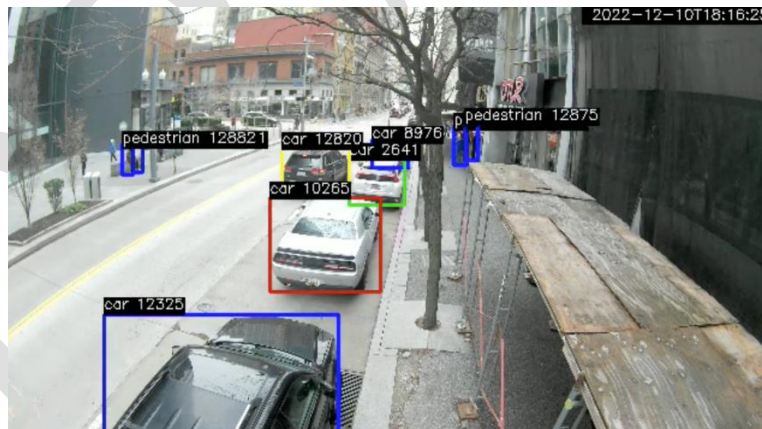
¹² <https://www.gosbcta.com/plan/sb-valley-coordinated-traffic-signal-system-plan/>

understand each other's system requirements and to work closely with the transit agency to ensure that the TSP calls work without issue.

- **Emergency Vehicle Preemption:** Like TSP, emergency vehicle preemption allows the intersection phasing to favor the phase through which an emergency vehicle will be traveling. However, emergency vehicle preemption typically will have a higher-level priority than TSP. Pre-established operating rules allow efficient restoration of traffic signal coordination. On a smart corridor, peer-to-peer communication can reestablish coordination much faster, minimizing delay to overall traffic flow. Improved EVP enables faster emergency response times and decreased congestion.
- **Freight Signal Priority (FSP):** FSP is a strategy at the intersection level that can have corridor-wide impact. FSP is like EVP and TSP, where a call can be made from the commercial vehicle to the intersection to enable improved movement through the intersection, typically in the form of protected turn phases into warehouse areas for freight vehicles. Corridors that are equipped with FSP can have higher throughput due to the reduction of stopped trucks or trucks blocking traffic through incomplete turn movements, which hinders overall flow. FSP is typically a soft priority, like TSP. FSP can be programmed for certain times at specific intersections, where communication between the vehicle and the intersection can be direct or cloud based.
- **Rail Preemption:** Integrating rail preemption into at-grade rail-roadway crossings provides advanced notification for active crossings and integrates with Advanced Traffic Management System (ATMS) platforms to mitigate traffic disruptions. Such integration may allow vehicles to reroute to avoid active crossings and, by extension, possible conflicts. After the train has passed the grade crossing, nearby intersections can be timed to more effectively clear traffic queues.
- **Freight Applications:** There are many other technology solutions that can be implemented along corridors to improve reliability and safety for freight movements. Weigh In Motion (WIM), thermal brake inspection, and tire pressure anomaly identification are strategies that aid freight carriers in identifying issues early to reduce incidents. This in turn reduces local agency operating expenses associated with responding to emergency situations.
- **Weigh in Motion (WIM):** WIM is particularly beneficial in regions with mountainous terrain. It allows for the real-time detection of issues such as overheating or defective brakes in moving vehicles. When installed at strategic locations, it allows for routine weight checks for compliance. Examples are the I-15 Weigh Stations in Cajon or Mountain Pass. In addition to WIM, other roadside technologies can be deployed to enhance safety. For example, infrared sensors could be used to identify overheated brakes. These sensors can relay warnings directly to the vehicle's cab (V2X) or through roadside warning signs.
- **Mobile Freight Application:** Another possible freight amenity would be a mobile application focused on travel information targeted for commercial vehicle operators. California Department of Transportation (Caltrans) District 8 will be deploying an ATMS with the capability to support a Truck Parking Availability System. Other useful travel information for commercial vehicle operators might include traffic conditions, and would support routing for efficient, just-in-time delivery. San Bernardino County has an opportunity to partner with Caltrans to deliver mobile application services to commercial vehicle drivers. These applications can potentially leverage the various existing freight platforms such as the I-10 Truck Parking Availability System, Sunguide or Lonestar. Commercial vehicle operators have expressed interest in these application services if they are not required to install additional hardware in the vehicle to operate. A ubiquitous, mobile freight application has the possibility of increasing safety, decreasing emissions, and speeding routing across the county.
- **Environmental Monitoring:** Environmental monitoring at its most basic level occurs at the intersection level, however, there are benefits to extending environmental monitoring along a corridor. The more air quality and weather data that is available to decision makers, the more informed the decision can be. Corridor-wide weather data can be useful for evacuations so the coordinating agencies can understand the situation on the ground along an evacuation corridor. Corridor-wide air quality data can inform policy makers where unsafe concentrations of pollutants are located, which can then be used to implement strategies to mitigate or remediate these issues.

- Public Agency Wi-Fi:** San Bernardino County has slightly less residents with access to high-speed internet relative to the rest of the state.¹³ To bridge the digital divide, public Wi-Fi could be offered cost-efficiently along smart corridors at key public gathering points. Parks near intersections, mobility hubs or frequent event locations could offer Wi-Fi to those in the area. As new fiber is deployed by the State's BMMN, municipalities that connect their traffic control devices to fiber may opt to install extra capacity and network equipment to support public Wi-Fi and a virtual local area network. A virtual local area network can be used to provide public Wi-Fi to individuals near the traffic control device, either continuously for areas like a park or intermittently for special events. This can offer new areas of public Wi-Fi that can be used by residents, visitors, and even special event vendors.
- Off-Pavement Parking Management:** Finding parking can be frustrating. A potential solution to help private and public operators manage parking utilizes AI and smart technologies to facilitate an improved experience. This could include real-time space availability, dynamic pricing, predictive analytics, or user-friendly apps that facilitate reduced congestion, space optimization, and the reduction of greenhouse gases. Ensuring that parking is available when desired can reduce congestion in commercial districts and increase throughput of a corridor.
- Curb Management Sensors:** Curb space is a valuable commodity in the urban environment with multiple demands such as increased pick-ups, drop-offs, and new alternative transportation modes. Smart sensors built on interactive platforms can support effective curb management, similar to those discussed as part of parking management. These sensors leverage AI to drive turnover, safety, accessibility, and they communicate information to the user. For example, they can display recognized objects and events to help manage curb space more efficiently (**Figure 5-1**). These systems can improve turnover like off-pavement parking management that results in a more efficient use of available space, primarily in commercial districts.

Figure 5-1: Automated Curb Management



- Speed Indicators:** Reducing speeds can dramatically reduce the severity of collisions, and in many cases, protect VRUs. Speed indicators are “feedback signs” that show drivers the speed at which they are traveling to encourage them to decrease their speed, when appropriate. Speed indicator signs have been proven to reduce speeds by 10-20% and increase speed limit compliance from 30% to 60%.¹⁴ Areas such as school zones, residential areas, or other high-trafficked pedestrian areas can benefit by having vehicles travel at safer speeds that decrease the incidence and severity of collisions.

¹³ California Public Utilities Commission (CPUC). 2023. “State of California Fixed Consumer Broadband Deployment.” <https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/communications-division/documents/broadband-mapping/docs-uploaded-2023/household-deployment-by-county-as-of-dec-31-2021.pdf>

¹⁴ <https://www.radarsign.com/#:~:text=Speeders%20slow%20down%20up%20to,remarkable%2030%25%20to%2060%25>

5.1.3 User Needs

Table 5-2 outlines the needs identified that could be addressed as part of the implementation of a Smart Corridor implementation strategy. Smart Intersection user needs, in **Table 5-9**, also covers user needs that would be met by a Smart Corridor implementation strategy.

Table 5-2: Smart Corridor User Needs

Category	User Needs
Traffic Management	<ul style="list-style-type: none"> ▪ Need for dynamic traffic management on arterial portions of the roadway network. ▪ Need for customized traffic management strategies that consider local factors on key corridors. ▪ Need for real-time traffic data to dynamically address the operational performance of corridors. ▪ Need for high-speed, reliable traffic signal and ITS communications infrastructure.
Freight Management	<ul style="list-style-type: none"> ▪ Need for facilitating freight deliveries through the additional use of urban arterial management. ▪ Need for improved commercial vehicle travel information. ▪ Need for automated commercial vehicle inspection, credentialing, and clearance systems to enable more efficient commercial vehicle operations.
Equity and Environment	<ul style="list-style-type: none"> ▪ Need to increase driver awareness of surroundings and signage around High Injury Network locations (including speed limits, crosswalks, and transit stops). ▪ Need to provide real-time alerts (e.g., location of pedestrians, pedestrian crossings, multimodal travel options/connections, and wayfinding information) to drivers and transit users for better decision-making and trip planning. ▪ Need for technology improvements at rail grade crossings to improve safety. ▪ Need to consider coordination and connection opportunities with existing transit/paratransit services.

5.1.4 Prioritized Strategy Deployment Locations

San Bernardino County has a varied geography and each of the four regions pose unique opportunities and challenges. This means that smart corridor plans may vary slightly between jurisdictions, and from one proposed smart corridor to another. The methodology for corridor identification started by creating four categories (safety, evacuation, freight, and congestion/air quality), to help distinguish and address different needs across the county.

There was an additional level of outreach, outside of the Smart County MP, to local jurisdictions and Omnitrans that included the potential for investing in “priority transit corridors” in the East and West Valley subregions. A priority transit corridor could range from selective application of strategies such as TSP or “queue jumps” at intersections to full BRT. This outreach is occurring as part of SBCTA’s Long Range Multimodal Transportation Plan (LRMTP) and will be factored into the prioritization and funding process subsequent to the completion of the Smart County MP. While the smart corridors identified for the Victor Valley (Bear Valley Road) and Morongo Basin (SR-62) appear firm at this point, additional discussions will be held with local jurisdictions, Caltrans, and the SBCTA Board to confirm that direction.

The identification of the actual corridors for investment in all subareas will be undertaken under SBCTA Board oversight and the following general sequence:

- The full set of candidate smart corridors will be identified based on the combination of Smart County MP input and outreach to the jurisdictions, Caltrans, and transit operators. In other words, the list of corridors and corridor limits may be expanded or modified based on this additional input.
- Potential funding sources will be identified. For the Valley, the Board has already set aside \$5 million of Measure I Traffic Management System funds for investment in traffic signal coordination upgrades, and additional funding for the transit portion could come from the Measure I funding set aside for Express Bus/BRT. It should be noted that the first \$1 million investment of this funding was made to enhance operations on the Haven Avenue corridor through a joint effort by Rancho Cucamonga and Ontario. Further investment was put on hold until the completion of the Smart County MP. For the Victor Valley

and Morongo Basin, Measure I Project Development and Traffic Management System (PDTMS) funds are potential sources. But in all corridors, grant funding will also need to be pursued, and those opportunities will be identified.

- For the East and West Valley, a Request For Information (RFI) will be disseminated in Fiscal Year 2024-2025 to assist the SBCTA Board in determining which corridors represent the best Smart Corridor/Transit investments on which to spend Valley Measure I funding that has been identified for that purpose.
- Recommendations for Smart Corridors will be drafted based on the responses to the RFI, in coordination with recommended priority transit corridor investments. Inclusion on a priority transit corridor will be a consideration, but not necessarily a requirement for Smart Corridor investment.
- The SBCTA Board will make a final determination on the recommended investments.

In terms of the evaluation of corridors for the Smart County MP, the following four criteria enabled the assessment of potential corridors for consideration:

- **Safety:** The most effective deployment of Smart Corridor technology can be along corridors that have the highest density of collisions. Thus, corridors were selected by determining a novel “collision per mile” statistic using TIMs data¹⁵, which enabled the identification of corridors with the greatest density of collisions. Various elements can be used along these corridors, such as dynamic signal control, coordination, speed indicators and soft priorities for VRU protection. Smart intersection strategies for VRUs can be applied to relevant intersections along the corridor to reduce VRU/vehicle conflicts such as a leading pedestrian interval. Additionally, physical infrastructure improvements can be beneficial for safety such as increased lighting, bike boxes, or curb extensions.¹⁶
- **Evacuation:** San Bernardino experiences earthquakes, riverine flooding, landslides, wildfires, and mountain area winter weather, among other natural disasters. This is compounded by areas that have low community resilience. Less resilient communities are not as prepared for disasters and face greater disruptions during disaster recovery.¹⁷ Corridors were identified that traversed particularly high-risk census tracts specified by Federal Emergency Management Agency.¹⁸ This aligns with the objectives of the SBCTA/WRCOG Emergency Evacuation Network Resilience Study of improving network resilience and improving emergency access during evacuations with a particular focus on disadvantaged communities. During evacuation events, sudden large influxes of traffic can flood travel corridors, rapidly overwhelming capacity. Evacuation corridors could utilize smart infrastructure monitoring, enhanced redundant communications platforms, public/agency Wi-Fi, changeable message signs, connected vehicle applications, or legacy driver communication technology with the objective of being able to move large numbers of people rapidly and safely, while providing the most up-to-date information to prepare or direct evacuees for adverse conditions.
- **Congestion/air quality:** San Bernardino County has some of the worst air pollution in the nation.¹⁹ Top transportation mitigation methods include improving traffic throughput and reducing idling. Dynamic signal control, coordination, and FSP can mitigate idling to reduce emissions. Corridors were selected by determining census tracts with the worst CalEnviroScreen Scores, developed by the California Environmental Protection Agency, which ranks census tracts on a composite score composed of various health factors. Nearby corridors were then selected based on publicly available traffic data. Corridors were thus selected from areas with the poorest air quality and most significant congestion.

¹⁵ <https://tims.berkeley.edu/>

¹⁶ <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/shsp-vru-report2-a11y.pdf>

¹⁷ [Community Resilience | National Risk Index \(fema.gov\)](#)

¹⁸ [Map | National Risk Index \(fema.gov\)](#)

¹⁹ [Inland Empire Once Again Ranks As Worst in Nation for Air Quality | Earth Focus | News & Public Affairs | PBS SoCal](#)

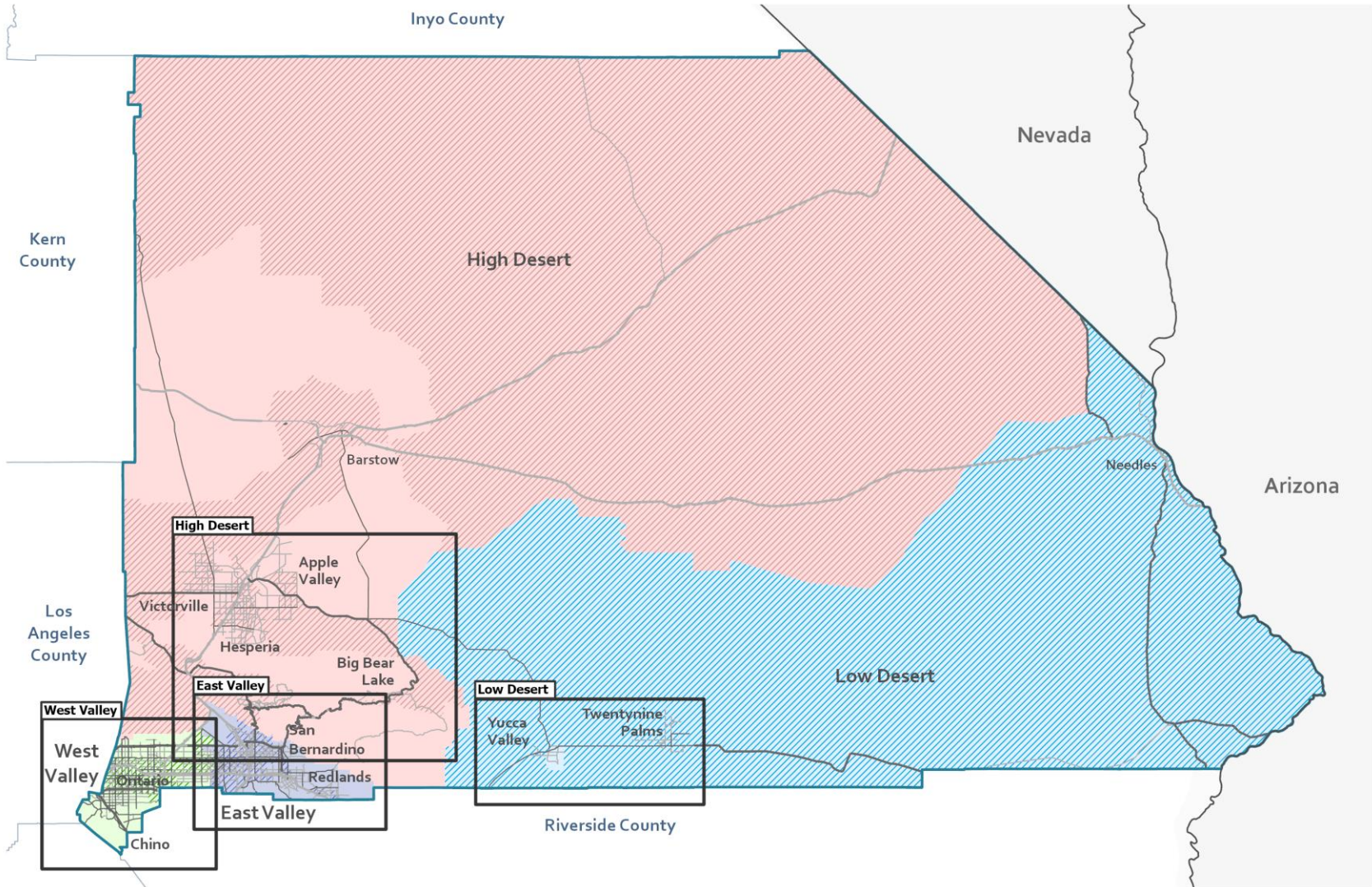
- **Freight:** San Bernardino County has numerous important freight routes that stand to benefit from improved signal timing, coordination, driver communication, and FSP strategies. Improvements along these corridors can also reduce truck traffic on local streets by increasing driver awareness of appropriate truck routes and increasing driver trust in infrastructure. Corridors were selected based on expert industry input and literature review. Freight corridors also include rail freight improvements such as at-grade crossing safety improvements to reduce or eliminate costly collisions. Signal coordination between local agencies and railroads can enable the routing of traffic away from at-grade crossings prior to rail freight moving through the crossing to mitigate conflicts. This back-end mitigation can be in addition to in-situ improvements such as double crossing-gates.

Next, corridors were reviewed based on similar work that was already underway or recently completed to align future efforts. This included the work done in the East and West Valley on the San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS) project and the smart corridor work proposed for Archibald Avenue in Ontario and San Bernardino Ave/Alabama St in an unincorporated San Bernardino County Island, encircled within the city of Redlands. In the following figures, corridors marked with an asterisk (*) were included in part or whole in the SBVCTSS Tiers 1-4. Corridors marked with a plus (+) were included in the Early Action Plan, which identified locations that were prioritized for the benefits that these would provide when implemented.

The following figures illustrate the potential smart corridors identified through Smart County MP process and that will be considered in the decision-making framework for investment described earlier in this section across the four regions (West Valley, East Valley, High Desert, and Low Desert).

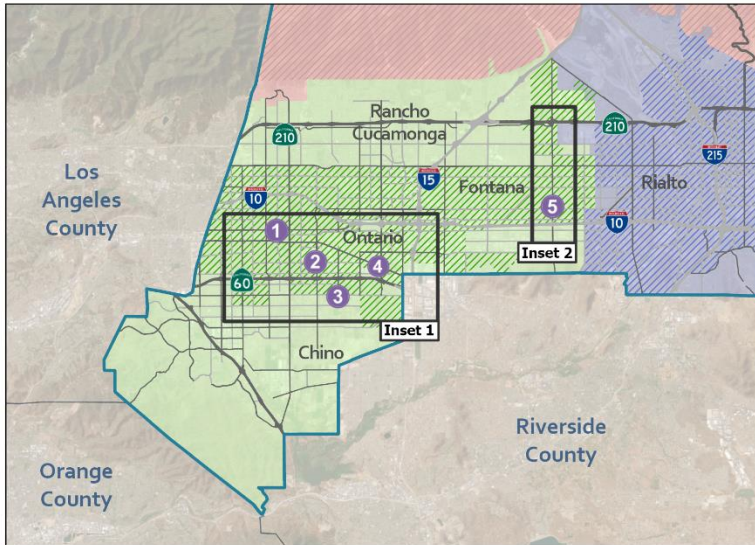
DRAFT

Figure 5-2: Prioritized Smart Intersections and Corridors Deployment



West Valley

Smart Corridors and Intersections



Inset 1



Inset 2



- 1 ***
Holt Blvd (Ramona Ave to Convention Ctr Wy)
- 2 *+**
S Grove Ave (E Riverside Dr to E Holt Blvd)
- 3 ***
Archibald Ave (Ontario Ranch Rd to E Jurupa St)
- 4 ***
Mission Blvd (S Grove Ave to SR-60)
- 5 ***
Sierra Ave (Jurupa Ave to SR-210)

Legend

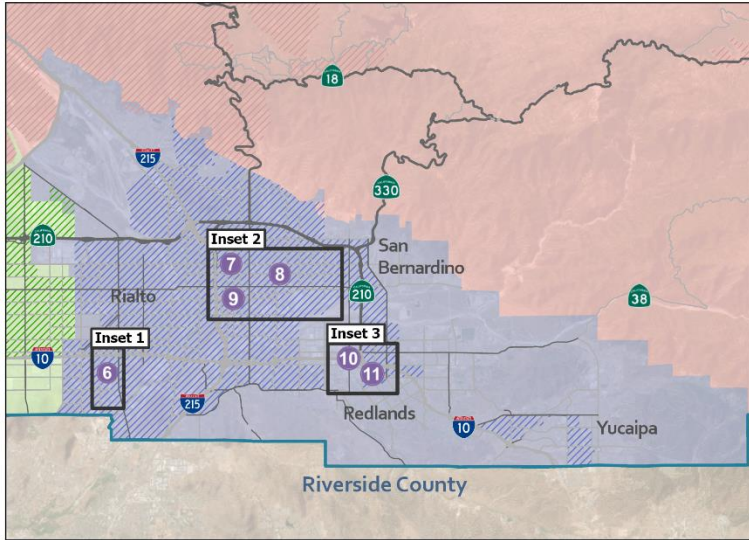
Proposed Improvements

- Freight
- Evacuation
- Smart Corridor
- Safety
- Congestion/Air Quality
- Smart Intersection
- Corridor ID
- * Included in SBVCTSS Tiers 1-4
- + Included in Early Action Plan



East Valley

Smart Corridors and Intersections



Legend

Proposed Improvements

- Freight
- Safety
- Smart Intersection
- Evacuation
- Congestion/Air Quality
- Smart Corridor
- * Included in SBVCTSS Tiers 1-4
- + Included in Early Action Plan
- Corridor ID



6
Cedar Ave
(Jurupa Ave to
Bloomington
Ave)



7 *
W Baseline St
(N California
St to N Arrow-
head Ave)

8
W 9th St
(Medical Ctr
Dr to Palm
Ave)

9
N/S E St
(West Orange
Show Rd to
W Baseline St)



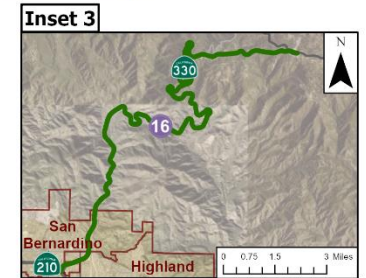
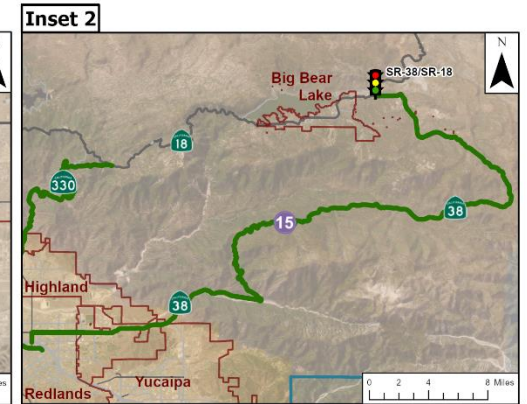
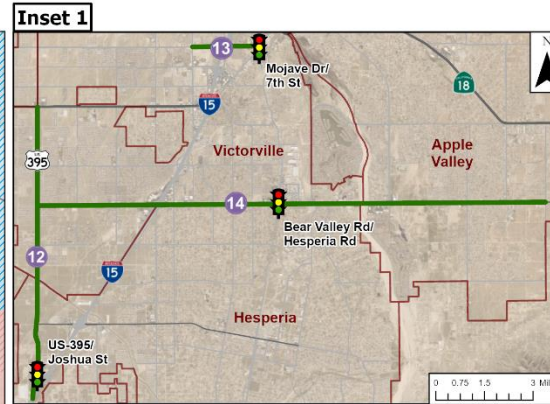
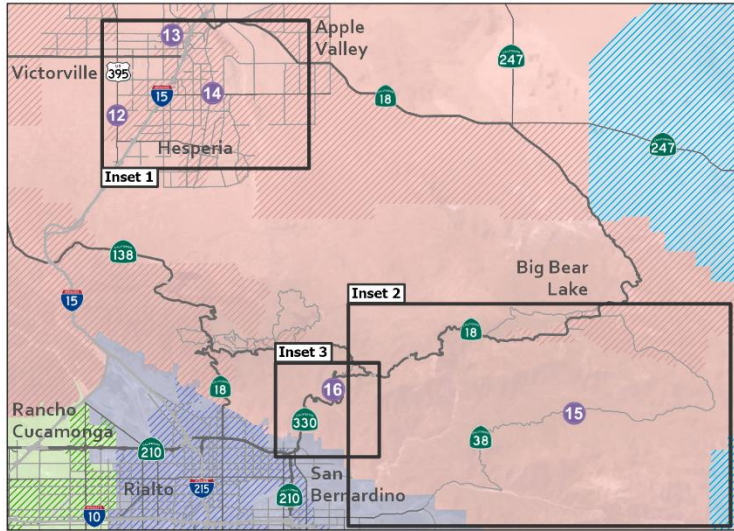
10 +
Alabama Ave (Palmetto Ave
to Redlands Blvd)

11
Redlands Blvd (California
St to E Citrus Ave)

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

High Desert

Smart Corridors and Intersections



- 12** US-395 (from I-15 to SR-18)
- 13** Mojave Dr (Amargosa Rd to 7th St)
- 14 +** Bear Valley Rd (I-15 to Central Rd)

- 15** SR-38 (I-10 to SR-18)

- 16** SR-330 (SR-210 to SR-18/Running Springs)

Legend

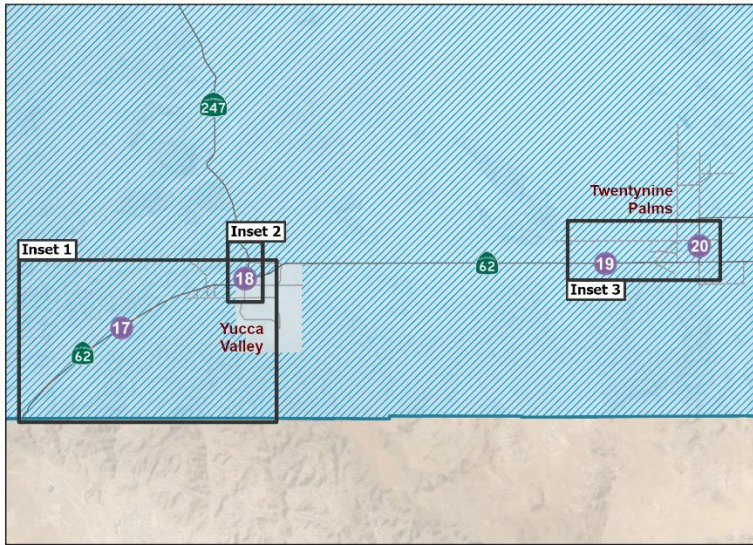
Proposed Improvements

- Freight
- Evacuation
- Smart Corridor
- Safety
- Congestion/Air Quality
- Smart Intersection
- Included in Early Action Plan
- Corridor ID



Low Desert

Smart Corridors and Intersections



Legend

Proposed Improvements

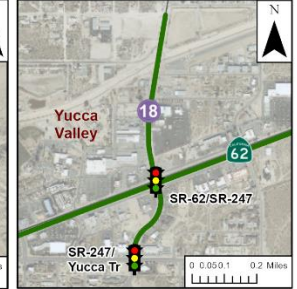
- Freight
- Evacuation
- Smart Corridor
- Safety
- Congestion/Air Quality
- Smart Intersection
- Included in Early Action Plan
- Corridor ID

Inset 1



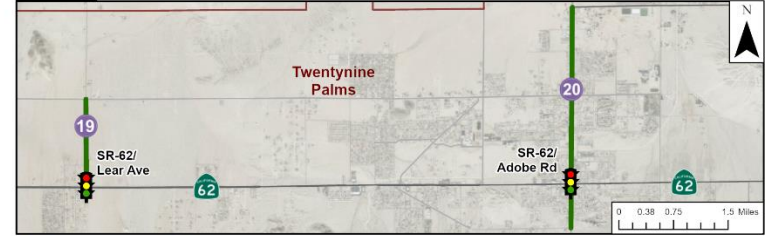
17 +
 SR-62 (County line to Yucca Mesa Rd)

Inset 2



18
 SR-247 (Yucca Trail to Crestview Dr)

Inset 3



19
 Lear Ave (SR-62 to 2 Mile Rd)

20
 Adobe Rd (Sullivan Rd to Amboy Rd)

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

5.1.5 Relevant Stakeholders

While Infrastructure Owner Operators (IOO) will hold the primary responsibility for planning and implementation, other stakeholders will be helpful throughout each project. Where the project spans multiple jurisdictions, local agencies, SBCTA/SBCOG and Caltrans can be helpful for planning and coordinating efforts. Caltrans, specifically, will be involved when corridors pass through Caltrans operated intersections or state routes. For the priority or preemption strategies, the IOOs will work with the entities affected by the new technology. This may include transit agencies, freight companies, rail operators, and public safety agencies and may involve entities from multiple jurisdictions based on the corridor.

The community should also be engaged to understand the opportunities smart corridors bring and how any technology implementation will affect them. Their input could help an IOO identify user needs to build out the right solution for their community. Communities who have health concerns may wish to implement FSP to reduce diesel emissions from idling vehicles. Another community may be more interested in TSP and work with the transit agency and SBCTA to implement.

The immediate stakeholders to help develop this strategy further include traffic operations personnel from the IOOs, the SBCTA TTAC, and the IT working group.

5.1.6 Benefits

Smart corridors offer numerous benefits, enhancing overall traffic management, safety, and environmental quality. The following are some of these benefits:

- Reduction in Greenhouse Gases (GHG):
 - Benefits: Residents, Environment
 - Impact: Lower emissions, improved air quality in areas with high ozone, particulate matter 2.5 micrometers and smaller (PM_{2.5}), and diesel fumes.
- Reduction in Crashes:
 - Benefits: Travelers, Emergency Services
 - Impact: Increased safety, fewer accidents, and reduced emergency response needs.
- Reduction in Travel Times:
 - Benefits: Travelers, Freight Transport
 - Impact: Faster journeys, reduced congestion, and improved efficiency in freight transport.
- Increased Reliability:
 - Benefits: Travelers, Public Transport
 - Impact: More predictable travel times and improved public transport schedules.
- Improved Management of Traffic Diversion:
 - Benefits: Travelers, Local Businesses
 - Impact: Better handling of freeway incidents, reduced congestion on arterial roads, and minimized disruption to local traffic.
- Dynamic Sign Control and Traffic Signal Timing:
 - Benefits: Drivers, Traffic Management Authorities
 - Impact: Real-time information sharing, optimized traffic flow, and enhanced incident response capabilities.

5.1.7 High-Level Costs

Costs for smart corridor projects will vary greatly depending on the selected technology, the length of the corridor and the number of intersections. Outside conditions including existing transportation technology and the availability of electricity and fiber in the area will also affect the cost.

The following cost estimates have been developed for each corridor by assuming that fiber conduit will be trenched along the length of the corridor, controller upgrades will take place at each of the signalized intersections, and the various amenities included are implemented in the quantities indicated. Some corridors may not require this level of infrastructure, depending on specific applications. The estimates do not include any smart corridors that may be added as a result of the priority transit corridor outreach for the LRMT. The costs are provided only to give a sense of the overall scale of investment that could be needed. Costs will be refined based on the specific design concept and scope for each corridor as it is developed. Each of the quantities developed is listed on a per corridor basis. Depending on agency need, this may vary in implementation. **Table 5-3, Table 5-4, Table 5-5, and Table 5-6** provide high-level summaries of smart corridor improvement costs in the West Valley, East Valley, High Desert, and Low Desert, respectively.

Table 5-3: Smart Corridor Improvement High-level Cost Summary – West Valley

Cost Elements (S=Short, M=Medium, L=Long)	Corridor						Unit of Measure	Cost per Unit	Total Cost
	1	2	3	4	5	6			
Number of signalized intersections	12	28	18	11	7	8	Each	N/A	N/A
Upgrade Controllers (S)	6	14	9	11	7	8	Intersections (1 Controller per Intersection)	\$10,000	\$0.55M
Upgrade Detection (veh, bike, ped) (S)	5	14	9	11	7	4	Intersections (4 Upgraded Approaches per Intersection)	\$11,000	\$0.55M
Upgrade Signal Timing (S)*	12	28	18	11	7	8	Intersections (1 Upgrade per Intersection)	\$5,000	\$0.42M
Communications (S)**	2.14	6.10	6.40	1.76	1.76	3.30	Miles (Total along corridor)	\$812,000/mile	\$17.4M
Closed-Circuit Television (S)*	5	7	9	4	2	2	Intersections (1 unit per intersection)	\$8,000	\$0.23M
Automated License Plate Readers (S)	3	6	9	6	2	4	Intersections (1 unit per intersection)	\$20,000	\$0.58M
Air Quality Sensors (M)	3	3	3	2	2	3	Intersections (1 unit per Intersection)	\$13,000	\$0.21M
Connected Vehicle RSUs (M)	5	6	5	4	4	4	Intersections (1 per Intersection)	\$10,000	\$0.29M
CV Vulnerable Road User App (M)	Lump Sum – Countywide Cost***								-
CV Freight App (M)	Lump Sum – Countywide Cost***								-
Video Management System (M)	Lump Sum – Countywide Cost***								-

Cost Elements (S=Short, M=Medium, L=Long)	Corridor						Unit of Measure	Cost per Unit	Total Cost
	1	2	3	4	5	6			
Enable Broadband Middle-Mile connection (L)	-	2	1	1	1	1	Intersections (1 connection per intersection)	\$100,000	\$0.60M
Total Cost (M\$)	2.20	5.90	6.10	2.10	1.86	3.14	-	N/A	\$20.86M

* # of intersections; ** in miles; *** cost included in Table 5-7

Table 5-4: Smart Corridor Improvement High-level Cost Summary – East Valley

Cost Elements (S=Short, M=Medium, L=Long)	Corridor					Unit of Measure	Cost per Unit	Total Cost
	7	8	9	10	11			
Number of signalized intersections	11	15	9	13	17	Each	N/A	N/A
Upgrade Controllers (S)	11	15	9	13	17	Intersections (1 Controller per Intersection)	\$10,000	\$0.65M
Upgrade Detection (veh, bike, ped) (S)	11	15	9	13	17	Intersections (4 Upgraded Approaches per Intersection)	\$11,000	\$0.71M
Upgrade Signal Timing (S)*	11	15	9	13	17	Intersections (1 Upgrade per Intersection)	\$5,000	\$0.32M
Communications (S)**	1.52	6.52	4.51	3.10	2.88	Miles (Total along corridor)	\$812,000/mile	\$15.05M
Closed-Circuit Television (S)*	5	3	4	6	5	Intersections (1 unit per intersection)	\$8,000	\$0.18M
Automated License Plate Readers (S)	4	3	3	6	6	Intersections (1 unit per intersection)	\$20,000	\$0.44M
Air Quality Sensors (M)	2	4	4	3	2	Intersections (1 unit per Intersection)	\$13,000	\$0.20M
Connected Vehicle RSUs (M)	3	4	2	5	8	Intersections (1 per Intersection)	\$10,000	\$0.22M
CV Vulnerable Road User App (M)	Lump Sum – Countywide Cost***							-
CV Freight App (M)	Lump Sum – Countywide Cost***							-
Video Management System (M)	Lump Sum – Countywide Cost***							-
Enable Broadband Middle-Mile connection (L)	2	1	1	1	2	Intersections (1 connection per intersection)	\$100,000	\$0.70M
Total Cost (M\$)	2.01	6.03	4.25	3.35	3.36	-	N/A	\$18.47M

* # of intersections

** in miles

*** cost included in Table 5-7

Table 5-5: Smart Corridor Improvement High-level Cost Summary – High Desert

Cost Elements (S=Short, M=Medium, L=Long)	Corridor					Unit of Measure	Cost per Unit	Total Cost
	12	13	14	15	16			
Number of signalized intersections	9	26	-	-	7	Each	N/A	N/A
Upgrade Controllers (S)	9	26	-	-	7	Intersections (1 Controller per Intersection)	\$10,000	\$0.42M
Upgrade Detection (veh, bike, ped) (S)	9	26	-	-	7	Intersections (4 Upgraded Approaches per Intersection)	\$11,000	\$0.46M
Upgrade Signal Timing (S)*	9	26	-	-	7	Intersections (1 Upgrade per Intersection)	\$5,000	\$0.21M
Communications (S)**	7.37	9.91	15.42	59	1.73	Miles (Total along corridor)	\$812,000/mile	\$75.87M
Closed-Circuit Television (S)*	3	6	6	6	4	Intersections (1 unit per intersection)	\$8,000	\$0.20M
Automated License Plate Readers (S)	2	6	2	6	4	Intersections (1 unit per intersection)	\$20,000	\$0.40M
Air Quality Sensors (M)	3	3	4	6	4	Intersections (1 unit per Intersection)	\$13,000	\$0.23M
Connected Vehicle RSUs (M)	2	6	2	6	4	Intersections (1 per Intersection)	\$10,000	\$0.20M
CV Vulnerable Road User App (M)	Lump Sum – Countywide Cost***							-
CV Freight App (M)	Lump Sum – Countywide Cost***							-
Video Management System (M)	Lump Sum – Countywide Cost***							-
Enable Broadband Middle-Mile connection (L)	1	1	0	0	1	Intersections (1 connection per intersection)	\$100,000	\$0.3M
Total Cost (M\$)	6.51	9.23	12.82	48.35	1.96	-	N/A	\$78.29M

* # of intersections

** in miles

*** cost included in Table 5-7

Table 5-6: Smart Corridor Improvement High-level Cost Summary – Low Desert

Cost Elements (S=Short, M=Medium, L=Long)	Corridor				Unit of Measure	Cost per Unit	Total Cost
	17	18	19	20			
Number of signalized intersections	12	3	2	2	Each	N/A	N/A
Upgrade Controllers (S)	12	3	2	2	Intersections (1 Controller per Intersection)	\$10,000	\$0.19M
Upgrade Detection (veh, bike, ped) (S)	12	3	2	2	Intersections (4 Upgraded Approaches per Intersection)	\$11,000	\$0.21M
Upgrade Signal Timing (S)*	12	3	2	2	Intersections (1 Upgrade per Intersection)	\$5,000	\$0.1M
Communications (S)**	15.08	1.01	1.01	0.67	Miles (Total along corridor)	\$812,000/mile	\$14.29M
Closed-Circuit Television (S)*	4	2	1	2	Intersections (1 unit per intersection)	\$8,000	\$0.07M
Automated License Plate Readers (S)	4	1	1	2	Intersections (1 unit per intersection)	\$20,000	\$0.16M
Air Quality Sensors (M)	3	1	1	1	Intersections (1 unit per Intersection)	\$13,000	\$0.10M
Connected Vehicle RSUs (M)	1	1	0	1	Intersections (1 per Intersection)	\$10,000	\$0.03M
CV Vulnerable Road User App (M)	Lump Sum – Countywide Cost***						-
CV Freight App (M)	Lump Sum – Countywide Cost***						-
Video Management System (M)	Lump Sum – Countywide Cost***						-
Enable Broadband Middle-Mile connection (L)	-	1	1	-	Intersections (1 connection per intersection)	\$100,000	\$0.20M
Total Cost (M\$)	12.81	1.10	1.03	0.72	-	N/A	\$15.46M

* # of intersections

** in miles

*** cost included in Table 5-7

A rough estimate of the overall corridor costs which include the above-mentioned amenities can be found in Table 5-7. These are preliminary values, and each interested jurisdiction should develop costs for their specific projects. The number of variable costs and potential differences in scope within these projects poses challenges for creating one estimate that can be used for the entire county.

Table 5-7: Smart Corridor Costs

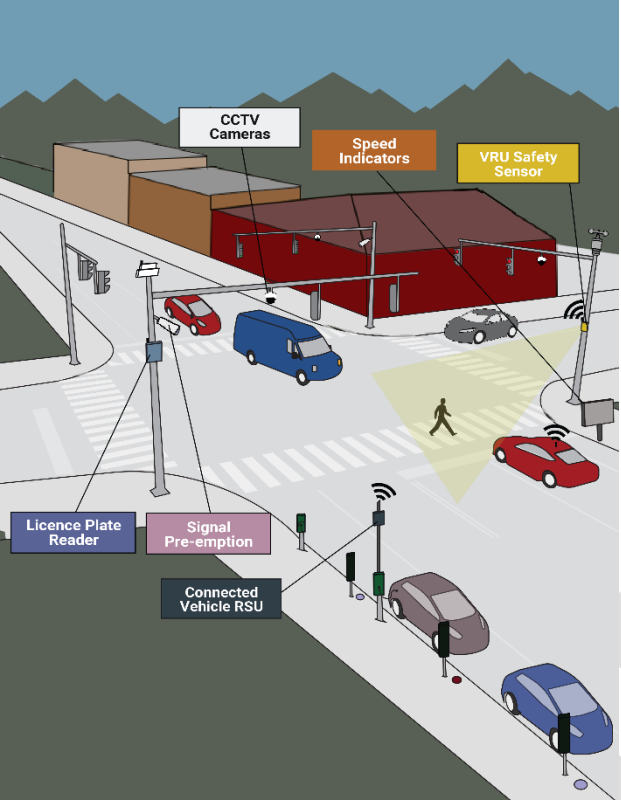
Cost Category	Average Cost
Preliminary Activities	\$78,000/mile
Construction	\$880,000/mile
Software Development	\$2,000,000
Estimated Implementation Cost	\$2,000,000 software costs + \$958,000 per mile up-front costs
Estimated Ongoing Operations and Maintenance	\$50,000/mile/year

5.2 Smart Intersections

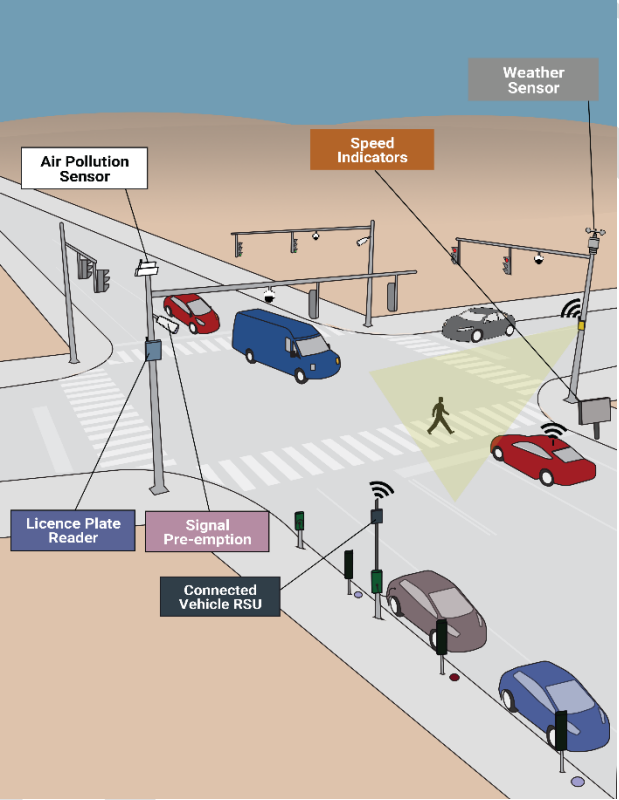
Smart intersections are one of the key building blocks of a smart jurisdiction. Once an intersection has upgraded network communication abilities, the opportunity to pilot new technologies, enhance traffic and safety, gather data, and communicate in real-time with drivers is expansive. Smart intersections can benefit from following a regional template and regional Intelligent Transportation System (ITS) architecture, while having amenities or subsystems tailored to the needs of their specific geography and jurisdiction. **Figure 5-3** illustrates some options addressed in the Early Action Plan for various regions of San Bernardino County.

DRAFT

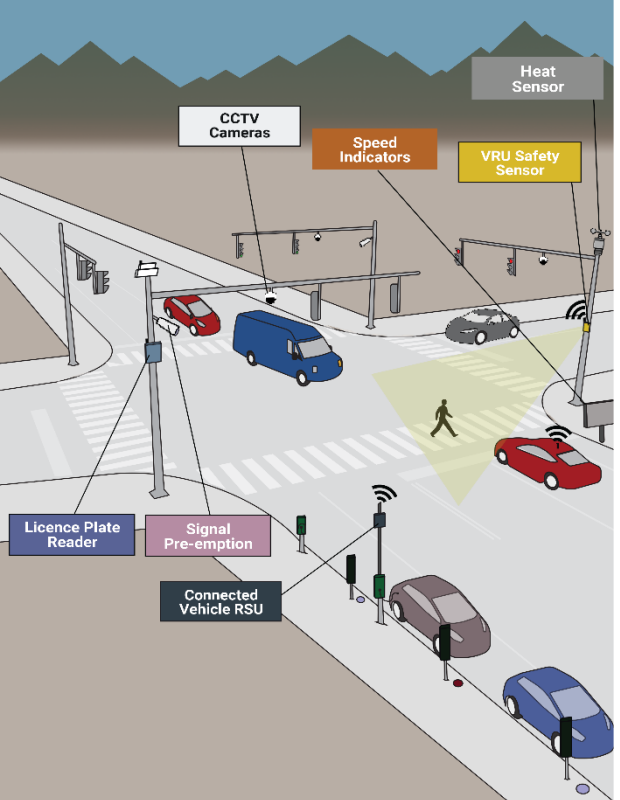
Figure 5-3: Smart Intersection Amenity Examples by Region



East Valley and West Valley



High Desert



Low Desert

5.2.1 Benchmarking

In the rapidly evolving mobility landscape, intersections are where most of the activity and potential for improved efficiency, safety, and information occur within local jurisdictions. Freeways are also an important backbone of the regional transportation system for moving people and freight. SBCTA, in partnership with Caltrans and local jurisdictions, is making great strides to upgrade freeways with High Occupancy Toll (HOT) lanes on I-10 and I-15 to transition them into a truly multimodal network that can be managed and optimized. While the evolution of the freeway network and its technologies are not addressed in the Smart County MP, suffice it to say that this system must work together with the interchanges, arterials, transit, shared-ride systems, and logistics operators to maintain mobility for people and goods. It must work together with emergency service providers who need to get information out to the traveling public about incidents, road closures, transit schedule interruptions, route diversions, and other events. An overview of the current and planned multimodal freeway network for San Bernardino County can be found in the Executive Summary of the 2021 Countywide Transportation Plan at: [Draft Countywide Transportation Plan 2021 \(gosbcta.com\)](#).

This section reviews some successful U.S. intersection technology deployments, providing perspective in advance of the strategies recommended in the next section. These technologies can be implemented in various settings and situations throughout San Bernardino County.

Using Automated License Plate Readers (ALPRs) for Traffic Safety: An ALPR report sponsored by the National Highway Traffic Safety Administration²⁰ highlights the significant benefits and successful implementations of ALPR technology across various jurisdictions. The dual focus of this technology has been to enhance traffic safety and prevent crime. The research finds ALPR to be a cost-effective tool, demonstrating a quick return on investment—within one week for property crimes and one month for violent crimes. Following the deployment of ALPR in New York City, there was a 31 percent increase in automobile theft arrests. Similarly, Sacramento experienced a reduction in per-capita auto theft rates after local police began utilizing ALPRs to recover stolen vehicles.

The City of Las Vegas Wrong-Way Driving Detection System: To enhance road safety, the city of Las Vegas implemented an advanced wrong-way driving detection system along a stretch of 110-198 E Clark Avenue. The system employs camera and imaging technology to monitor traffic patterns and flows. Utilizing AI, the system analyzes the gathered traffic data to generate valuable insights. The AI technology detected instances of wrong-way driving, and these instances were then provided to the city for further analysis. Based on these insights, the city decided to replace stop signs with traffic signals on busy streets. The introduction of this technology and the subsequent actions taken led to a 90% reduction in wrong-way driving incidents in the study area. This substantial decrease highlights the effectiveness of integrating AI with traffic management systems to enhance road safety and prevent potentially dangerous driving behaviors.²¹

Chattanooga Smart Intersection Expansion: Chattanooga, Tennessee, will add dozens of “smart city intersections” through an ongoing partnership supported by the U.S. Department of Transportation. The Chattanooga Department of Innovation Delivery and Performance, working with Seoul Robotics and the Center of Urban Informatics and Progress at the University of Tennessee at Chattanooga, are installing sensing technology in 86 downtown intersections, building on a testbed established in 2019. The intersections will be equipped with tools, namely light detection and ranging (LiDAR) sensing technology, to gain real-time traffic insights and monitor infrastructure usage. That data can inform future traffic management, alleviate congestion, and map ideal locations for EV charging stations, among other potential benefits. The expansion is expected to result in over 100 tech-equipped intersections across downtown.²²

²⁰ <https://rosap.ntl.bts.gov/view/dot/55586>

²¹ <https://us.nttdata.com/en/case-studies/city-of-las-vegas-client-story>

²² <https://www.smartcitiesdive.com/news/chattanooga-smart-city-intersections-lidar-seoul-robotics-usdot/639799/>

Love My Air Denver's Air Quality (AQ) Program: Launched in 2018 with a focus on enhancing community awareness and action regarding AQ, Denver's "Love My Air" program addresses the city's air pollution issues. In collaboration with Denver Public Schools, Love My Air has established a comprehensive citywide AQ monitoring network. This system uses innovative, low-cost air pollution sensors that are solar-powered and equipped with battery storage and data connectivity, making the technology scalable and adaptable for other cities. Focusing on PM_{2.5}, the network provides vital real-time data. This data infrastructure underpins the Love My Air app launched in 2022, which offers real-time AQ updates and comparisons across school sites, integrating state and neighboring municipalities' data for a broader AQ assessment. The information from the program supports school staff in making informed decisions about outdoor activities on poor AQ days. Additionally, it empowers students, particularly those with asthma, to take proactive steps in managing their health in response to AQ levels.²³

5.2.2 Potential Strategy Elements

There are several technologies in use today, as shown in **Figure 5-3**, and described further in **Table 5-8**, that can transform intersection operations within San Bernardino County. Smart Corridor strategy elements, in **Section 5.1.2**, may also be found at the intersection level.

Table 5-8: Smart Intersection Subsystems Inventory

Smart Intersection Subsystem	Key Requirement Coverage	San Bernardino County Applicable Regions
Vulnerable Road User Safety Systems Video Incident Detection Systems / LiDAR / Detection	Public Safety / Transportation	All
Weather / Air Quality Emissions Sensors	Equity	All
Automatic License Plate Readers	Public Safety	All
Connected Vehicle Roadside Unit	Public Safety / Transportation	All

VRU SAFETY SYSTEMS

Video Incident Detection Systems (ViDS)/LiDAR/Detection: VRU safety is currently a pressing matter for the California and federal governments. Although San Bernardino County is fifth in population in the state, it has had the third most pedestrian fatalities and serious injuries across all counties in the state in the last four years, only behind San Diego and Los Angeles counties.²⁴ Within San Bernardino County, the diverse nature of the county is challenging because there is not a "one-size fits all" solution that can be applied countywide. Some traffic treatments may work better or worse than others in a different area. VRU Safety Systems can comprise a variety of sensors such as LiDAR, Video Incident Detection Systems (ViDS), leading pedestrian indicators, or bicycle signals and beacons, all targeting tracking and detecting issues that occur between vehicles and VRUs.

ViDS utilize advanced video cameras and image processing algorithms to monitor and analyze traffic conditions in real-time. ViDS play a crucial role in enhancing the safety of VRUs. By continuously analyzing video footage from strategically placed cameras, ViDS can identify unusual movements, predict risky situations, and facilitate proactive measures to protect VRUs. LiDAR is a technology that uses a visible light laser to measure distance between the sensor and the objects surrounding it. In the context of traffic safety, a LiDAR sensor can track objects and determine conflicts in real-time by creating a precise 3D model of its surrounding environment.²⁵ **Figure 5-4** shows a pedestrian tracking heat map using LiDAR. Multiple sensors can be strung together to create a holistic picture of

²³ <https://denvergov.org>

²⁴ [TIMS - Transportation Injury Mapping System \(berkeley.edu\)](https://tims-berkeley.edu)

²⁵ [What is lidar? \(noaa.gov\)](https://noaa.gov)

the given areas. The LiDAR-based ViDS can be linked to illuminate roadside beacons or send an alert to RSUs to communicate hazardous conditions to drivers, with the goal of preventing VRU involved crashes.

Figure 5-4: Pedestrian Tracking Heat Map Using LiDAR Sensors between Intersections²⁶



WEATHER/AIR QUALITY EMISSIONS SENSORS

Portions of San Bernardino County can face severe weather and AQ conditions, often at the same time. In 2022, the American Lung Association ranked San Bernardino County as the worst county in the United States for ozone pollution.²⁷ Portions of the East/West Valley suffer from high ozone, diesel PM, and PM_{2.5} levels.²⁸ AQ sensors, shown in **Figure 5-6**, are a way of monitoring conditions as they occur. Equipped intersections can feed data back to the South Coast Air Quality Management District to be disseminated to the public. AQ sensors can have hardwired communication and use Power Over Ethernet (or use cellular communication and solar power. Sensors can be programmed to measure AQ, wind speed, rainfall, and flooding among other things. Environmental sensors are especially useful in the High Desert, Low Desert, and mountainous areas that are susceptible to dust storms, flash flooding and snowstorms. Given the remote nature of some of these locations, solar-powered, cellular-enabled sensors, as shown in **Figure 5-5**, support the timely detection and communication of adverse conditions.

²⁶ [Low-cost sensors are helping communities find gaps in air quality data | Grist](#)

²⁷ [Inland Empire Once Again Ranks As Worst in Nation for Air Quality | Earth Focus | News & Public Affairs | PBS SoCal](#)

²⁸ [CalEnviroScreen 4.0 Results \(arcgis.com\)](#)

Figure 5-5: Solar/Cellular-Enabled Environmental Sensor



At smart intersections, similar environmental sensors can be readily connected to the existing communication network so that the Transportation Operations Center can be made aware of any potentially hazardous conditions in real-time; the Transportation Operations Center can then update the relevant entities of the conditions. As more sensors are implemented, a more nuanced and precise understanding of the weather or AQ event will be available to government decision makers and the public.

Figure 5-6: Air Quality Monitor



AUTOMATIC LICENSE PLATE READERS (ALPR)

Public safety was identified as a top priority by many of the city managers during the Early Action Plan outreach. Public safety is a complex issue that can be addressed through a variety of approaches. One technology that can be leveraged to enhance public safety is ALPRs, which are cameras that can identify the license plate numbers of vehicles within the camera's field of vision. These can be used to help find and track stolen vehicles, for AMBER alerts, or for other vehicle-related public safety issues. It is important that agencies review restrictions and use cases for ALPRs, as the collection of data can be a contentious issue. ALPR data can be sent to a public safety CAD system to trigger an alert in the agency's CAD software indicating that a known vehicle of interest has passed

through a given intersection heading in a certain direction. The local agency can then dispatch assets to investigate.

SPEED INDICATORS

Reducing speeds can dramatically reduce the severity of collisions, and in many cases, protect VRUs. Speed indicators are “feedback signs” that show drivers the speed at which they are traveling to encourage them to decrease their speed, when appropriate. Speed indicator signs have been proven to reduce speeds by 10-20% and increase speed limit compliance from 30% to 60%.²⁹ Areas such as school zones, residential areas, or other high-trafficked pedestrian areas can benefit by having vehicles travel at safer speeds that decrease the incidence and severity of collisions.

CONNECTED VEHICLE (CV) ROADSIDE UNIT (RSU)

CV RSUs allow for the direct, secure, low-latency communication of data between smart intersections and vehicles. **Figure 5-7** displays a message from an RSU on a vehicle dashboard. While the industry is still maturing, future generations of production vehicles are likely to include CV technology based on cellular-vehicle to everything (C-V2X) standards. In the meantime, aftermarket devices can provide immediate benefits to public agencies and consumers. Signal pre-empt and priority, discussed further as part of **Section 5.1** (Smart Corridors), provide day-one benefits. In addition, CV technology allows direct communication of safety data such as crash avoidance information, and signal phase and timing (SPaT) information that can enable more economical trips and reduce greenhouse gas emissions.³⁰ Finally, in conjunction with the smart corridors to be discussed later, CV can be used to communicate evacuation information.

Figure 5-7: Traffic-Light Information



5.2.3 User Needs

Tailoring the strategy elements to the specific needs of the county is important for the success of the Smart County MP. **Table 5-9** outlines the needs identified in the Existing Conditions Report that have guided planning for smart intersections.

²⁹ [Radar Speed Signs | Driver Feedback Signs | Flashing Beacons \(radarsign.com\)](#)

³⁰ [UMEC-Final report 051 - C-V2X Research.pdf \(morgan.edu\)](#)

Table 5-9: Smart Intersections User Needs

Category	Needs
Traffic Management	<ul style="list-style-type: none"> ▪ Need to improve traffic operations using innovative smart technologies. ▪ Need to address growing recurring congestion via the use of increased investment in congestion management strategies. ▪ Need for traffic management solutions with advanced capabilities and functions.
Freight Management	<ul style="list-style-type: none"> ▪ Need for operational support of freight mobility in rural areas and facilitating freight deliveries in urban areas using ITS. ▪ Need for additional relay of traffic information on primary freight corridors to improve routing decisions. ▪ Need for information on alternative freight-specific routes to improve roadway efficiency throughout the county.
Public Safety	<ul style="list-style-type: none"> ▪ Need to provide situation awareness systems to emergency management and response agencies. ▪ Effective movement of assets into areas under emergency operations (e.g., adverse weather events, brush fires, etc.). ▪ Efficient evacuation of the public from areas under emergency operations.
Data Sharing	<ul style="list-style-type: none"> ▪ Need for updated user security in accordance with existing IT security policies and procedures that are applicable to the IT environment of the ITS elements.
Equity and Environment	<ul style="list-style-type: none"> ▪ Need for advanced monitoring equipment to detect and identify vulnerable road users such as pedestrians, cyclists and people who use wheelchairs, to ensure their safety and prioritize their movement. ▪ Need to improve pedestrian visibility and crossing conditions for everyone, especially those with mobility challenges, to create a more inclusive and accessible environment. ▪ Need to ensure equitable access to smart intersection technologies across all neighborhoods, especially in areas historically underfunded or neglected. ▪ Need to enhance air quality monitoring to address environmental justice concerns and improve public health outcomes.
Operations and Maintenance	<ul style="list-style-type: none"> ▪ Need to support agencies in operations. ▪ Need for agencies to maintain their own assets. ▪ Need for active asset management platform to effectively plan and maintain regional assets.
Performance Metrics	<ul style="list-style-type: none"> ▪ Need to develop, assess, and present performance metrics for continuous improvement and reporting. ▪ Need to consider opportunities to share collected data and performance metrics with stakeholders, and public/private sectors.

5.2.4 Prioritized Strategy Deployment Locations

A smart corridor system integrates various technologies and strategies to dynamically manage and optimize traffic, ensuring real-time responsiveness to changing roadway conditions and enhancing overall travel efficiency and safety. To address the issues raised by SBCTA and San Bernardino County stakeholders, the transportation network has been organized into smart corridors. These corridors aim to improve AQ, reduce travel times, decrease vehicle collisions, and increase transportation network resilience.

Within each smart corridor, key intersections, termed “smart intersections,” have been identified and developed to act as critical points for implementing these innovative strategies. These smart intersections serve as crucial elements in transforming the transportation network, with their improvements acting as building blocks to address broader network issues. Smart intersections will be deployed within these smart corridors (See **Section 5.1.4** for details). It should be noted that the selection of smart intersections will be guided by subsequent local jurisdiction outreach and review by the SBCTA Board, just as with the smart corridors. Local interest in smart intersections will be gauged through the RFI process and Board direction described for smart corridors in **Section 5.1**.

A smart intersection location was developed within 19 of the 20³¹ smart corridors defined in **Section 5.1**. The 20 smart corridors were categorized by the following four corridor types from which 19 representative Smart intersections were chosen:

- **Freight Intersection:** the representative smart intersection is either closest to the freeway or the largest intersection along the chosen freight corridor. These are represented in the following matrix with a “🚛”.
- **Safety Intersection:** the representative smart intersection is the intersection that historically has the highest number of crashes along the chosen safety corridor. These are represented in the following matrix with a “🚗”.
- **Evacuation Intersection:** the representative smart intersections were selected from the corridor’s midpoint or endpoint within the identified corridor. These are represented in the following matrix with a “☁️”.
- **Congestion/Air Quality Intersection:** the representative smart intersections were determined using Google Traffic data to pinpoint intersections on the chosen corridor with the worst congestion. These are represented in the following matrix with a “🟡”.

Table 5-10 illustrates the milestones that are required for each potential component of an upgraded smart intersection. These milestones include:

- **Field Survey:** Prior to any technology installation or upgrade, a field survey, including a detailed asset inventory, needs to be conducted. Mounting locations, location and configuration of other equipment, availability of space in roadside cabinets, power sources, available conduit, network access, etc. should all be documented. As indicated in the matrix, many of the technologies require this step and it is likely one field survey will satisfy the needs for all technologies.
- **Plans, Specifications, and Estimate Design:** As with any new deployment, a detailed design should be completed to ensure:
 - Equipment Installation
 - Equipment Configuration
- **Incorporation of Existing Functions**
- **Software / Firmware Compatibility**
 - Component Validation
 - Local Agency / Stakeholder Coordination

The table below highlights candidate smart intersections throughout the County, outlining potential sensors and technologies that could be implemented to enhance safety, connectivity, and environmental monitoring.

³¹ One smart corridor does not have any intersections.

Potential Sensors	Intersection Aerial	Potential Sensors	Intersection Aerial
<p>Holt Ave & Benson Ave, Montclair, <i>West Valley</i></p> <ul style="list-style-type: none"> VRU Safety, Public / Agency Wi-Fi, Speed Indicators, CV RSU 		<p>Cedar Ave & Valley Blvd Bloomington, <i>West Valley</i></p> <ul style="list-style-type: none"> Weather/ Air Quality Sensor, ALPR, CV RSUs, Freight Management 	
<p>Sierra Ave & Valley Blvd Fontana, <i>West Valley</i></p> <ul style="list-style-type: none"> VRU Safety, Public / Agency Wi-Fi, ALPR, Speed Indicators, CV RSU 		<p>W 9th St & H St San Bernardino, <i>East Valley</i></p> <ul style="list-style-type: none"> VRU Safety, Public / Agency Wi-Fi, ALPR, Speed Indicators, CV RSU 	
<p>Mission Blvd & Milliken Ave Ontario, <i>West Valley</i></p> <ul style="list-style-type: none"> Public / Agency Wi-Fi, Weather/ Air Quality Sensor, CV RSUs, Freight Management 		<p>W Baseline St & N Arrowhead Ave San Bernardino, <i>East Valley</i></p> <ul style="list-style-type: none"> VRU Safety, Public / Agency Wi-Fi, Weather / Air Quality Sensor, CV RSU, FSP 	
<p>S Grove Ave & Mission Blvd Ontario, <i>West Valley</i></p> <ul style="list-style-type: none"> VRU Safety System, Public / Agency Wi-Fi, Weather/ Air Quality Sensor 		<p>Redlands Blvd & Alabama St Redlands, <i>East Valley</i></p> <ul style="list-style-type: none"> VRU Safety System, Public / Agency Wi-Fi, Weather/ Air Quality Sensor 	
<p>Archibald Ave & Mission Blvd, Ontario, <i>West Valley</i></p> <ul style="list-style-type: none"> Weather/ Air Quality Sensor, ALPR, CV RSUs, Freight Management 		<p>S E St & W 5th St San Bernardino, <i>East Valley</i></p> <ul style="list-style-type: none"> VRU Safety System, Public / Agency Wi-Fi, Weather/ Air Quality Sensor 	

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

Potential Sensors **Intersection Aerial**

Alabama St &
San Bernardino Ave
Alabama, East Valley

- Weather/ Air Quality Sensor, ALPR, CV RSUs, Freight Management



Bear Valley Rd &
Hesperia Rd
Victorville, High Desert

- VRU Safety, Speed Indicators



SR-38 & SR-18
Big Bear, High Desert

- VRU Safety System, Public / Agency Wi-Fi, Weather/ Air Quality Sensor



Mojave Dr & 7th St
High Desert, High Desert

- VRU Safety System, Public / Agency Wi-Fi, Weather/ Air Quality Sensor



395 & Joshua St
Hesperia, High Desert

- VRU Safety, Weather / Air Quality Sensor, EV Charging, Smart Metering, CV RSU



Potential Sensors **Intersection Aerial**

Adobe Rd & SR-62
Twentynine Palms, Low Desert

- VRU Safety, Public / Agency Wi-Fi, Weather / Air Quality Sensor, CV RSU, FSP



Lear Ave & SR-62
Twentynine Palms, Low Desert

- VRU Safety, Public / Agency Wi-Fi, Weather / Air Quality Sensor, CV RSU, FSP



SR-62 & SR-247
Yucca Valley, Low Desert

- VRU Safety System, Weather/ Air Quality Sensor, ALPR, CV RSUs, Freight Management



SR-247 & Yucca Tr
Yucca Valley, Low Desert

- VRU Safety System, Public / Agency Wi-Fi, Weather/ Air Quality Sensor



Table 5-10: Smart Intersection Component Upgrade Matrix

	Field Survey	Plans, Specifications, and Estimate Design	Equipment Installation	Equipment Configuration	Incorporate Existing Functions	Software/firmware compatibility Check	Component Validation	Local Agency / Stakeholder Coordination
Upgrade Traffic Signal Controllers	✓	✓	✓	✓	✓	✓	✓	
Upgrade Vehicle Detection (from loops)	✓	✓	✓	✓			✓	
Upgrade Bike/Ped Detection	✓	✓	✓	✓			✓	
Deploy Fiber-Optic Communications Infrastructure (local agency)	✓	✓	✓	✓			✓	
Deploy Closed-Circuit Television Cameras at Intersections	✓	✓	✓	✓			✓	
Upgrade Traffic Signal Timing (including Leading Pedestrian Interval (LPI))	✓	✓			✓		✓	
Deploy ALPRs	✓	✓	✓	✓	✓		✓	✓
Deploy Air Quality Sensors	✓	✓	✓	✓			✓	✓
Deploy Connected Vehicle Roadside Units (RSU)	✓	✓	✓	✓		✓	✓	✓
Deploy a Connected Vehicle Application (focused on freight movement)				✓		✓	✓	✓
Interconnect Middle-Mile Broadband Fiber to Local Agency Fiber and/or Last-Mile Fiber (create a demarcation point to MMBB fiber)	✓	✓	✓	✓	✓	✓	✓	✓

5.2.5 Relevant Stakeholders

Typically, smart intersection amenities will be added to existing infrastructure by the IOOs. Depending on location, this could be a city, the county, or Caltrans. The type and level of change will dictate the appropriate level of community outreach.

The immediate stakeholders to help further develop this strategy include IOO traffic operations personnel, the SBCTA Transportation Technical Advisory Committee (TTAC), and the IT working group.

5.2.6 Benefits

Smart intersections provide numerous benefits, the following are some of these benefits:

- Minimized Disruptions and Improved Travel Times:
 - Benefits: Travelers
 - Impact: Provides smoother and faster journeys, reducing congestion and travel delays.
- Higher Level of Service:
 - Benefits: Travelers, IOOs
 - Impact: Enhances the travel experience by improving traffic flow and reducing wait times at intersections.
- Lower Operations and Maintenance Costs:
 - Benefits: IOOs
 - Impact: Reduces expenses associated with the upkeep and operation of intersection infrastructure.
- Reduced Instances of Crashes:
 - Benefits: Travelers, IOOs
 - Impact: Increases safety, leading to fewer accidents and reduced costs related to crash response and management.
- Real-time Monitoring and Control:
 - Benefits: IOOs, Travelers
 - Impact: Enables immediate adjustments to traffic signals and management strategies, improving overall traffic efficiency and response to incidents.
- Regional Benefits:
 - Benefits: Municipalities, IOOs, Travelers
 - Impact: Provides a cumulative advantage as more areas adopt smart intersection technology, leading to widespread improvements in traffic management across the region.
- Data Collection:
 - Benefits: IOOs, Regional Planners
 - Impact: Facilitates the gathering of detailed traffic data, allowing for better-informed decisions and tailored solutions to specific regional and intersection needs.

5.2.7 Costs

Smart intersections will vary in cost depending on the desired sensor suite and upgrades that the interested agency might include. On the high end, implementing two LiDAR sensors at an intersection may cost upwards of \$20,000, whereas implementing a weather sensor may cost around \$1,000, both barring any needed communication or power upgrades. IOOs must also decide the ITS deployment size; a pilot project is a great proof of concept, but it would have a much higher cost per unit than if numerous IOOs created a large joint purchase order for some sensor that would be prolifically used. The USDOT operates a library of project costs for ITS deployments which is an excellent resource for IOOs to consult for previous ITS deployment costs.³² **Table 5-11** shows the anticipated expenses for implementing smart intersections (per intersection).

Table 5-11: Smart Intersection Project Costs (per intersection)

Cost Category	Estimated Cost
Preliminary Activities	\$16,000-\$32,000
Equipment	\$5,000-\$100,000
Construction	\$65,000
Estimated Implementation Cost	\$86,000 - \$197,000
Ongoing Operations and Maintenance (per year)	\$13,000

5.3 Alternative Fuel Vehicles

One of the larger concentrations of electric vehicles in California is in San Bernardino County; the county ranks in the top 10 counties for light-duty EV registrations.³³ California has mandated that all new light-duty vehicles sold beyond 2035 will be zero-emission vehicles.³⁴ This will drive a demand for EV charging infrastructure.

AFVs run on fuels other than conventional diesel or gasoline. These fuels emit less pollutants and include natural gas, hydrogen, and electricity. AFVs have been gaining popularity due to increasing gasoline prices and environmental concerns like climate change and criteria pollutants. The last few decades have seen a remarkable rise in the adoption of alternative fuels in both commercial and private passenger vehicles nationally and on a state level. AFVs are often known for their efficient energy use and reduced greenhouse gas emissions.

The rising trend in EV usage presents a pivotal opportunity to expand the EV charging infrastructure. Federal and state grant funding plays an important role in accelerating this expansion, making EVs a more feasible option for a larger demographic. The importance of these grants, methods to support agencies to apply for these funds, and guidance on prioritizing which grants to pursue are discussed in **Section 6.4**. The overarching goal is to expedite the expansion of EV infrastructure, contributing to a sustainable future. This section examines the existing trends and electrification efforts to date, setting the stage for a comprehensive understanding of the current landscape and future possibilities.

The California Energy Commission (CEC) has partnered with the Department of Motor Vehicles to track the sales and population of light-duty ZEVs (Zero-Emission Vehicles) in California, which include battery-electric (BEV), plug-in hybrid electric (PHEV), and fuel-cell electric vehicles.³⁵ California has been leading the U.S. in ZEV adoption, with significant policy support at the state level. The State has made considerable efforts to accelerate California's electric and zero-emissions future, which includes surpassing the goal of 1.5 million ZEVs ahead of schedule and proposing new federal emissions standards. The State has achieved 24.7% of all new cars sold in Q4 2023 as ZEVs

³² [Costs | ITS Deployment Evaluation \(dot.gov\)](#)

³³ [Light-Duty Vehicle Population in California](#)

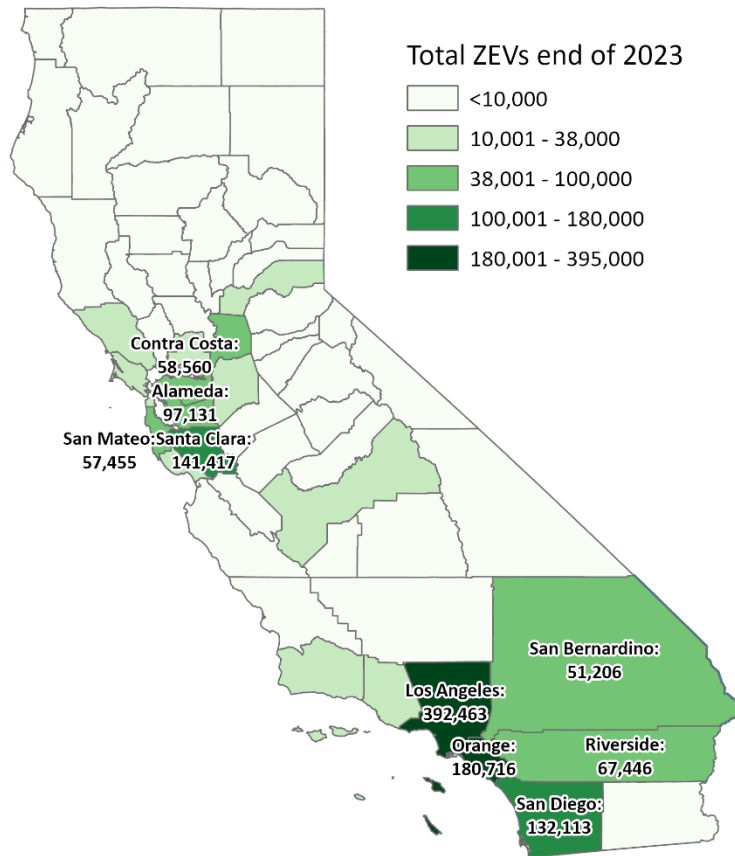
³⁴ [Cars and Light-Trucks are Going Zero - Frequently Asked Questions | California Air Resources Board](#)

³⁵ [Zero Emission Vehicle and Infrastructure Statistics - Collection \(ca.gov\)](#)

and has offered up to \$24,500 in grants and rebates for low-income Californians.³⁶ These initiatives are part of California’s broader commitment to have 100% of new car sales as ZEVs by 2035 and to increase the number of zero-emission trucks on the road.

The adoption of ZEVs in San Bernardino County is part of a larger trend observed across California. By the end of 2023, there were 51,206 ZEVs on the road in San Bernardino County³⁷, up from 36,094 in 2022. **Figure 5-8** compares San Bernardino County to other counties across California. San Bernardino ranked as the 9th highest among California’s 58 counties in terms of the number of light-duty ZEVs registered. This number is expected to continue to rise over the next several years.

Figure 5-8: Total ZEVs in California Counties



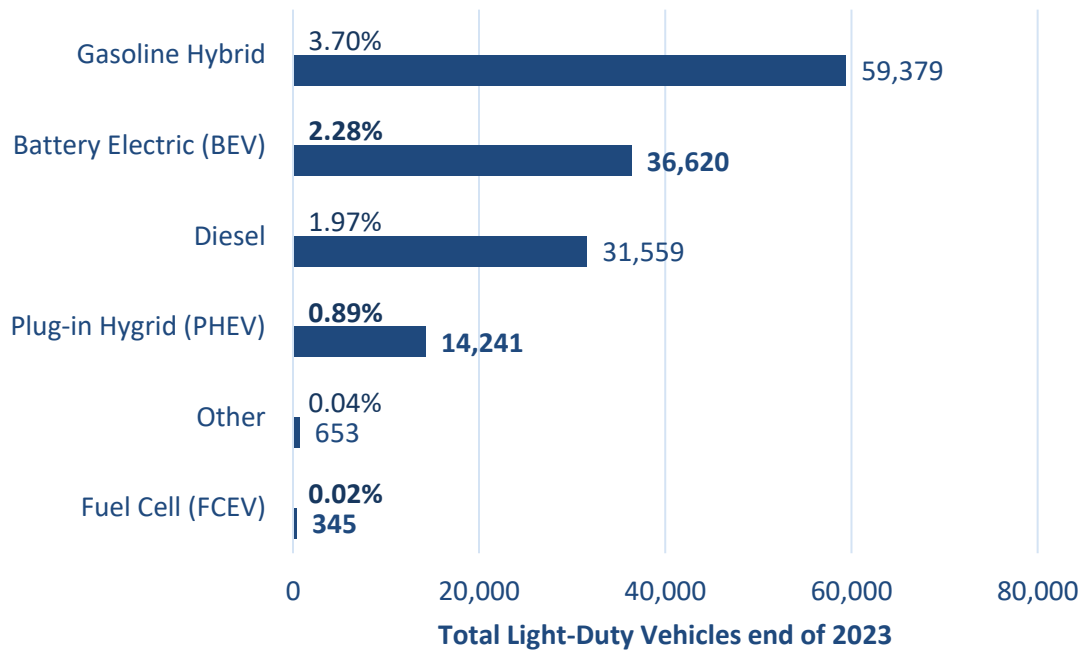
Source: [California Energy Commission](#)

San Bernardino County’s total percentage of registered ZEVs as of the end of 2023 is 3.19%. This is detailed in **Figure 5-9**, where the ZEVs are broken down into 36,620 BEVs (2.28%), 14,241 PHEVs (0.89%) and 345 fuel-cell electric vehicles (0.02%).

³⁶ <https://www.gov.ca.gov/2023/04/21/california-surpasses-1-5-million-zevs-goal-two-years-ahead-of-schedule/>

³⁷ [Light-Duty Vehicle Population in California](#)

Figure 5-9: Total Light-Duty Vehicles Registered in San Bernardino County by End of 2023



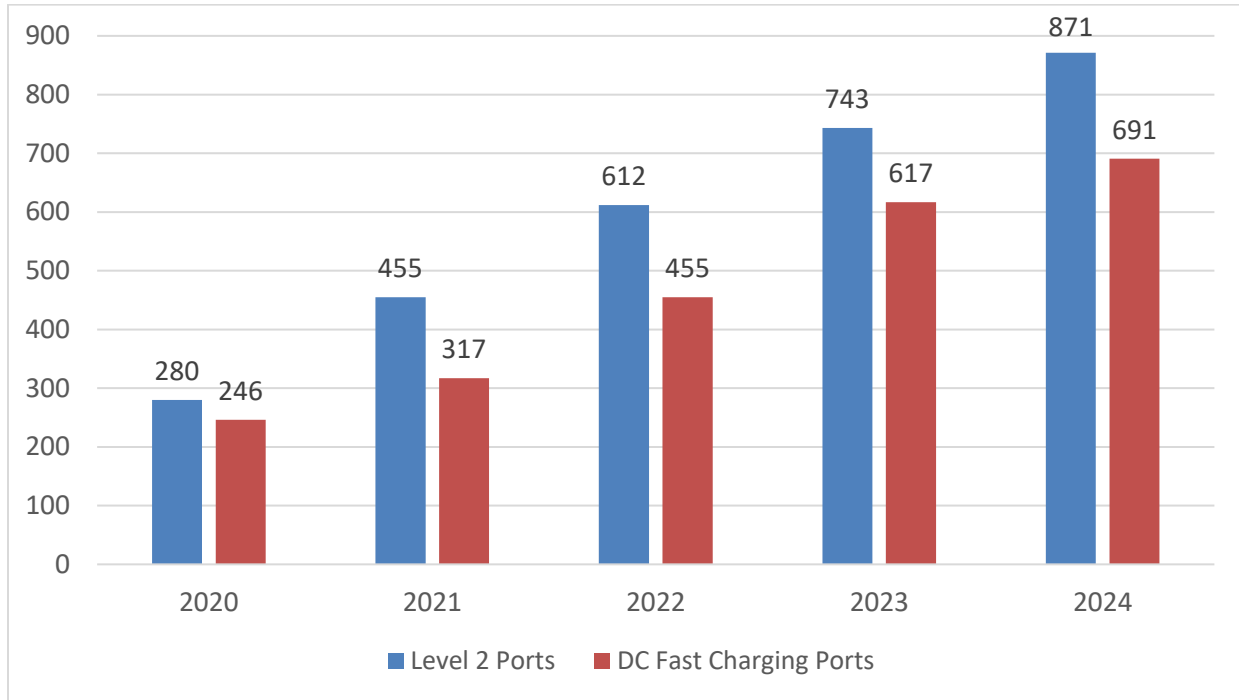
Source: [California Energy Commission](#)

San Bernardino County has been proactive in supporting the growing number of ZEVs. The County has developed the Countywide Zero-Emission Vehicle Readiness and Implementation Plan.³⁸ This plan is aimed at guiding government agencies in the region to develop actionable approaches for removing barriers to ZEV adoption and identifying charging station deployment opportunities, particularly focusing on supporting the projected 82,500 ZEVs by 2025. The plan recommends additional ZEV infrastructure at public agencies, workplaces, destinations, and transit stations, with a particular focus on disadvantaged communities.

As of July 2024, there were 871 public Level 2 ports, and 691 Direct Current (DC) fast-charging ports in San Bernardino. A Level 2 port generally uses a 240-volt power source (like a clothing dryer outlet) to provide for electric vehicle charging of one car at a time. Level 2 stations may have multiple ports. Level 2 ports can fully charge a car in 4 to 8 hours. DC fast-charging ports generally require 480-volt electrical service and can fully charge electric vehicles in 20 to 60 minutes. Level 2 ports are appropriate for workplace and destination charging. DC fast-charging ports are ideal for quick stops during long trips. The number of Level 2 and DC fast-charging ports has steadily increased over the years. **Figure 5-10** shows the cumulative total of ports for each year beginning from 2020.

³⁸ <https://www.gosbcta.com/san-bernardino-countywide-zero-emission-vehicle-readiness-and-implementation-plan/>

Figure 5-10: San Bernardino County Public Electric Vehicle Infrastructure



Source: [Alternative Fuel Data Center](#), retrieved July 2024

Given the increasing trend in EV usage, this momentum presents an opportune time to further expand EV charging infrastructure. By leveraging available federal and state grant funding, this expansion can be accelerated, making EVs an increasingly viable option for more people.

5.3.1 Benchmarking

Below are some recent EV efforts that have elements applicable to San Bernardino, highlighting significant advancements in sustainable mobility:

- **Smart Columbus Playbook, Ohio:**³⁹ The Smart Columbus Playbook serves as a strategic roadmap to foster innovation, enhance mobility, improve sustainability, and stimulate economic growth. A key focus of the playbook is the promotion of EVs, with initiatives aimed at increasing EV adoption, expanding charging infrastructure, and providing EV education.
- **City of Ontario, California, Smart Ontario:** Ontario is implementing state-of-the-art technologies to create a brighter future for its 176,000+ residents and 11,000 businesses. With solar panel structures, backup battery energy storage systems, EV charging stations, and LED streetlights citywide.⁴⁰
- **St. Paul, Minnesota:** St. Paul launched the largest publicly owned, renewably powered, electric car-sharing program in the nation, Evie Carshare.
- **Orlando, Florida:** Orlando is now requiring all new buildings and major remodel projects to integrate EV charging infrastructure.

³⁹ <https://smartcolumbus.com/playbook-assets/our-journey/welcome-to-the-smart-columbus-playbook>

⁴⁰ <https://smartontarioca.com/>

- **Charlotte, NC:** the Charlotte city council approved a groundbreaking approach to overcome initial hesitation about up-front costs of transitioning to electric buses. A pilot program enables the city to try out—and train staff on—18 electric buses and charging infrastructure from various manufacturers to collect data on what will fit Charlotte’s needs.

5.3.2 Potential Strategy Elements

The below potential strategy elements can facilitate the expansion of EV infrastructure and increase EV adoption in San Bernardino County:

- **Education and Outreach:**
 - Develop guides and information resources available to jurisdictions for funding pursuits.
 - Raise awareness about the benefits of EVs through public campaigns, workshops, and community events.
 - Provide information on available incentives, charging locations, and cost savings to encourage residents to adopt EVs.
- **Early Coordination:**
 - Convene meetings with local jurisdictions to incentivize early coordination with utilities and private companies to expand EV charging infrastructure.
- **Partnerships and Grant Support:**
 - Provide letters of support for application to federal and state grants earmarked for EV infrastructure developments.
 - Work with private site managers where appropriate, such as managers of multi-family apartment sites, and seek partnerships with private companies, nonprofits, and educational institutions. These collaborations can lead to joint initiatives, research, and funding opportunities.
- **Community Feedback and Planning:**
 - Gather community feedback through surveys to understand community needs and preferences, which can guide the planning and deployment of EV infrastructure.
- **EV Charging at Intersections:**
 - Leverage excess power available at intersections to install on-street charging infrastructure.
 - Deploy traditional Level 2 charging units adjacent to parking stalls.
- **Fleet Electrification:**
 - Collaborate with public and private partners to identify the most suitable options for fleet electrification.
 - Explore potential grants and develop comprehensive resources and guides to assist jurisdictions in their funding pursuits.
- **Assessment and Feasibility:**
 - Evaluate the downtime and utilization of existing charging stations to identify high-demand sites for additional installations.
 - Conduct land use and feasibility studies (e.g., electricity availability) to prioritize potential locations for new EV infrastructure across the county.

In addition to expanding EV infrastructure, it is worth noting that there are existing hydrogen refueling stations and existing initiatives to expand the hydrogen infrastructure in the county. Notably, the California Fuel Cell

Partnership⁴¹ initiative to expand hydrogen refueling stations statewide plays a role in developing a diverse and resilient alternative fuel infrastructure. Future strategies should consider integrating hydrogen infrastructure developments to complement the overall sustainable transportation network.

5.3.3 User Needs

The Existing Conditions Report has highlighted the current insufficiency of both the charging infrastructure and its funding to support the anticipated volume of EVs as the State strives to meet zero-emissions goals for cars, passenger trucks, and medium- and heavy-duty vehicles in the county. **Table 5-12** presents the AFVs user needs.

Table 5-12: Alternative Fuel Vehicles User Needs

Category	User Needs
Equity and Environment	<ul style="list-style-type: none"> Need to accelerate transition to zero-emission freight and passenger vehicles through coordination with private sector on accessible and easy-to-locate zero-emission charging and fueling infrastructure.

5.3.4 Prioritized Strategy Deployments

Expanding EV infrastructure should be focused on high traffic corridors, in disadvantaged communities where at-home charging may be unavailable and in areas where charging does not currently exist. Major routes with high traffic should be considered to help facilitate long-distance travel and for the ease of shorter commutes. Access to disadvantaged communities could also be considered, ensuring that the benefits of EVs are not limited to affluent areas. Other considerations might include areas with multi-unit dwellings, neighborhoods without access to having at-home charging installed, visitor destinations, or regions where the grid can readily support additional load. By deploying EV infrastructure in this strategic manner, it is possible to create more options for EV drivers, focus infrastructure where it is needed most and promote the adoption of EVs.

Because medium and heavy-duty trucks have significantly greater energy requirements, and travel longer distances, it is critical to consider hydrogen as a fuel source for emerging hydrogen fuel cell (HFC) trucks. Both HFC and EV trucks are beginning to come off the assembly line, and the need for charging/fueling infrastructure is being addressed through significant state and federal grant programs. The California Transportation Commission prepared the Clean Freight Corridor Efficiency Assessment in late 2023 (see: [sb671-final-clean-freight-corridor-efficiency-assessment-dor.pdf \(ca.gov\)](#)), and three of the top six corridors for investment run through San Bernardino County (I-10, I-15, and I-40). See **Figure 5-11** for a map of the priority corridors. SBCTA and other entities are working with the private sector vendors to bring as much of this funding to San Bernardino County as possible. A recent award by EPA of Climate Pollution Reduction Grant (CPRG) funding to the South Coast Air Quality Management District will help considerably with this infusion of funding to accelerate the transition to clean trucks via both electric and hydrogen. In addition, California was awarded \$1.2 billion to jump-start a set of hydrogen production hubs under the moniker ARCHES (Alliance for Renewable Clean Hydrogen Energy Systems). See link to the ARCHES fact sheet here: [H2Hubs ARCHES Award Fact Sheet.pdf \(energy.gov\)](#).

Figure 5-11: Top 6 Priority Corridors for Clean Truck Investment in the CTC’s SB 671 Assessment

⁴¹ [H2Hubs ARCHES Award Fact Sheet.pdf \(energy.gov\)](#)



Table 5-13 outlines the different charging priorities, opportunities, and considerations. The table provides an overview of the various charging priorities but is not exhaustive. There may be other factors and considerations that are not included in this table but could be relevant depending on the specific context.

Figure 5-11: Top 6 Priority Corridors for Clean Truck Investment in the CTC's SB 671 Assessment



Table 5-13: Types of Charging

Type of Charging	Description	Opportunities	Considerations
Major Routes	Strategically placed along major highways and travel corridors to facilitate long-distance travel.	<ul style="list-style-type: none"> Limited funding availability. Resiliency and redundancy. 	<ul style="list-style-type: none"> Geographical prioritization of stations. Planning and permitting coordination. Grid capacity.
Community Charging	Provides accessible EV charging in residential and public areas to support local EV owners.	<ul style="list-style-type: none"> Convenience. Economic development. Ability to focus on underserved areas. 	<ul style="list-style-type: none"> Planning and permitting coordination. Location selection. EV education.
Destination Charging	Offers charging at tourist attractions to support the tourism industry.	<ul style="list-style-type: none"> More chargers for a smaller investment. Longer duration of stay. 	<ul style="list-style-type: none"> Permitting and planning coordination. Location selection. Matching funds. Grid capacity.
Freight Charging and Hydrogen Fueling	Support commercial fleet electrification and HFC truck fueling with rapid chargers and hydrogen fueling at logistic centers and on freight corridors, especially for long-haul trucks.	<ul style="list-style-type: none"> Enable lifecycle cost savings. Emissions reduction. 	<ul style="list-style-type: none"> Initial cost. Planning horizon for charging infrastructure. Grid capacity/Power draws. Cyber and physical security. Site selection. Vehicle and cargo weight.
Other Types	Covers specialized needs and innovative technologies.	<ul style="list-style-type: none"> Accessibility. Resiliency. Economic development. 	<ul style="list-style-type: none"> Slower MD/HD adoption rates. Existing transit ZEB funding. Training emergency personnel.

5.3.5 Relevant Stakeholders

EV and hydrogen fueling infrastructure stakeholders can be very broad as both the public and private sectors can play a role. **Table 5-14** provides information on the stakeholders and their respective roles in EV permitting, deployment, use, and response situations.

Table 5-14: Alternative Fuel Vehicles Relevant Stakeholders

Agency	Role
SBCOG	<ul style="list-style-type: none"> Collaborate with local cities, agencies, and representatives to develop strategies for EV infrastructure. Identify charging station opportunities and support shovel-ready projects.
San Bernardino County Member Jurisdictions	<ul style="list-style-type: none"> Collaborate with SBCOG and other stakeholders to implement EV infrastructure strategies locally. Support the permitting and installation of EV charging stations.
Charging Infrastructure Providers	<ul style="list-style-type: none"> Provide incentives for companies to build and operate charging stations.
San Bernardino County Department of Public Health	<ul style="list-style-type: none"> Public/community engagement efforts contributing to public well-being and community development by involvement in EV charging initiatives to promote health, safety, and sustainable transportation options.
Workforce Development Board (WDB)	<ul style="list-style-type: none"> Focusing on workforce readiness and economic development. Tribal, utility, and site-specific engagement in support of funding pursuits.
General Public	<ul style="list-style-type: none"> Participate in community meetings to support the planning and implementation of EV infrastructure.

One key project that was identified in the San Bernardino County Early Action Plan to meet the need of insufficient charging infrastructure is to proactively secure funding for charging and fueling infrastructure for zero-emission passenger vehicles and trucks, through collaboration between SBCTA/SBCOG and local jurisdictions throughout San Bernardino County. Focus on public agency-led grant applications with charging vendor partners, while encouraging local jurisdictions to develop zero-emission charging sites and apply for funding on their own in parallel.

The immediate stakeholder group that will help develop this strategy further is the TTAC and city managers.

5.3.6 Benefits

Adopting AFVs offers a range of benefits that promote environmental sustainability, economic growth, and energy security. The following are some of these benefits:

- Reduction in Greenhouse Gas Emissions:
 - Benefits: Environment, Urban Residents
 - Impact: Improved air quality due to zero tailpipe emissions from EVs.
- Support for Renewable Energy Sector:
 - Benefits: Renewable Energy Industry, Environment
 - Impact: Increased use of electricity generated from renewable sources, promoting cleaner energy.
- Economic Growth:
 - Benefits: Job Seekers, Local Economies
 - Impact: Job creation in EV manufacturing, charging station installation, and maintenance services.
- Reduced Dependence on Fossil Fuels:
 - Benefits: National Energy Security, Consumers
 - Impact: Enhanced energy security and resilience, less reliance on imported fossil fuels.
- Lower Operating Costs for Consumers:
 - Benefits: Consumers
 - Impact: Reduced expenses due to cheaper electricity compared to gasoline and lower maintenance needs for EVs.

5.3.7 Costs

Expanding EV and hydrogen fueling infrastructure, particularly the deployment of DC fast chargers, involves significant costs due to their complex installation and operation requirements. The average cost of a DC fast-charging port typically ranges from \$150,000 for a 50-kW port to \$250,000 for a 150-kW port, while a Level 2 charging port generally falls within the \$3,500 to \$10,000 range depending on the size of installation, power availability and upgrades, vendor, trenching needed, and other considerations. The cost of hydrogen fueling infrastructure varies and the cost of H2 production needs to come down to make the fuel more economically viable. Significant reductions in price are expected between now and 2030 as the demand grows. Costs for H2 fueling are not included since they are so variable at this time.

Table 5-15 breaks down the average cost of deploying and operating a DC fast-charging port and a Level 2 port.

Table 5-15: Average Deployment and Operating Costs of Charging Infrastructure

Cost Category	Estimated Level 2 Port Cost	Estimated DC Fast-Charging Port Cost (150 kW)
Preliminary Activities	\$800	\$10,000
Construction	\$8,000	\$180,000
Estimated Implementation Cost	\$8,800	\$190,000
Operations and Maintenance (per year)	\$200	\$5,000

The up-front capital costs for fast-charging stations are high. A 150 kW to 350 kW DC fast-charging unit can cost anywhere from \$45,000 to over \$150,000. Federal grants significantly alleviate the cost associated with expanding EV infrastructure. Typically, grants offer an 80/20 matching program, meaning that for every dollar spent by the grant recipient, the federal government provides an additional four dollars.

5.4 Uncrewed Aerial Systems Operations

AAM is a developing industry that uses smaller aircraft to provide services and move both goods and people. They typically fly shorter distances and can provide access to more remote rural or tighter urban locations than traditional aircraft. AAM focuses on highly automated aircraft that are most often electric and can take off vertically and include smaller UAS aircraft, commonly referred to as drones. These aircraft can be piloted remotely and are increasingly used as eyes in the sky to see infrastructure and situations that are too difficult or dangerous to access by normal means and quickly determine appropriate response needs. UAS are proving to be a tool to de-risk government activities and provide last-mile delivery services.

San Bernardino County can invest in and promote the use of UAS operations in several ways, including investing in the digital communications infrastructure necessary to support operations beyond visual line of sight, as well as critical public safety applications including infrastructure inspection, emergency response, and public safety applications. These efforts would enable more immediate benefits to the community. While the use of larger UAS aircraft for passenger transport is a long-term vision and dependent on overcoming significant regulatory and technological challenges, focusing on current applications will help lay the groundwork for future advancements. In the meantime, the County's role can be centered around fostering innovation, and ensuring that the local infrastructure evolves to support future UAS technologies as they emerge.

San Bernardino County is home to some of the nation's most cutting edge UAS testing, research, and application, including:

- The UAS Center at SBD International Airport was established in 2020 and holds the Federal Aviation Administration (FAA) Certificate of Authorization that allows for the testing and demonstration of UAS technology.⁴² The UAS Center, an enterprise fund under the Inland Valley Development Agency, works in close partnership with the San Bernardino County Fire District.
- The City of Ontario is promoting the use of small UAS to enable the delivery of goods via the adoption of an integrated system that identifies potential hazards, provides real-time authorization of UAS operations, and provides flight monitoring, leveraging the City's advanced fiber-optic broadband network.
- Via funding obtained through the Urban Areas Security Initiative, the San Bernardino County Fire Protection District is obtaining two small UAS, which will allow improved planning and operational coordination.
- The San Bernardino County Fire Protection District is using drones as first responders for early wildfire detection, leveraging CAD data to determine which calls may require aerial surveillance. These autonomous

⁴² <https://uascentersbd.com/>

systems gather information from wildfire videos and can take immediate action by deploying fire suppressants. This technology is currently undergoing pilot testing on Little Mountain.

5.4.1 Benchmarking

This section reviews the key trends in UAS operations and focuses on a pivotal benchmark that illustrates the current state and potential of this emerging field.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT), CALIFORNIA

LADOT, LA Department of City Planning, and the LA Mayor’s office are collectively developing the policies and procedures to regulate Urban Air Mobility (UAM) (Urban Air Mobility) operations in anticipation of greater adoption. The UAM Policy Framework Considerations report considers privacy, workforce development, data, and economic growth while developing policies for site and operation permitting.⁴³

TEXAS TRANSPORTATION COMMISSION URBAN AIR MOBILITY COMMITTEE

The Committee explored the intersection of policy and technology to develop a set of recommendations to support the UAM ecosystem development for the State of Texas. The Urban Air Mobility Advisory Committee Report presents a set of recommendations that can be used as a foundation for developing new regulations that can facilitate the development of the State’s UAM deployment and adaptation capabilities.⁴⁴

ADVANCED MOBILITY NC⁴⁵

The North Carolina Department of Transportation’s Division of Aviation and its Integrated Mobility Division partnered to develop North Carolina’s five-year Advanced Transportation Mobility Strategic plan in 2024. The strategic plan envisions future advanced mobility use cases where air and ground mobility come together at hubs in North Carolina, provides a framework for local agencies to prepare for advanced mobility technologies, and details specific action items to support North Carolina’s path to an advanced mobility future.

DRIVEOHIO – ADVANCED AIR MOBILITY FRAMEWORK

Ohio developed a statewide AAM Framework to apply AAM for the safe, efficient, and equitable transportation of people and goods throughout the state. Ohio, through DriveOhio’s UAS Center, has been working with many stakeholders on AAM and UAS solutions for the state since 2013. The Framework discusses the Ohio’s opportunities to allow AAM to increase modality options, safety, and improve transportation resiliency and efficiency. The Framework captures the existing AAM ecosystem, Ohio specific activities, route planning considerations, recommendations for establishing vertiports, and provides a strategic framework for Ohio to support AAM.⁴⁶

5.4.2 Potential Strategy Elements

Potential strategy elements that can facilitate the expansion of UAS operations include the following:

- **Coordination and Education:**
 - SBCTA to convene semi-annual meetings to share latest UAS operations activity, benefits, and lessons learned from partners and provide advice to agency partners working to incorporate UAS into their operations, modeled after similar efforts throughout the country.

⁴³ <https://ladot.lacity.gov/sites/default/files/documents/ladot-uam-policy-framework-considerations.pdf>

⁴⁴ <https://ftp.txdot.gov/pub/txdot/avn/uam-report.pdf>

⁴⁵ <https://www.ncdot.gov/divisions/aviation/advance-mobility/Pages/advanced-transportation-mobility-plan.aspx>

⁴⁶ <https://drive.ohio.gov/programs/aam/aam-framework>

- Seek opportunities to promote use cases for UAS operations and the benefits they may provide to transportation users.
- **Funding and Grant Support:**
 - Provide information on available incentives and grants to lower the barriers to entry and encourage member agencies to adopt UAS operations.
 - Consider opportunities for agencies to work together to support joint grant applications wherein one agency owns and operates the equipment, but it is available for other agencies to use.
 - Provide letters of support for UAS operations funding requests and grant applications.
- **Partnership:**
 - Explore partnerships within SBCTA and with private companies, nonprofits, and research institutions to support economic and workforce development opportunities.

5.4.3 User Needs

The UAS operations strategy addresses the user needs listed in **Table 5-16**.

Table 5-16: Uncrewed Aerial Systems Operations User Needs

Category	User Needs
Public Safety	<ul style="list-style-type: none"> ▪ Need to reduce the time required to reach, identify, and support emergency response situations, including wildfire, search-and-rescue, and police response scenarios. ▪ Need to reduce risks to safety for routine or emergency infrastructure inspection. ▪ Need to develop the digital infrastructure necessary to support reliable and redundant communications networks (i.e., broadband networks). ▪ Need to provide situational awareness systems to Police Departments (e.g., during active shootings).

5.4.4 Prioritized Strategy Deployments

Based on the stakeholder outreach conducted, which included meetings with San Bernardino County Fire, CONFIRE, and the City of Ontario, it was determined that the focus of prioritized deployments should be centered on emergency response and public safety.

UAS have the potential to revolutionize emergency response scenarios. While many companies are exploring the use of drones for delivering goods ranging from groceries to critical medical supplies, the focus here is on their application to aid in preventing, assessing, and assisting in emergency situations.

In diverse landscapes like San Bernardino County, drones can be particularly useful. This region, with its mix of residential and remote areas, is often susceptible to natural disasters. In such situations, traditional vehicle transport can become too dangerous or even impossible.

However, drones can overcome these challenges. They can quickly reach, identify, and provide support in emergency situations, including wildfires, search-and-rescue operations, and police response scenarios. By reducing the time required to respond to these emergencies and the possibility of harm to the responders, drones can significantly enhance the effectiveness of disaster management strategies. This makes them a valuable asset in ensuring the safety and well-being of communities, particularly those in outlying areas.

In addition to emergency response, UAS can also be used as a tool for infrastructure inspections, where overhead wiring or cabinets/equipment are not easily accessible by vehicles. Drones can provide a quick and efficient way to inspect infrastructure improving service reliability. This use case further demonstrates the versatility and potential of UAS in various sectors.

5.4.5 Relevant Stakeholders

All government agencies within the county can be a stakeholder in this technology whether they provide these services themselves or use a centralized provider (i.e., SBCTA). Within each government agency, there can be multiple stakeholders ranging from police and fire to public service/public works and public utilities.

The immediate stakeholder group that will help develop this strategy further is the TTAC.

5.4.6 Benefits

Implementing UAS technologies provides numerous benefits in various sectors, enhancing efficiency, safety, and innovation. The following are some of these benefits:

- Infrastructure Inspections:
 - Benefits: IOOs
 - Impact: Enhanced safety by reducing human error, mechanical failures, and fuel consumption associated with traditional aviation.
- Emergency Services Response:
 - Benefits: Emergency Responders, Communities
 - Impact: Faster response times, improved efficiency in emergency situations.
- Package Delivery:
 - Benefits: Consumers, Delivery Services
 - Impact: Time savings, cost reduction, and reduced greenhouse gas emissions by relocating goods movement from ground to air.
- Support for Renewable Energy Sector:
 - Benefits: Renewable Energy Industry, Environment
 - Impact: Increased use of electricity from renewable sources to power UAS, promoting cleaner energy.
- Economic Growth:
 - Benefits: Job Seekers, Local Economies
 - Impact: Job creation in manufacturing, training, operations, maintenance, and service roles associated with UAS technologies.
- New Air Corridors for People and Goods:
 - Benefits: Travelers, Businesses, Urban Planners
 - Impact: Development of new transit routes connecting various hubs, promoting efficient transportation and urban development.

5.4.7 Costs

Enabling UAS operations will require capital, operations and maintenance costs. Capital costs for small UAS suited to specific activities can range from thousands to over \$100,000 for the aircraft depending on factors including on-board equipment, flight time, and other features. Costs for pilots and other support personnel will include training, certification (for pilots) and labor when performing UAS duties. For small UAS, San Bernardino County can also expect costs associated with minor charging infrastructure. Widespread adoption of larger aircraft and associated operational costs, combined with digital and physical infrastructure costs are not yet easily identified. **Table 5-17** shows the estimated costs of deploying and operating UAS.

Table 5-17: Uncrewed Aerial Systems Project-Related Costs

Cost Category	Estimated Cost
Preliminary Activities (Aircraft and charging infrastructure purchase, pilot certification, training)	\$5,000 - >\$100,000 per drone/operator
Construction	Incidental costs associated with small UAS operations; According to a recent report documenting 125 UAS deployments, the operational cost for a UAS is \$20 per hour.*
Estimated Implementation Cost	The cost of a single UAS for public safety can vary widely and depends on the capabilities and features. Assuming a mid-range drone costing \$20,000 each, 10 drones would cost around \$200,000.
Ongoing Operations and Maintenance (per year) (Pilot and support personnel labor and any maintenance for aircraft)	Minimal

* <https://ops.fhwa.dot.gov/publications/fhwahop20063/fhwahop20063.pdf>

5.5 Broadband Enhancement

San Bernardino County residents lag overall broadband access by 5% compared to the state average.⁴⁷ Broadband enhancement is crucial for improving internet connectivity and accessibility across various regions. This is particularly relevant for different applications such as home use, business operations, and emergency response services. Home broadband supports online learning, work from home, and digital leisure activities. It enables the use of smart devices, streaming platforms, and video chat tools. Current advancements aim to boost speed and dependability. Business broadband underpins operations like cloud-based computing, data storage, digital marketing, and remote teamwork. Upgrades allow for quicker data transfer, enhanced video call quality, and continuous cloud services. Emergency broadband offers dependable communication channels during emergencies, facilitating real-time information sharing and quicker response times. Developments focus on creating robust networks that can endure various disaster scenarios.

Broadband communications have historically been defined by the Federal Communications Commission as 25/3 Mbps (download/upload speeds). However, recent CPUC and Federal Communications Commission rulemaking has revised the target to 100/100 Mbps or 100/20 Mbps where impractical.⁴⁸ (These target speeds are an expected outcome of this plan.)

The State of California is already underway with a major broadband program. The California Department of Technology’s Middle-Mile Broadband initiative, BMMN, will construct fiber-optic cable trunk lines along the State Highway Network – in conjunction with Caltrans – to provide vital connections between the internet backbone and last-mile providers. Broadband enhancement projects included in this plan go beyond filling in the missing gaps between the existing infrastructure and the new BMMN infrastructure and focus on the following goals:

- Bridging the digital divide by improving residential broadband access to underserved communities.
- Enhancing connectivity to small and medium businesses in revitalization focused areas, to create jobs and decrease unemployment.

⁴⁷ California Public Utilities Commission (CPUC). 2023. “State of California Fixed Consumer Broadband Deployment.” <https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/communications-division/documents/broadband-mapping/docs-uploaded-2023/household-deployment-by-county-as-of-dec-31-2021.pdf>

⁴⁸ California Public Utilities Commission (CPUC). 2023. “CPUC Adopts Program Rules To Bring Broadband to Communities Most in Need.” [CPUC Adopts Program Rules To Bring Broadband to Communities Most in Need](https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/communications-division/documents/broadband-mapping/docs-uploaded-2023/cpuc-adopts-program-rules-to-bring-broadband-to-communities-most-in-need.pdf)

- Improving local public agencies' enterprise network communications capabilities to support the deployment of innovative ITS capabilities.

The first and second goals would allow for subsidized broadband internet access for underserved county residents and businesses that are not adequately covered by current commercial broadband service providers. The third goal would allow local agencies to connect more of their facilities (i.e., government buildings, schools, police/fire stations), Traffic Management Centers, and ITS field devices.

5.5.1 Benchmarking

Broadband enhancement is crucial for improving internet connectivity and accessibility across various regions for home use, business operations, and emergency response services.

This section presents the latest trends and benchmarks in the different broadband applications, highlighting key improvements and their role in expanding digital inclusion.

STARLINK

Starlink is a satellite internet service provided by SpaceX, aimed at delivering high-speed internet globally through a constellation of low-earth orbit (LEO) satellites. This technology allows for the transmission of internet data between ground stations, satellites, and user terminals with minimal latency compared to traditional satellite internet. The advantages of using Starlink are particularly evident in rural and remote areas where traditional broadband infrastructure and cellular service is either non-existent or too costly to deploy. It offers rapid deployment, improved broadband speeds, cellular services, and more reliable internet connectivity. Importantly, a service like Starlink could significantly enhance the operations of emergency responders in rural areas where other connectivity options may be limited or non-existent.

Several corridors in San Bernardino County lack call boxes and/or cellular service, which can be devastating in an emergency. SR 38, a popular tourist destination in the summer, has neither call boxes nor cellular service. In May 2024, two children drowned at Thurman Flats, a mountain destination with very limited cellular service (depending on location and carrier) and no call box at the entrance. The nearest call box is 0.7 miles away. Starlink could provide better coverage for cell phone usage. Instances of Starlink implementation in rural areas include:

- In Cuba, New Mexico, the community lacked internet infrastructure, affecting remote learning during the COVID-19 pandemic. Implementing Starlink enabled over 400 households to access online education and other essential services.⁴⁹
- In East Carroll Parish, Louisiana, where lack of internet access hindered educational and job opportunities, the introduction of Starlink to 120 households facilitated remote learning and job applications, enhancing digital accessibility in the community.⁵⁰
- In San Bernardino County, safety agencies have found innovative ways to use Starlink to enhance their operations. In areas where broadband is not available, Starlink has proven to be a valuable tool, helping to identify hazards during search-and-rescue operations led by the Sheriff's department. During incidents, the department can bring in Starlink to create a network, ensuring constant communication. SBC Fire is considering the installation of flat satellite antennas on top of vehicles to maintain uninterrupted communication. Furthermore, they are exploring the use of mesh networks for efficient data transmission. This technology could significantly improve the department's ability to respond to emergencies, particularly in rural and remote areas.

⁴⁹ <https://stories.starlink.com/stories/internet-from-space-for-students-in-rural-new-mexico>

⁵⁰ <https://stories.starlink.com/stories/internet-from-space-for-louisiana-students>

FIRSTNET

FirstNet is a nationwide, interoperable LTE network that provides reliable and secure communication for public safety professionals and first responders. FirstNet provides real, dedicated mobile broadband when needed with always-on priority and preemption for first responders. It was created to help save lives, solve crimes, and keep communities safe, and one of its top priorities is reaching rural areas. More

than 25,000 public safety agencies and organizations use FirstNet, including law enforcement, fire services, emergency management services, 9-1-1, and emergency management. Given its proven reliability and wide reach, FirstNet could be a viable communication option to consider.

CHATTANOOGA, TENNESSEE, COMMUNITY-WIDE FIBER-OPTIC NETWORK

Chattanooga’s high-speed, community-wide fiber-optic network has delivered economic and social benefits worth over \$2.69 billion in its first decade.⁵¹ The network, launched in 2010, was built by the City-owned utility Electric Power Board to support an advanced smart grid power distribution system.⁵² There are several other municipal broadband networks in the country, but the Electric Power Board was the first to offer gigabit speeds citywide – at 1,000 Mbps and later 10,000 Mbps.

CITY OF ONTARIO, CALIFORNIA

Ontario is building one of California’s very first municipally owned fiber-optic networks, that aims to deliver high-speed fiber internet to all Ontario residents and businesses.⁵³ Over 1,400 residential + 250 commercial customers are serviced. Given its pioneering efforts in this area, Ontario can serve as a valuable benchmark from which other regions can learn and apply lessons in their own pursuit of establishing high-speed internet infrastructure.

The City of Ontario has been successful in building out their roadside network and has taken several steps that can help other jurisdictions. Below are key highlights:

- **Network Layout and Expansion:** The City of Ontario has built a network with fiber throughout small neighborhoods and communities. They have started to build into areas that were underserved, aiming to build a resilient network ring.
- **Funding and Partnerships:** The city has a revenue-sharing agreement with Onward, an internet service provider partner for Ontario Net. The city keeps 60% of the revenue, which supports their build-out and operational support.
- **Construction and Infrastructure:** The city has separate contracts for conduit installation and cabling work. They have over 250 miles of fiber throughout the city and aim to accomplish fiber-optic infrastructure throughout the entire city.
- **Wireless Ventures:** The city is venturing into the wireless space, utilizing their streetlights. They are running fiber to their streetlights and have deployed Ubiquiti nodes in a pilot area to test their fixed wireless solution to the home.
- **Metrics of Success:** The city is looking at new metrics on educational attainment and advancement. They are working with different school districts to understand their needs and looking at opportunities to conduct pilots with students having trouble with connectivity.

⁵¹ <https://cities-today.com/chattanoogas-municipal-broadband-pays-off-with-2-69-billion-in-benefits/>

⁵² https://www.tn.gov/content/dam/tn/health/documents/healthy-places/successfulcasestudies/TRRN_CS_Chattanooga_Broadband_Infrastructure_2013.pdf

⁵³ [Ontario Fiber | City of Ontario, California \(ontario.ca.gov\)](https://www.ontariofiber.com/)

5.5.2 Potential Strategy Elements

Elements needed to deploy this strategy are physical fiber-optic infrastructure components to link the BMMN fiber trunk line with existing local stakeholder communications infrastructure. This includes buried conduit with fiber-optic trunk line cables, vaults, splice enclosures, and fiber-optic pull boxes. Handoff of networks will typically occur at a middle-mile node. **Figure 5-12** shows a typical fiber Caltrans field network node which is likely to take on the same form as an envisioned middle-mile node/demarcation.

Where impractical to extend wired internet connectivity, wireless and satellite internet can be used. Rural areas of the county could utilize these methods in the short and medium term, with a long-term goal being to extend fiber connectivity to all parts of the county. Satellite internet has become a more attractive option as latency has dropped due in part to low-earth orbit and medium-earth orbit satellites, popularly available through Starlink. Starlink can provide internet with latency that is roughly similar to fixed broadband.⁵⁴ Although Starlink is more expensive where fixed broadband is available, areas where this is not available might be best served by providing subsidized satellite-based internet connections to bridge the digital divide.⁵⁵ SBCTA is currently exploring the use of Starlink to replace motorist aid call boxes in remote areas where conventional cell service is too weak or non-existent. SBCTA is the operating agency for the county’s call box system, funded largely with state funds. The call boxes are primarily located on the rural interstates and rural state highways of which San Bernardino County has many miles, as well as in the mountains. Starlink recently incorporated voice capabilities, which makes the service attractive for this use. Pilot testing is needed, along with discussions with Caltrans and California Highway Patrol (CHP) before decisions can be made on deployment in the field.

Figure 5-12: Typical Broadband Enhancement Node Connection



⁵⁴ [How Starlink’s Satellite Internet Stacks Up Against HughesNet and Viasat around the Globe \(lookla.com\)](#)

⁵⁵ [Starlink vs. T-Mobile Home Internet: Which Is Better for Rural Internet? - CNET](#)



5.5.3 User Needs

The Broadband Enhancements strategy addresses the user needs listed in **Table 5-18**.

Table 5-18: Broadband Enhancement User Needs

Category	Needs
Equity	<ul style="list-style-type: none"> ▪ Need for reliable communications network throughout the County. ▪ Need to build upon the State of California’s BMMN to bridge the gap with “last-mile” connections. ▪ Need to provide public outreach and education regarding the implementation of emerging technologies (e.g., broadband). ▪ Need to provide enabling infrastructure to support ITS project elements.

5.5.4 Prioritized Strategy Deployment Locations

The challenges and opportunities for broadband deployment are different across the four regions of San Bernardino County so the solution will need to be tailored appropriately. Jurisdictions have the option to build municipal fiber networks like Ontario. Through SBCTA/SBCOG, it is possible to foster partnerships between municipalities to develop the projects, so they do not end at a jurisdiction border.

Broadband deployment candidates were identified using CPUC’s 2023 data and GIS software, which aggregated and ranked unserved locations based on the number of households without adequate internet speeds. Cross-referencing with additional map layers confirmed fiber-optic conduit installation as the preferred method for bridging the digital divide. The detailed methodology for broadband deployment selection is presented in the Early Action Plan.

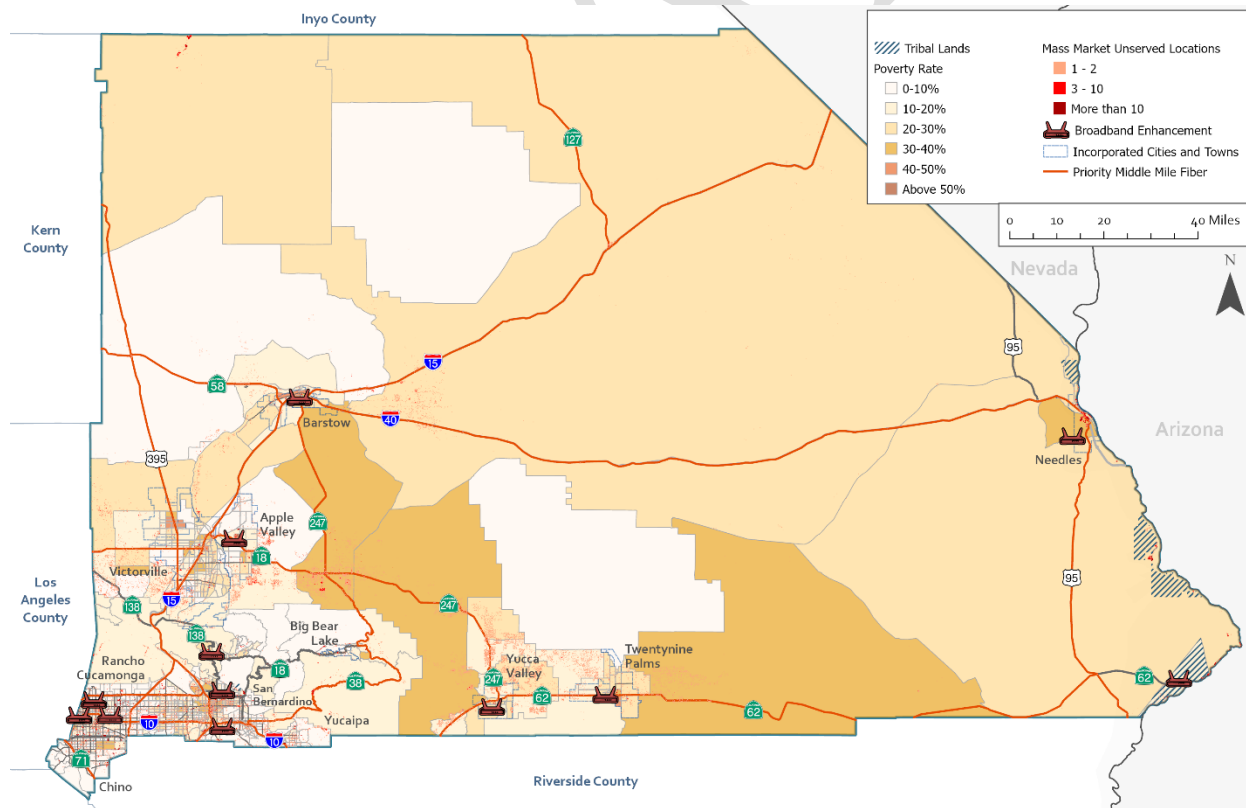
The locations below have been identified as potential broadband deployment candidates and are presented in priority order. These are shown in **Figure 5-13**.

- West Valley, City of Upland – from Early Action Plan
- East Valley, City of San Bernardino – from Early Action Plan
- High Desert, City of Barstow – from Early Action Plan
- Low Desert, City of Yucca Valley – from Early Action Plan

- East Valley, City of Montclair – I-10 will have Broadband. Interest was expressed in this location at the February 1 workshop.
- West Valley, City of Ontario – I-10 and I-15 will have Broadband. City already has a public network. This would enhance it.
- East Valley, City of Loma Linda – I-10 and US66 will have Broadband. City already has a public network. This would enhance it.
- High Desert, City of Twentynine Palms
- High Desert, City of Apple Valley
- High Desert, an undeserved area in the mountains
- Low Desert, City of Needles
- Low Desert and East Valley Tribal Areas

In terms of potential Starlink applications for remote call box locations, SBCTA has approximately 750 call boxes in service, with perhaps 2/3 of those that could benefit by conversion to Starlink or similar service. As cell coverage improves along some of the county’s rural highways, the Starlink locations could be decommissioned or moved to other locations.

Figure 5-13: Potential Broadband Deployment Locations



Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

5.5.5 Relevant Stakeholders

Relevant stakeholders for broadband enhancements include information technology and traffic departments from applicable agencies, Caltrans District 8, and the State of California Department of Technology.

The public in each of these defined locations should also be considered as stakeholders. Beyond sharing their needs, the residents or businesses can provide test environments and feedback on any implementation.

The immediate stakeholder group that will help develop this strategy further is the IT working group.

5.5.6 Benefits

Enhancing broadband infrastructure delivers multiple benefits, driving economic growth, improving connectivity, and supporting advanced technologies. The following are some of these benefits:

- Lower Cost Plans for Residents:
 - Benefits: Residents
 - Impact: Affordable broadband access through municipal networks.
- Grants for Private Broadband Network Development:
 - Benefits: Municipalities, Broadband Providers
 - Impact: Financial support for developing broadband infrastructure.
- Customization and Flexibility:
 - Benefits: Municipalities, Residents, Businesses
 - Impact: Enhanced services and higher speeds not typically available from private providers, as seen with Electric Power Board in Chattanooga, Tennessee.
- Economic Growth and Job Creation:
 - Benefits: Local Economies, Job Seekers
 - Impact: Opportunities in network construction, maintenance, and related services.
- Enhanced Traffic Management Capabilities:
 - Benefits: Municipalities, Traffic Management Authorities
 - Impact: Improved ITS device connectivity and traffic management through municipal broadband networks.
- Partnerships for Cost Reduction:
 - Benefits: Municipalities, Underserved Areas
 - Impact: Economies of scale driving down costs for fiber deployment in underserved areas.
- Risk Minimization:
 - Benefits: Municipalities
 - Impact: Reduced risk from network build-out and operational costs through partnerships with private providers.
- Cost Savings for Future Infrastructure:
 - Benefits: Municipalities, Future Projects

- Impact: Long-term savings by laying spare conduit for future fiber installations, reducing the need for additional digging and associated costs.
- Enhanced Connectivity for Underserved Areas:
 - Benefits: Residents in Unserved or Underserved Areas
 - Impact: Improved access to broadband services through reduced costs for providers and collaborative municipal efforts.
- Improved Procurement and Technical Understanding:
 - Benefits: Municipalities, Broadband Providers
 - Impact: Better procurement terms and technical insights through shared information and cooperative practices.

5.5.7 Costs

Table 5-19 summarizes the costs associated with broadband infrastructure deployment. These costs would be most applicable for connecting local agency fiber networks to the BMMN.

Table 5-19: Broadband Enhancement Related Costs

Cost Category	Estimated Cost (per mile)
Preliminary Activities (including permits, design, surveys, project management)	\$10,000 - \$30,000
Construction (trenching, conduit, pulling fiber-optic cables, splice enclosures, and vaults)	\$60,000 - \$100,000
Estimated Implementation Cost	\$70,000 - \$130,000
Ongoing Operations and Maintenance (per year) – includes repairs and monitoring the installed fiber-optic infrastructure	\$1,000 - \$5,000

5.6 Data Governance and Sharing

Data has become a new commodity for governments. For planning, data is invaluable to show needs or predict changes over time. For operations, it allows agencies to monitor system performance and react to potential issues. And for transparency of government action, data has become a powerful public relations tool. To properly harness the power of the collected data, a data governance plan should be created and updated regularly for each agency.

Data governance relates to procedures and standards for managing data including sourcing (collecting, creating, or purchasing), storing, securing, transforming, maintaining, and sharing data both internally and externally. A data governance plan documents the data and systems that an agency owns, describes roles and responsibilities for the agency’s staff around the management, use, maintenance, and security of the data, and establishes standards, policies, and procedures for data management. Developing and implementing a data governance plan can be a lengthy process but the result is a better-informed team and higher quality data which can be used in myriad ways including sharing data with regional agencies.

Data sharing involves agencies coming together to identify data sets worth sharing and developing data sharing agreements and protocols to enable such sharing while safeguarding data and privacy. Establishing a data sharing working group to address and resolve data sharing issues across the region is often used to accomplish this. Even when the data each agency collects is used internally, creating standards, processes, and procedures that help public agencies share data with each other will help San Bernardino County member agencies become smarter together.

The rest of this section will focus on data sharing as the data governance aspect will need to be taken up by each agency individually.

5.6.1 Benchmarking

Data sharing is essential for fostering innovation and collaboration. This section outlines the latest trends and benchmarks, emphasizing the significant role that shared data plays.

SMART CITY PDX

- **Data Services (internal to the City of Portland):** Smart City PDX’s Data Services provides centralized, modern data management services that enhance the City of Portland’s operations internally. This initiative spans various aspects of data management, from producing visible outputs like interactive dashboards to overseeing the governance, tools, and training that underpin data usage across city services. These comprehensive services improve the usefulness and longevity of data products while also enabling informed decision-making, ensuring that data acts as a powerful asset for the community. The program currently focuses on several strategic projects aimed at refining citywide data practices. These include the City Data Governance Committee, which sets best practices for data management; the Community Leads Cohort that integrates community feedback into data policies; and the Community Safety Data Project, which improves public safety data systems. Additional initiatives like the Rescue Plan Data and Equity Strategies Team and support for the Transition Team’s survey design and data analysis efforts demonstrate Smart City PDX’s commitment to leveraging data for better service delivery and policy development, fostering an environment of collaboration and high-quality data governance.⁵⁶
- **Open Data Program in Portland (Internal and External):** This program is designed to elevate transparency and foster a data-driven approach to city governance, thereby enhancing service outcomes. Launched to reduce the workload involved in handling data requests and to stimulate innovative solutions to urban challenges, the program emphasizes the importance of making city data accessible. This openness extends to data generated from various sources including city operations, and collaborations with the private sector, nonprofits, and academic institutions, aiming to support Portland’s commitments to open access and extensive data sharing.⁵⁷ Originating with the pioneering Open Data Resolution in 2009, the first in the U.S., Portland has been a leader in open data practices. These efforts were expanded in 2017 with a formal ordinance that established a structured Open Data Program, promoting open standards to ensure interoperability and facilitate data exchange across different platforms. This strategic use of open data is intended to enhance community engagement, inform policymaking, and improve the quality of life.

KING COUNTY HOMELESS MANAGEMENT INFORMATION SYSTEM (HMIS)

The HMIS in King County, Washington (which includes the City of Seattle), is a pivotal tool used by the King County Regional Homelessness Authority to optimize homelessness services. This secure online database enhances service delivery by streamlining access to housing and support, thereby advancing efforts to reduce homelessness. It securely stores detailed client information, protected by advanced security features, to facilitate benefits such as reduced duplicate assessments, coordinated case management, and streamlined referrals. Moreover, it aids agency directors in tracking outcomes and enhances public policymakers’ ability to evaluate and respond to homelessness trends and needs. HMIS utilizes Bitfocus, Inc.’s Clarity Human Services software for automated and customized processes. This system complies with federal mandates and ensures data privacy. The King County Regional Homelessness Authority leverages its data to generate comprehensive reports. These reports serve to enhance the capacity of local organizations to deliver housing and services, ultimately strengthening regional efforts to eradicate homelessness.⁵⁸

⁵⁶ <https://www.portland.gov/bps/smart-city-pdx/data-services>

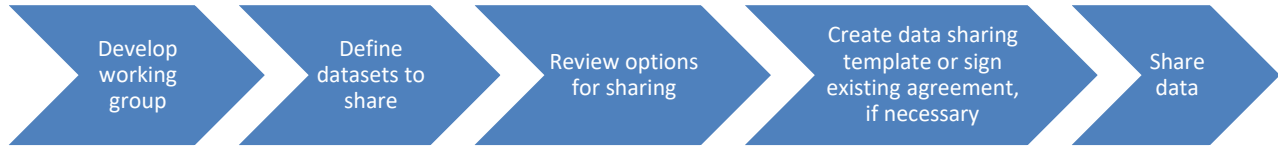
⁵⁷ <https://www.portland.gov/bps/smart-city-pdx/open-data-program>

⁵⁸ [King County Home \(bitfocus.com\)](http://King County Home (bitfocus.com))

5.6.2 Potential Strategy Elements

At a high level, the data sharing strategy is envisioned to be composed of the following elements shown in **Figure 5-14**.

Figure 5-14: Data Sharing Strategy Elements



When defining datasets to share, the working group needs to identify what datasets are available from each agency and what datasets are valuable to other agencies. As the working group talks through datasets, they can identify categories of data based on value to the agencies. **Table 5-20** highlights examples of datasets that might be available from agencies and their perceived value.

Table 5-20: Examples of Available Datasets from Agencies

Description	High Value	Medium Value	Low Value
Dataset	Fiber Owned by Agency	Fleet Availability	Traffic Data
Reasoning	This can be valuable to understand where interagency connections can be made at jurisdiction borders.	Fleet data can be valuable if a natural disaster or emergency situation leaves one agency’s fleet vehicles unusable. Understanding the available fleet of a neighboring jurisdiction can allow for faster mutual aid requests.	Waze data is already available to all agencies so adding another traffic dataset may be less valuable.

Data sharing on a large, organized scale is often easiest with a common data portal. SBCTA member agencies currently have access to two regional data portals (RIITS and SCAG). SCAG is a regional planning organization for all aspects of planning in Southern California and operates a data portal focused on planning data. RIITS is an operational exchange of resources for transportation focusing on real-time information of regional significance as it relates to the ITS architecture for the Los Angeles region. Each of these entities has their own mission for their data portal so inviting both to present their mission and portal abilities at a working group meeting will be advantageous. San Bernardino County has a data portal project underway with two main goals: 1. to create an internal dashboard for the County to have access to decision making data and to provide services more efficiently and 2. to create a data storage, access and sharing system for local agencies within the County. This project is still in the conceptual stage which could allow agencies to give input into what could be helpful to them in a portal. The San Bernardino County project team has shared they are open to working with cities within the County to identify what data could be available and where there are data gaps. If the above three options did not meet the needs of the SBCTA member agencies, a portal could be built to their specific, identified needs.

Table 5-21 lists the details and requirements for the four portal options at a high level.

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Table 5-21: SBCTA Data Portal Options

Category	RIITS	SCAG Regional Data Platform and Local Data Exchange Portal	San Bernardino County Portal*	San Bernardino Data Portal*
Website	www.riits.net	Info: www.scag.ca.gov/RDP Landing Page: https://hub.scag.ca.gov/	TBD	TBD
Operated By	Los Angeles County Metro Transit Authority on behalf of RIITS members	SCAG team	San Bernardino County	TBD
Action Needed to Participate	Enter into an interagency membership agreement that includes the exchange of operational data, aligning with established data exchange standards. This membership includes a complete organization structure that provides access to RIITS resources, licenses, and agreements to allow sharing of the members data through RIITS.	An account is required to access the Local Data Exchange (LDX) Portal. The LDX is only accessible to designated staff from SCAG local jurisdictions and key partners.	TBD but expect the agency would need to enter into a data sharing agreement to have access. Also expect each agency would be asked to share data.	Each agency would need to enter into a data sharing agreement and share their data.
Cost to Share Data	No cost to exchange operational resources through RIITS. This is highly dependent on the operational and programs needs managed by organizations, as participation is dependent on collaboration through RIITS.	No cost to share data with data portal. This may change in the future.	TBD	TBD
Cost to Use Data	Agency personnel time and use of organizations operational and infrastructure resources.	Agency personnel time.	TBD	TBD
Ability to Host Sensitive/Private Datasets	Yes, the goal is to upload shareable datasets, but sensitive datasets can be secured with only authorized users able to access.	Yes, the goal is to upload shareable datasets, but sensitive datasets can be secured with only authorized users able to access.	TBD	Yes, the portal can be designed this way.
Cost to Build and Operate Data Portal	RIITS main benefit is providing the platform for member organizations to build their sharing environment for transportation information. The base costs are currently maintained by RIITS, but build costs are the responsibility of the member.	No expected future cost to build but upgrade costs could be split among members in the future.	TBD	Approximately \$350,000 to build and \$250,000 each year to operate and maintain

* The portal is currently a concept and not operational.

SBCTA agencies can use one, two or all three of these data portal options to share data as much or as little benefits their agency.

5.6.3 User Needs

Table 5-22 outlines the user needs that the data governance and sharing strategy fulfills.

Table 5-22: Data Sharing User Needs

Category	User Needs
Data Sharing	<ul style="list-style-type: none"> ▪ Need to support standardized data collection, processing, and reporting as part of a centralized County data repository system. ▪ Need for updated communication protocols to exchange requests, responses, and messages with other subsystems and applications. ▪ Need to integrate systems across jurisdictions for better coordinated response to the needs of the homeless population. ▪ Need for updated communication protocols to share data among different jurisdictions. ▪ Need to improve quality, accuracy, and validation processes of collected data. ▪ Need for updated user security in accordance with existing IT security policies and procedures that are applicable to the IT environment of the ITS elements. ▪ Need to secure sensitive data via encryption in accordance with enterprise IT policies on information security. ▪ Need for cloud-based services to host systems/applications.
Operations & Maintenance	<ul style="list-style-type: none"> ▪ Need for active asset management platform to effectively plan and maintain regional assets.
Performance Metrics	<ul style="list-style-type: none"> ▪ Need to develop, assess, and present performance metrics for continuous improvement and reporting. ▪ Need to consider opportunities to share collected data and performance metrics with stakeholders, and public/private sectors.

5.6.4 Prioritized Strategy Deployments

Once data governance and sharing practices are established, other projects will come easier or should be considered as a follow-up to this effort. The following opportunities came from the Early Action Report and numerous conversations with San Bernardino County and the agencies within the county including the February 1, 2024, City Managers, and IT Directors meeting.

- **Data Analysis:** Utilize collected data to identify patterns, trends, and areas of improvement to enhance operational efficiency and decision-making processes.
- **Traveler Information Systems:** Develop and implement systems to provide real-time information to travelers, improving traffic flow and reducing congestion.
- **Virtual Operations Center:** Establish a centralized, virtual hub for coordinating and managing transportation operations across various agencies within the county.
- **Information Sharing:** Promote the exchange of information between agencies to ensure cohesive and integrated transportation management and emergency response.
- **CAD-to-CAD:** Enhance communication and coordination between agencies during incidents and emergencies by integrating CAD systems.
- **Planning for Digital Delivery:** Establish standards and procedures to create, send and receive plans digitally.

DATA ANALYSIS

Data analysis has gone from paper and pen reviews to AI using datasets to create output that would take hours or even days for a human to complete. Each agency should consider what analytics solutions may be available to activate their data into a powerful tool to use for planning and decision-making. Advances in machine learning and AI are continuing to grow. Governments are starting to implement these tools for projects and processes including in the areas of human resources, traffic, and safety. The working group could host presentations from several companies experienced with data analytics to understand how each solution might benefit each agency.

TRAVELER INFORMATION SYSTEMS

Traveler Information Systems refer to any system that collects and analyzes traffic data. Typically, these systems are part of an agency's ITS program. These ITS systems can offer real-time data on traffic conditions, location of incidents, weather, road closures and other relevant information to help travelers reach their destination safely and more efficiently. Caltrans is responsible for managing and operating highway facilities and state routes. Overall, highway facilities are well equipped with Traveler Information Systems. However, most urban arterials and rural routes are not instrumented with these systems and offer little to no usable information other than third-party probe-based data.

This strategy aims to expand the county's existing Traveler Information Systems infrastructure to provide a high-quality traveler information service, focused on the key urban, suburban, and rural routes. This strategy would ensure the agency-owned sensor infrastructure is deployed on key routes to enhance the granularity of traffic information.

At a high level, this strategy is envisioned to be composed of various key elements:

- Investment in traffic data services, utilizing agency-owned sensors and/or private sector probe data services.
- Consolidation of multiple data sources into a consistent format for each data type, such as road closure information, traffic data, incidents, and route performance, to allow easy data sharing among stakeholders.
- Establishing a trusted API to broadcast data to the public and private data users, within parameters established under the data use guidelines.
- Enhancing Go511 to be an available resource in a mobile application form to encourage adoption, such as by providing routing services for passenger car vs freight versus.

The components to this strategy require data to be successful. As the agencies become more comfortable sharing data across the county, this strategy can take shape.

VIRTUAL OPERATIONS CENTER

Once data sharing has been established, new opportunities for sharing emerge for agencies to gain better access to real-time systems and efficiencies through dashboard information and joint operations. One opportunity is to create a Virtual Operations Center (VOC). A VOC can be utilized as the core for managing multiple systems, where systems and personnel manage information about the transportation network and safety operations to ensure the safe and efficient movement of people and goods. A VOC can help monitor, collect, process, manage and disseminate real-time information without a physical facility. For example, operations would rely on the use of advanced web-based software solutions, cloud computing and Software as a Service. There are several benefits from implementing a VOC, these include but are not limited to:

- Cities with no existing operations center, and limited funding to build or maintain a physical facility.
- Intention to perform joint operations with other agencies – either by starting or merging centers.
- Need to monitor rural areas or specific corridors.
- Enhancement of emergency operations.

Most operations centers are housed in physical facilities and are typically managed by a single entity (e.g., DOT, agency). In San Bernardino, the regional TMC is managed by Caltrans District 8. Regional TMCs may experience challenges coordinating with local TMCs and smaller operations centers, especially during major events, limiting any opportunity for large-scale coordination. Some regions looking to help bridge this gap have elected to invest in a VOC to provide more consistent communication and coordination.

VOCs can benefit from emerging technologies which offer remote system accessibility and opportunities for multi-agency deployments. The VOC model relies more on data communications rather than on physical infrastructure.

In line with this, SBC Fire is piloting AI solutions that will aggregate fire data into one database with Microsoft. They have a minimum viable product and this solution will begin a phased deployment in September 2024 that will take about 3 years. This initiative is an example of how agencies are leveraging technology to enhance their operations and coordination efforts. It also underscores the potential of VOCs in facilitating such advancements. This strategy aims to implement a VOC that will oversee coordination of SBCOG agencies.

HOMELESS INFORMATION SHARING

In San Bernardino County in 2023, over 4,000 adults and children were identified as homeless during the 2023 Point-in-Time Count and Survey which was a 25.9% increase from 2022.⁵⁹ The homeless community can interact with many entities to receive services including assistance with food, transportation, jobs, short term shelter, medical treatment, and legal needs. An additional data sharing opportunity lies among social service and public safety agencies to share interaction data. Sharing information on previous services provided or interaction activity for an individual including through which agency the services were provided and the timeline would help an emergency responder know how to help the individual best. SBCTA has initiated conversations with the [Homeless Outreach and Proactive Enforcement](#) organization, which has done tremendous work pulling local resources together to serve the homeless more informatively and efficiently. Working with this organization and others in the county to research opportunities to share information should be considered.

COMPUTER-AIDED DISPATCH (CAD)-TO-CAD

Municipal and regional public safety emergency communications centers often lack the technology to efficiently interface with neighboring jurisdictions during emergencies. This may lead to delayed response times from not utilizing closer resources that are in a different jurisdiction or missing critical information necessary for the safety of first responders and the public.

Both San Bernardino County and public safety agencies, such as police, fire, and emergency medical services, utilize CAD systems and software in their dispatch centers to manage and coordinate emergency response. A CAD-to-CAD approach is particularly beneficial for operations centers dispatching services, enabling swift and efficient data exchange across diverse platforms. CAD systems streamline the dispatch process by providing real-time information and automating various functionalities. These systems typically include features such as call-taking, incident creation, unit assignment, mapping and routing, status tracking, and resource management.

While CAD systems offer numerous benefits, there are challenges with their implementation and use, particularly when it comes to use across different jurisdictions. San Bernardino County agencies use different versions and variations of CAD systems, each with its own features and capabilities. As the agencies work through data sharing, they can consider a CAD-to-CAD system for all public safety answering points that can elevate emergency service response. County Fire has initiated a CAD-to-CAD network with nine other agencies and is seeking an expanded set of participants within both San Bernardino and Riverside Counties. The expansion of this system is one of the Smart County Early Action Plan items, and SBCOG could assist by conducting some strategic planning and facilitating a collaboration across jurisdictions to move the process forward.

DIGITAL DELIVERY

Digital delivery, the practice of moving formerly paper-based plans for design, construction and as-builts to digital models to capture the entire lifecycle of a project, is becoming very popular across the United States. Digital delivery has been shown to create efficiencies and save costs, not the least of which is the paper that is used for

⁵⁹ <https://www.sbcounty.gov/uploads/sbchp/content/SBC-2023-Homeless-Count-Report.pdf>

producing large plan sets. One study showed that using digital delivery and building information modeling (BIM) (the modeling of the design and construction of infrastructure assets) saved 15% in change orders.⁶⁰

This new technology shift requires planning but the data governance steps that are suggested in this plan can align with the governance that needs to be defined for digital delivery. The initial planning phase would include identifying members for a working group, laying out how plan delivery is currently done, understanding use cases and defining standards and procedures for the use of digital delivery.

Taking this first planning step will allow the members to understand the technology and opportunities and collectively develop a framework for this technology to move forward.

5.6.5 Relevant Stakeholders

All agencies within San Bernardino County can be stakeholders for data governance and sharing. Villages, cities, and county agencies can share data with a centralized data portal or directly with each other. Specifically, technology department personnel will be effective as this strategy takes shape.

The immediate stakeholder group that will help develop this strategy further is the IT working group.

5.6.6 Benefits

Effective data governance and sharing mechanisms offer significant benefits, improving decision-making, operational efficiency, and funding opportunities. The following are some of these benefits:

- Better-Informed Decisions:
 - Benefits: Government Agencies, Policy Makers
 - Impact: Enhanced decision-making capabilities through access to comprehensive regional data.
- Increased Efficiency and Agility:
 - Benefits: Government Agencies, Residents
 - Impact: Streamlined operations and quicker response times due to efficient data sharing.
- Improved Grant Writing and Justification:
 - Benefits: Municipalities, Nonprofit Organizations
 - Impact: Easier grant applications and stronger justification for funding through detailed and accurate data reporting.

5.6.7 Costs

Costs will depend on which data sharing solution(s) are selected. With RIITS or SCAG, costs will likely be low to no cost but as these data portal options grow or if SCBCTA requests additional services from them to assist with data processing, a cost-share may be requested. The cost of creating a data portal can be split between the agencies using the portal. An estimate of the cost to create a data portal is shown in **Table 5-23**.

Table 5-23: New Data Portal Costs

Cost Category	Estimated Cost	Notes
Preliminary Activities	\$80,000-100,000	Includes planning, data discovery, documentation, design, and procurement support, as needed

⁶⁰ <https://www.asce.org/publications-and-news/civil-engineering-source/civil-engineering-magazine/issues/magazine-issue/article/2023/03/transportation-agencies-shift-toward-digital-delivery>

Construction	\$250,000	Includes initial fee to purchase and set up an open data portal solution
Estimated Implementation Cost	\$350,000 for first year	
Ongoing Operations and Maintenance (per year)	\$250,000	Annual vendor fee to host and maintain solution

5.7 Joint Operations

Government agencies are often seeking opportunities to reduce costs while giving their residents the same high level of service more efficiently. Joint operations are where two or more agencies work together to deliver a service.

5.7.1 Benchmarking

JOINT POWERS AUTHORITIES (JPA)

JPAs in California represent a unique and effective model for public agencies to collaborate and achieve common goals efficiently. Established under the California Government Code section 6500 et seq., JPAs allow two or more public agencies to jointly exercise their powers, enhancing service provision through collective efforts. These entities can take the form of either contractual agreements or separate legal entities, each with distinct legal rights and responsibilities. By pooling resources and coordinating efforts, JPAs can secure better rates and bids for services, optimize resource sharing, and eliminate redundant actions. Through this collaborative framework, JPAs enable public agencies to address mutual challenges, fund projects, and act as a unified entity for specific activities.⁶¹ SBCOG operates as an established JPA.

The SBCOG JPA is made up of representatives from 24 cities and towns and the San Bernardino County Board of Supervisors. The JPA was established to assist with cooperative regional planning.

THE COLUMBUS POLICE TRAINING ACADEMY

This academy, in Columbus, Ohio, exemplifies the principles of joint operations by integrating recruits from various law enforcement agencies into its comprehensive and standardized training programs. By hosting recruits from other police departments, particularly those that may not be large enough to conduct their own training, the academy ensures that all recruits receive appropriate certification. This joint training approach not only provides cost-effective solutions for smaller agencies but also fosters cross-agency networking and builds lasting relationships among personnel from different organizations. An additional benefit is that responders are trained in the same skills, enhancing their effectiveness during joint emergency efforts.⁶²

THE BAY AREA JOINT INFORMATION SYSTEM (JIS)

JIS provides a comprehensive framework for coordinating public information and warning systems across the San Francisco Bay Area during emergencies. This system enhances emergency coordination by sharing situational awareness, collaborating on messages to avoid conflicts, monitoring social and traditional media, and addressing misinformation trends. It facilitates the sharing of written materials, supports mutual aid, manages media inquiries, and contributes to after-action reporting. The JIS adapts its coordination based on the emergency level, whether it involves a single Operational Area, multiple areas requiring a regional response, or a catastrophic event necessitating federal resources. A critical aspect of the JIS is the verification of information before dissemination, ensuring accurate and reliable communication. This systematic approach strengthens media confidence, supports effective response efforts, and serves as a model for interagency coordination in emergency management.⁶³

⁶¹ <https://www.nevada.courts.ca.gov/system/files/2021-spd-jointpowersauthorities.pdf>

⁶² [Columbus Police Training Academy Training - City of Columbus, Ohio](#)

⁶³ <https://www.bayareauasi.org/jis>

JOINT/COOPERATIVE PURCHASING LAKE COUNTY, ILLINOIS

By encouraging other units of government to jointly procure goods and services, Lake County has significantly improved efficiency, generated greater economies of scale, and achieved substantial cost savings. In Fiscal Year 2017, the county leveraged over \$8.9 million through cooperative contracts for a wide range of items including vehicles, IT software licensing, facilities maintenance equipment and services, and office supplies. These cooperative efforts include joint bids with local entities for bulk rock salt, elevator inspection services, copy paper, sand, gravel and spoil removal, crack sealing, and pavement marking. Additionally, Lake County has piggybacked on other regional contracts for root control, sewer televising services, and vehicle purchases, demonstrating a strategic approach to maximizing public resources and reducing administrative overhead.⁶⁴

5.7.2 Potential Strategy Elements

Potential strategy elements that can facilitate joint operations opportunities between the San Bernardino County agencies include the following:

- **Joint Operations Working Group**

- Establish a group with representatives from various interested agencies to identify and prioritize joint operation opportunities.
- Evaluate potential joint operations based on feasibility, impact, resources, and alignment with each agency's strategic goals.
- When considering new contracts for any joint operations that involve purchasing, review the opportunities presented by the existing SBCOG JPA.
- Develop detailed plans for selected opportunities with clear timelines and responsibilities.

Once the working group is formed and operational, other potential duties/strategies for consideration are:

- **Interagency Collaboration Framework**

- Develop interagency agreements to define roles, responsibilities, and resource sharing.
- Establish task forces with personnel from different agencies to tackle specific challenges.
- Align missions to ensure all agencies work towards common goals.

- **Group Purchasing**

- Leverage group purchasing power to negotiate better prices for goods and services.
- Use standardized contracts to streamline the procurement process across agencies.
- Achieve cost savings and operational efficiencies through bulk purchasing and shared contracts.
- Create a list of purchase topics and companies used by each agency to look for opportunities to share past contracts or feedback on service.

- **Joint Training Programs**

- Conduct regular training sessions involving multiple agencies to improve teamwork and readiness.
- Host workshops to share best practices and lessons learned.

- **Resource Sharing**

⁶⁴ <https://www.lakecountylvil.gov/4061/Joint-Purchasing>

- Utilize shared spaces to reduce costs and improve communication.
- Create a joint funding mechanism for common projects.
- Share technological resources and equipment.

5.7.3 User Needs

The joint operations strategy addresses the user needs listed in **Table 5-24**.

Table 5-24: Joint Operations User Needs

Category	Needs
Improve Government Operations	<ul style="list-style-type: none"> ▪ Need to enhance existing partnerships for more efficient service delivery. ▪ Need to ensure high-quality, cost-effective service delivery. ▪ Need to foster new collaborations to improve the quality of life for residents. ▪ Need to benefit the community with improved resource allocation.

5.7.4 Prioritized Strategy Deployments

The following prioritized strategy deployment ideas were developed over many meetings with the county agencies both in-person and virtually.

GROUP PURCHASING

From pens to computers, most agencies buy the same goods. Coming together to make larger purchases of goods where price can be affected by quantities purchased can bring savings to the agencies involved. In cases where a group purchase does not make sense, sharing procurement requirements, documents, thinking and pricing outcomes will allow agencies to better negotiate future purchases. To move forward with group purchasing, agencies will first need to review their individual procurement laws to ensure it is allowable. It is expected that the department with purchasing needs, the procurement team, and the legal team will be involved in this research and conversation. Next, the agencies would consider whether to use the existing SBCOG JPA or a new contract to establish the purchasing relationship. Terms that are important to consider when purchasing as a group are: What type of items or services can be purchased by the group; who will handle the procurement documentation, review, and award; will contracts be through one agency or will all agencies involved have their own contract; and who can terminate a contract.

COORDINATED TRAINING OPPORTUNITIES

Like data sharing and joint purchasing, there can be sharing opportunities with training. If an agency is hosting training for new or existing software or a special skill, allowing other agencies to attend can create efficiencies and can create a team of users that can be helpful to each other. The first step towards a coordinated training effort is to identify similar training activities across agencies. From the basics like Microsoft Word to how to breach a house on fire, opportunities will exist to jointly train staff. Next the procurement and fiscal team members can review how much it currently costs to educate each student and the training staff can estimate how many additional students can be included and if the training facility can accommodate the larger class size. Finally, a cost benefit analysis can be done to decide which coordinated training makes the most fiscal and/or preparedness sense.

COAST TEAM MODEL

COAST in San Bernardino County provides an excellent model for interagency collaboration, focusing on mental health crises. COAST includes a team of professionals from the San Bernardino Sheriff’s Department, San Bernardino County Department of Behavioral Health, and the San Bernardino County Fire Department. This multidisciplinary team, armed with data from each agency, proactively engages with community members experiencing mental health crises, intercepting calls for service before they escalate and require extensive first responder intervention. This approach not only alleviates the burden on first responders but also enhances

community relations by providing personalized care and ongoing support to individuals in need. By forming a similar task force across agencies and sharing data, San Bernardino County can streamline crisis intervention efforts, reduce use-of-force incidents, and build trust within the community while creating efficiencies.

OTHER SERVICES

Other services can be jointly pursued. As not all agencies will have the people resources available or the full-time need to train new skills like drone operations, this is an area where another government agency can fulfill that service on an as-needed basis. Like the mutual aid agreements that are in place for San Bernardino County's Fire and Rescue teams, there can be opportunities to share specialized skills or assets that are acquired by an agency. Often government agencies must forego new skills or asset opportunities due to a lack of people or fiscal resources. Looking at those opportunities with an eye toward regional growth and experience can allow for a joint option to share the costs and personnel to grow the region's abilities.

5.7.5 Relevant Stakeholders

All agencies can play a role in joint operations. From leading a program or procurement to purchasing equipment that can be jointly used, agencies of every size can participate.

The immediate stakeholder groups that will help develop this strategy further are the IT working group and the TTAC.

5.7.6 Benefits

Joint operations among agencies yield considerable benefits, including increased efficiency, cost savings, and enhanced coordination. The following are some of these benefits:

- Increased Efficiency:
 - Benefits: Participating Agencies
 - Impact: Streamlined operations and improved coordination among agencies.
- Lower Costs:
 - Benefits: Participating Agencies
 - Impact: Cost savings through shared resources and joint efforts.

5.7.7 Costs

Costs will be dependent on how the joint operations are executed but most costs will come in the form of in-kind labor contributions.

6 Master Plan

Together, the seven prioritized strategies and costs presented in **Chapter 5** form the basis of the Smart County MP. This chapter compiles them and provides an overview of the scope, schedule and costs associated with implementing these strategies. Potential funding sources are provided, as identifying, and securing appropriate funding is essential to ensure the successful realization of this Smart County Master Plan’s objectives. Overall, this chapter aims to provide a framework for moving forward with the proposed strategies. Together with the toolkit provided in **Chapter 6**, it will support effective execution of the strategies.

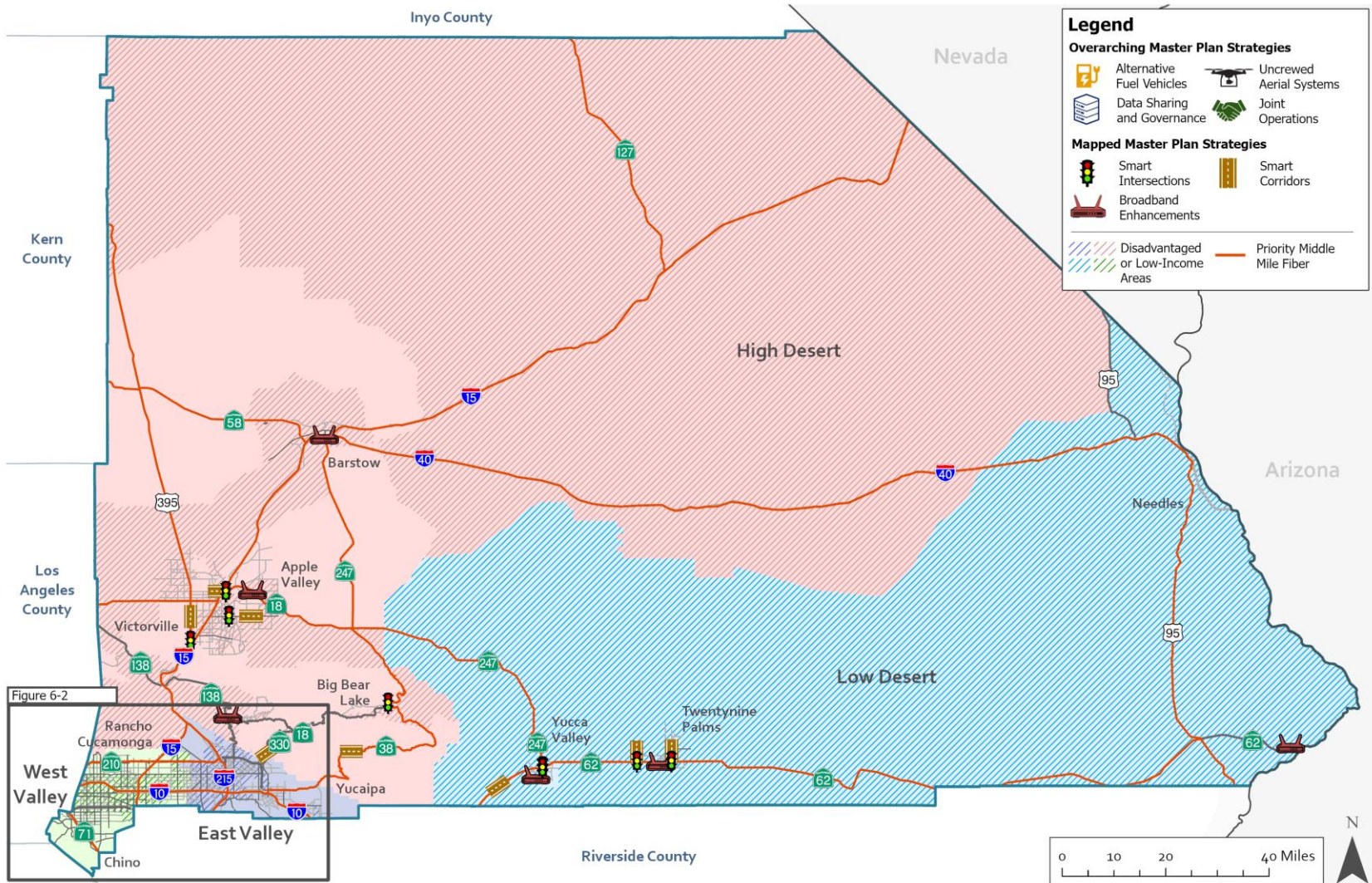
6.1 Scope and Schedule

Figure 6-1 and **Figure 6-2** depict the proposed strategies and their recommended locations across the county. The locations cover all four regions in a way that addresses the specific needs and priorities of each region. The map also indicates disadvantaged or low-income areas, as this awareness will help in addressing equity and accessibility.

The schedule for the proposed strategies, shown in **Table 6-1**, provides a high-level plan for implementation of the strategies from 2025 to 2034. In addition to the timing, the schedule also specifies the roles and responsibilities associated with each task, identifying if the county or local government are responsible, supporting, or informed. At key points the schedule also indicates where the general public should be informed. Together with the toolkit materials provided in the next chapter, these materials are intended to support implementation of the proposed strategies.

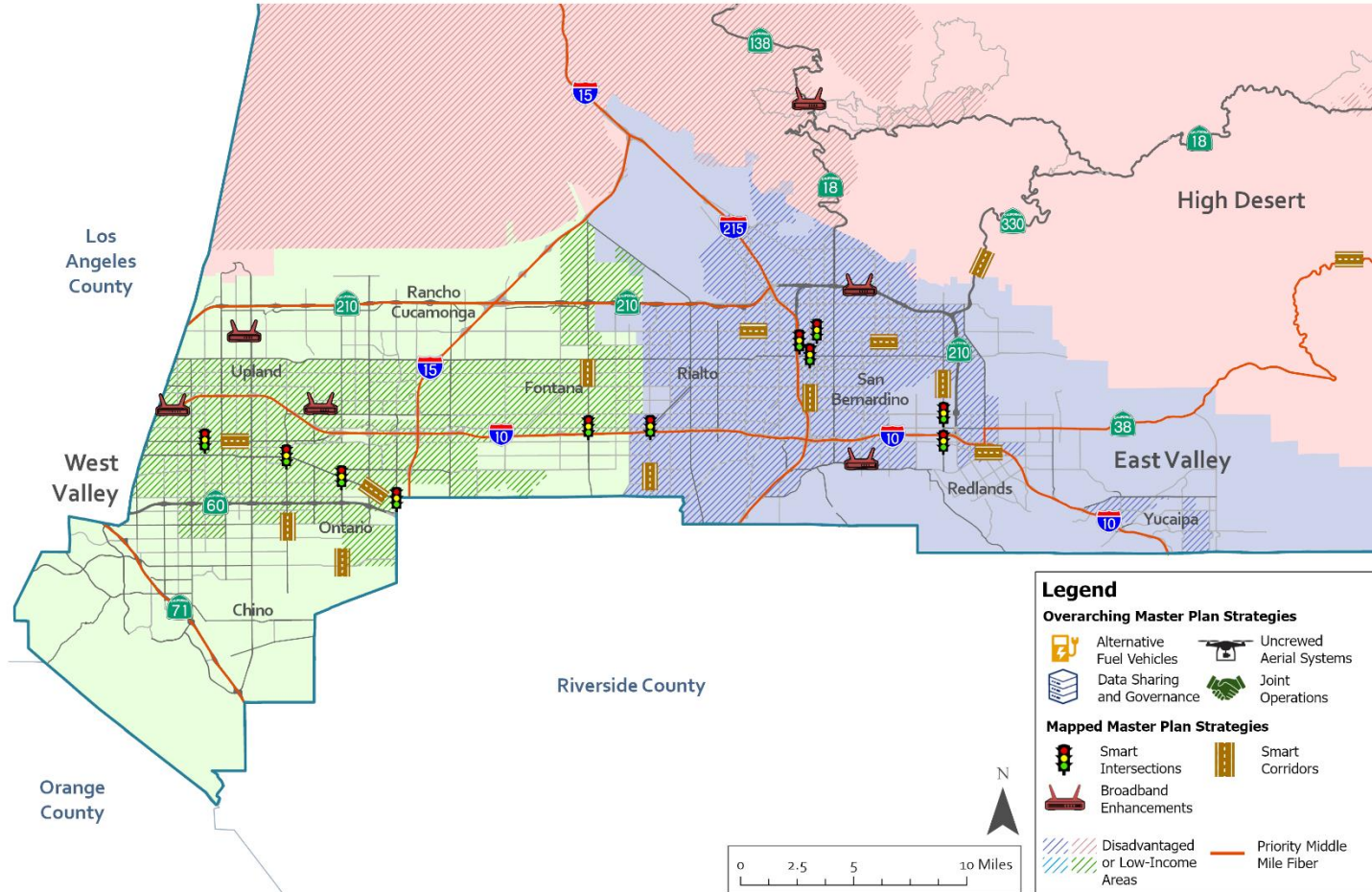
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Figure 6-1: Master Plan Strategies



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Figure 6-2: Master Plan Strategies in West Valley and East Valley



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Table 6-1: Master Plan Schedule

	2025				2026				'27	'28	'29	'30-'34	SBCTA	Local Agencies	General Public
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4							
Task 1: Smart Corridors															
1.1 Request for Information on Candidate Corridors														R	
1.2 Priority Corridor Recommendations													S	R	
1.3 Development of Corridor System Requirements													R	S	
1.4 Integrate Technology/Agencies along Corridor													I	R	I
1.5 Identify Funding Sources													S	R	
1.6 Develop Plans and Specifications														R	
1.7 Procure Services, Select Vendor, and Issue Contract													I	R	
1.8 Implement, Integrate and Validate Technology														R	
1.9 Maintenance and Operations													S	R	
1.10 Track and Report Performance													S	R	I
Task 2: Smart Intersections															
2.1 Identify Local Champions													S	R	I
2.2 Develop ITS Specifications													R	S	
2.3 Recommend Best Sensors for Each Intersection													I	R	I
2.4 Identify Funding Sources													S	R	
2.5 Develop Plans and Specifications														R	
2.6 Procure Services, Select Vendor, and Issue Contract													I	R	
2.7 Implement, Integrate and Validate Technology														R	
2.8 Maintenance and Operations													S	R	
2.8 Track and Report Performance													S	R	I
Task 3: Alternative Fuel Vehicles															
3.1 Identify Interested Jurisdictions													R	S	
3.2 Identify Local Champions														R	
3.3 Identify Needs and Corresponding Solutions														R	I
3.4 Develop Funding Plan and Identify Partners													S	R	
3.5 Deploy Solutions														R	I
3.6 Track and Report Performance													S	R	I
Task 4: Uncrewed Aerial Systems Operations															
4.1 Inventory of Local AAM and UAS Services													R	S	
4.2 Inventory of Local AAM and UAS Policies/Laws													R	S	
4.3 Identify and Draft Language for Policy Changes/Additions													S	R	
4.4 Identify MOU Opportunities for AAM/UAS Shared Use													S	R	





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	2025				2026				'27	'28	'29	'30-'34	SBCTA	Local Agencies	General Public
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4							
4.5 Determine Priority Use Cases and Funding Opportunities													S	R	
4.6 Track and Report Performance													S	R	I
Task 5: Broadband Enhancement															
5.1 Leverage BMMN Project															
▪ Identify Stakeholders and Establish Local														R	
▪ Secure Funding and Resources													S	R	
▪ Assess Infrastructure and Develop an Expansion													I	R	
▪ Procure Services, Select Vendor, and Issue														R	
▪ Implement and Integrate the Network														R	
▪ Track and Report Performance													S	R	I
5.2 Creating Broadband Toolkit													R		
▪ Share Toolkit/Best Practices													R		
Task 6: Data Governance and Sharing															
6.1 Establish Data Governance Framework															
▪ Develop Comprehensive Data Governance Policies													I	R	
▪ Implement Data Governance Training for Relevant														R	
6.2 Continue work on the CAD-to-CAD development													I	R	
6.3 Working Group Collaboration (Quarterly)													S	R	
6.4 Data Sharing Activities															
▪ Identify Data to Share (Ongoing)													S	R	
▪ Evaluate Costs and Benefits (Annual)													S	R	
▪ Determine Approach (Annual)													S	R	
6.5 Data Governance Agency Updates (Annual)													I	R	
6.6 Virtual Operations Center (2026 opportunity)													R	S	
6.7 Track and Report Performance													S	R	I
Task 7: Joint Operations															
7.1 Form a Working Group for Opportunity Selection														R	
7.2 Establish Interagency Collaboration Framework													S	R	I
7.3 Implement Joint Programs															
▪ Group Purchasing Program														R	
▪ Joint Training Programs														R	
7.4 Track and Report Performance													S	R	I

6.2 Target Outcomes and Performance Metrics

The SBCTA held a “Success Management Workshop” in June 2023, which aimed to establish a shared vision for the Smart County program, aspiring to transform San Bernardino County into a leading Smart County. The vision encompassed innovative transportation systems, universal broadband connectivity, improved government operations, and enhanced quality of life for all residents.

The workshop identified the following target outcomes:
























- **Promote Clean and Sustainable Transportation**  : Revolutionize transportation within San Bernardino County by championing zero-emission mobility options and paving the way for clean air vehicles. The County aspires to establish itself as a leader in hydrogen and electric fueling infrastructure, underlining its commitment to environmental sustainability.⁶⁵
- **Enhance Traffic Flow and Connectivity**  : SBCTA is collaborating with local agencies to implement solutions that improve traffic conditions and reduce congestion through improved traffic signal operations. These solutions also improve safety and air quality.
- **Improve Quality of Life through Universal Broadband Access**  : Bridging the digital divide has been shown to support education and career advancement, wages and standard of living, and public health and safety.⁶⁶ Recognizing the digital divide in its communities, SBCTA/SBCOG seeks to provide broadband access to disadvantaged and underserved areas in San Bernardino County to realize these benefits.
- **Rewrite the Narrative**  : As noted, San Bernardino County leaders are committed to collaborative efforts, enhancing existing partnerships, and creating new ones to improve residents’ quality of life. This goal involves promoting advancements and early wins to incentivize living and working in this region of Southern California.

Each of the seven strategies is mapped to the primary next step, with targeted outcomes the strategy will address, and suggested performance metrics (see **Table 6-2**). The next steps map to the four target outcomes identified during the Success Management Workshop. Each strategy addresses at least two, and often all four of the identified target outcomes.

⁶⁵ <https://main.sbcounty.gov/2024/04/11/the-future-of-transportation-and-logistics-is-here/>

⁶⁶ US Department of Education, Office of Educational Technology. 2022. “Advancing Digital Equity for All: Community-Based Recommendations for Developing Effective Digital Equity Plans to Close the Digital Divide and Enable Technology-Empowered Learning”. Page 14. September. https://tech.ed.gov/files/2022/09/DEER-Resource-Guide_FINAL.pdf. Accessed on: August 20, 2023.

Table 6-2: Strategies, Next Steps, Target Outcomes, and Performance Metrics

Strategy	Next Steps	Outcomes	Performance Metrics
Smart Corridors	Issue a Request for Information to determine local level of interest. Board to make final determination of corridors where investment is appropriate. Proceed to implement and integrate smart technology within key corridors	   	<ul style="list-style-type: none"> ▪ Decrease in average commute time on optimized routes ▪ Improvement in roadway and transit level of service post optimization ▪ Reduction in overall corridor congestion ▪ Increase in corridor safety metrics (e.g., fewer accidents, reduced severity of accidents)
Smart Intersections	Implement and integrate Smart Intersection technology at key intersections based on level of interest by individual jurisdictions and Board concurrence	   	<ul style="list-style-type: none"> ▪ Hard braking events, speeding, V2X interactions ▪ Arrivals on green/red ▪ Clearance interval activity ▪ Pedestrian activity ▪ Turning movement counts ▪ Phase termination detail and summary
Alternative Fuel Vehicles	Identify jurisdictions, assess needs and solutions, develop a funding plan, secure vendor partnerships and funding, and deploy solutions	  	<ul style="list-style-type: none"> ▪ Number of new alternative fueling/charging stations installed (cars and trucks) ▪ Amount of funding secured to install charging and hydrogen fueling infrastructure ▪ Quantity of GHG emissions reduced as a result of new fueling/EV charging stations installed
UAS Operations	Conduct inventory of local services and policies, identify shared use opportunities, and determine priority use cases	   	<ul style="list-style-type: none"> ▪ Reduction in average response time to emergency situations ▪ Number of successful infrastructure inspections conducted using UAS with zero safety violations ▪ Reduction in time required to complete infrastructure inspections
Broadband Enhancement	Leverage BMMN project, assess infrastructure, implement network expansion, and share best practices	 	<ul style="list-style-type: none"> ▪ Increase in broadband coverage area ▪ Improvement in broadband speed and reliability ▪ Increase in number of households or businesses accessing broadband services ▪ Enhancement in overall digital connectivity and accessibility
Data Governance and Sharing	Establish data governance framework and policies, collaborate through working groups, identify data sharing opportunities, and determine approach. Continue CAD-to-CAD development	 	<ul style="list-style-type: none"> ▪ Data governance plans completed across agencies ▪ Data sharing agreements executed ▪ Number of successful data integration initiatives across departments or agencies
Joint Operations	Establish working group to identify and prioritize opportunities, develop interagency agreements, and create detailed plans for implementation	   	<ul style="list-style-type: none"> ▪ Reduction in expenses achieved ▪ Assess enhancements in service delivery quality ▪ Track the number of personnel trained and the effectiveness of joint training programs ▪ Assess improvements in procurement processes ▪ Number of successful Community Outreach and Support Team (COAST) interventions

6.3 Costs

Table 6-3 summarizes the costs associated with the implementation of each proposed strategy. Costs are categorized by preliminary activities, construction, annual operations and maintenance, and other costs such as equipment and software development. Joint Operations costs will involve further project definition to determine how this strategy should be bests implemented and which other strategies it will be support.

Table 6-3: Cost Estimates

Strategy	Preliminary Activities	Construction/Equipment/S oftware Development	Estimated Cost to Implement	O&M (per year)
Smart Corridor Costs	\$78,000 per mile	Construction: \$880,000 per mile Software Development: \$2,000,000	\$2,000,000 program costs + \$958,000 per mile up-front costs	\$50,000 per mile
Smart Intersections	\$16,000 - \$32,000	Construction: \$65,000 Equipment: \$5,000 - \$100,000	\$86,000 - \$197,000	\$13,000
Alternative Fuel Vehicles	\$10,000	\$180,000	\$190,000	\$5,000
Uncrewed Aerial Systems Operations	\$5,000 - >\$100,000 per drone/operator	Operational cost of \$20 per hour per drone	Around \$200,000 for 10 drones	Minimal
Broadband Enhancement	\$10,000 - \$30,000	\$60,000 - \$100,000	\$70,000 - \$130,000	\$50,000 per mile
Data Governance and Sharing ⁶⁷	\$80,000 - \$100,000	\$250,000	\$350,000 for first year	\$250,000

6.4 Funding

Securing adequate funding will be critical to the successful implementation of the strategies identified in this Smart County Master Plan. Early and thoughtful project planning and messaging will better position applicants to secure financial resources whether this is in the form of budget allocations, public-private partnerships, state or federal grants or other mechanisms. Specific to state and federal grants, **Table 6-4** summarizes those best aligned with the recommended strategies. Support for the joint operations strategy should be tied to one or more of the other strategies and applied for as part of the grants listed for those strategies.

⁶⁷ Data Governance and Sharing costs are for the creation of a data portal.

Table 6-4: Relevant Grant Opportunities

Grant	Smart Intersections	Smart Corridors	Alternative Fuel Vehicles	Advanced Air Mobility	Broadband Enhancement	Data Sharing & Governance
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant	✓	✓				✓
Highway Safety Improvement Program (HSIP)	✓	✓				
Caltrans Safe Streets and Roads for All Grant Program	✓	✓				
State Highway Operation and Protection (SHOPP)	✓	✓				
Trade Corridor Enhancement Program (TCEP)		✓				
National Electric Vehicle Infrastructure (NEVI) Program			✓			
Charging and Fueling Infrastructure Program			✓			
Energy Commission Clean Transportation Program			✓			
Charging Reliability and Accessibility Accelerator Program			✓			
USDOE Vehicle Technologies Office (VTO)			✓			
Federal Homeland Security Grants				✓		
UAS Technology Donations				✓		
FAA Aviation Workforce Development Grants				✓		
California Broadband Equity, Deployment, and Access Program					✓	
California Public Utilities Commission (CPUC) Broadband Loan Loss Reserve Fund					✓	
FHWA's Surface Transportation Block Grant (STBG)						✓
California Regional Resilience Planning and Implementation Grant Program	✓		✓		✓	

Figure 6-3 provides general guidance on what steps to take when seeking state or federal grant funds. As noted, a good initial step is to sign up for notifications at <http://www.grants.ca.gov/subscribe-to-updates/> or www.grants.gov/connect to receive up-to-date information about future grants. In addition to these options, funding from regional collaborations or private partners should be explored to line up any required matching funds.

Figure 6-3: Process to Seek Grant Funding

120 Days to Win

120 days	Sign up for Grant Program email notifications	Talk to Grant Program Staff about the program of interest	Research previous winning proposals for the program	Prepare a pre-proposal summary one-pager	Register with the national or state grant authority		
90 days	NOFO or Solicitation Released	Identify and leverage specialized resources specific to program of interest	Complete Standard Forms (eg. SF424, Lobbying)	Write narrative	Seek letters of support		
60 days	Determine Project Metrics	Evaluate project against project rubric	Complete first draft				
30 days	Red Team Review by nonauthor subject matter experts	Verify all standard forms are complete and accurate	Second Draft Complete	Letters of Support Returned	Gold Team Review by nonauthor subject matter experts	Principal/Leadership review	Final Proposal

Submit!



6.5 Toolkit

The following toolkit was created to advance the strategies presented in the Smart County MP. It is intended to serve as a practical guide for local governments, communities, and stakeholders. The ten toolkit components are organized to encourage consideration of key questions or topics throughout the lifecycle of project delivery from planning to operations and maintenance. See the left side of the pages for these key questions or topics. On the right side of the page, corresponding resources are linked to help the delivery team progress the projects. For each of the ten toolkit components, the relevant lifecycle topics listed below are addressed:

- **Planning:** This involves setting project goals, defining tasks, and scheduling activities.
- **Policy:** This stage focuses on resolving institutional issues and establishing guidelines for project execution.
- **Funding:** This involves securing the financial resources necessary for the project.
- **Design/Procurement:** This stage includes creating project designs and acquiring necessary materials and services.
- **Implementation:** This involves executing the planned activities to achieve the project goals.
- **Operations & Maintenance (O&M):** This includes activities required to operate and maintain the project deliverables post-implementation.

The primary goal of the toolkit is to make the adoption of innovative technologies and strategies more straightforward, and to serve as a resource for anyone involved in project development and management. Not all stages may be applicable to each strategy or project. The relevance of each stage depends on the specific requirements and context of the project.

For each strategy, agencies will need to determine the stakeholders within their organization such as IT, public works, police, fire, building permitting, utility permitting, health and planning. For every strategy, it is anticipated that law, finance, and human resources will play a role. It will also be important to determine for each strategy if design, implementation, operation, and maintenance will be the responsibility of each local agency, a coordinated approach, or best with countywide management. This decision will impact policies, funding, and staffing.

6.5.1 Data Sharing

PLANNING



POLICY



FUNDING



CONSIDER

- Reviewing the data within your own agency to determine what data is available and suitable for sharing with other agencies. What additional data is needed?
- Checking the available data to ensure it is quality data.
- Understand the benefits and challenges of data sharing with another agency.
- Considering which data the agency would be interested in receiving to use for planning or decision-making.
- Meeting with partner agencies interested in sharing data.
- For a specific Smart Initiative, what data is needed or desired to achieve the best result and measure performance?
- Consider data sharing from the perspective of an agency sharing its own data vs trying to acquire more data from another agency.

RESOURCES

Internal resources from the department interested in sharing data to the legal and technology teams should be engaged in planning. Engaging the entire team early will help guide success.

Review the agency's data governance plan to identify the available data.

CONSIDER

- What data can and should be shared.
- Contractual or licensing restrictions on purchased data to determine any sharing limitations.
- The legal framework for sharing various types of data with another agency.
- If legislation is necessary to allow for data sharing.
- The leadership framework necessary to manage the Smart Initiative and explore cooperative opportunities to share staff, funding, oversight, etc.
- Implementing data privacy and security measures to ensure the protection of shared data.

RESOURCES

Draft legislation language: Agency A may share the data listed herein with Agency B upon the execution of a data sharing agreement.

CONSIDER

- The necessary staffing, equipment, storage, and associated initial and ongoing costs for obtaining data, storing it, and managing its sharing.

RESOURCES

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

DESIGN/PROCUREMENT



CONSIDER

- Drafting a data sharing agreement.
- Specifying the type of data to be shared.
- Identifying the type of agreement needed for data sharing.
- Ensuring the agreement includes terms and conditions for personally identifiable information if applicable.
- Verifying whether the licensing agreement prohibits an agency from sharing purchased data.

RESOURCES

A sample county Data Sharing Agreement for California can be reviewed here: [California County Example](#).

Review a sample template for data sharing agreement and use here: [Health Information Example](#).

Data sharing agreement template provides [basic example with headings and descriptions](#).

Read about "[Data Governance for Next-Generation Platforms](#)".

IMPLEMENTATION



CONSIDER

- Testing between the agencies that will be sharing data. This will allow the team to understand how long it takes for the data to transfer and if the right data is in the transfer.

RESOURCES

[Tampa \(THEA\) Data Management Plan](#) discusses approach to data sharing, including archives and institutional relationships.

Joint Office of Energy and Transportation maintains [EV-ChART](#) to facilitate the standardization and collection of the data submittals.

O&M



CONSIDER

- While data sharing does not specifically require O&M, it is always good to obtain input from partners to evaluate the usefulness of any data sharing.
- What data is required for proper operation of the system and how to ensure local data is collected and shared.

RESOURCES

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

6.5.2 Data Governance

PLANNING



CONSIDER

- Pulling together all written and unwritten data policies for review, update, and proper documentation.
- Reviewing administrative policies related to data, including data standards for procurement, data handling, training for handling personally identifiable information, and compliance with regulatory policies.
- Reviewing all data that is collected, purchased, and stored to have a complete list of all data that the agency needs to operate.
- Identifying the data residing on all servers, data accessed via online resources, and clarify whether the agency owns the data or has usage rights for a contracted period.
- Identifying the team members that are part of the data life cycle and their roles.
- Who the data owners are and assign responsibilities for reviewing the data as it is received, as well as maintaining and updating the data.
- Discussing the trust that the agency has in the data that is being used.
- Assessing the use of identified data, validate the agency's trust in the data's validity and completeness, ensure all data adheres to the same data standards, and establish a common data architecture.

RESOURCES

[The Data Governance Framework and Components.](#)

[Read About Data governance for next-generation platforms.](#)

[The Path to Modern Data Governance.](#)

POLICY



CONSIDER

- Drafting an overarching data governance policy
- The need for information sharing with the public via a county website/platform for common branding and display of information.

RESOURCES

[FHWA Data Governance Plan.](#)

[Federal Highway Administration \(FHWA\) Data Update Policy.](#)

FHWA has resources on [Data Quality](#) and Performance metrics.

FUNDING



CONSIDER

- Shared costs:
 - Staffing needs
 - Server/storage/access fees
 - Management of public information sharing

RESOURCES

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DESIGN/PROCUREMENT

IMPLEMENTATION

O&M

CONSIDER

- Existing processes and create new processes to enhance decision-making, comply with regulations and protect privacy.
- Who has access to the data and how is access management handled for public versus private data?
- Is training available for staff to understand how to effectively handle data?
- How often is data reviewed for its value?
- How is data erased or removed?

RESOURCES

CONSIDER

- Creating an actionable plan to remediate any issues identified through the data governance planning exercise.

RESOURCES

[FHWA Enterprise Data Architecture](#) establishes standardized interfaces for linking and processing information.

CONSIDER

- Reflecting on the data governance documentation annually for updates.

RESOURCES

DRAFT

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

6.5.3 AI Governance

The following toolkit provides considerations when looking to implement AI elements across the project lifecycle. Even more so than many advanced mobility technologies, there is uncertainty around future AI regulation and potential risk associated with its deployment. Scaling machine learning and AI activity without the proper resources or structure in place can inadvertently create inefficiencies rather than eliminate them. Drafting and enacting an AI policy that addresses operational and ethical requirements will help address accountability and transparency, support innovation, and protect privacy and data security. This is crucial to building trust in the technology.

PLANNING

CONSIDER

- How machine learning and AI are being used within your organization.
- How AI can support your goals.
- Accountability, transparency, how to support innovation and protect privacy and data security. An agency employee who utilizes AI is responsible for the AI work product and results.

RESOURCES

[The Federal government created a website for AI](#)

[The Federal government created a website for AI](#)

POLICY

CONSIDER

- Establishing an AI policy for all agencies involved in the Smart Initiative that addresses operational and ethical items and can be shared with all employees. It can also be included in any procurement requests to avoid AI being used in inappropriate or unknown ways.
- Including data security and privacy measures in the AI policy to ensure the protection of data used and generated by AI systems.

RESOURCES

[The GoVAI Coalition created a draft AI Policy](#)

[AI Policy Manual](#)

FUNDING

CONSIDER

- The funding sources for a new solution.
- Assessing the overall cost of using an AI solution, including necessary training and data quality improvement.
- Evaluating whether the solution will create efficiencies or eliminate the need for other technology solutions.
- Exploring the inclusion of an AI component in existing grant applications.
- Investigating the possibility of a joint purchase of an AI solution with another agency in the region.

RESOURCES

Federal grants have had opportunities for AI funding on <https://www.grants.gov/>

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DESIGN/PROCUREMENT



IMPLEMENTATION



O&M



CONSIDER

- Creating use cases that appropriately utilize AI. Review and vet the use cases with legal and contracts/procurement teams for clarity and compliance.
- Interview companies utilizing AI technology to understand their existing solutions as well as their roadmap.
- Ask companies using AI technology to share how their solution works.
- Documenting your agency’s expectations for copyright laws, data security, data privacy, and accountability for the work product involving AI tools and software.

CONSIDER

- Ensuring all employees who work with data for AI purposes or those who work with the data that AI produced are trained and understand the importance of using quality data. The data that is generated from AI is only as good as the data that created it.
- Requiring that all AI systems have a human-in-the-loop who comprehends the AI’s processes, validates its methodology, and takes accountability for its outputs and deliverables.

CONSIDER

- Coordinating ongoing training and updates for staff of all agencies.

RESOURCES

Use Case Template, examples of available use case templates include the following:

- [Agency Chatbot](#)
- [Meeting Assistant](#)
- [Object Detection](#)

This is a draft agreement for an AI purchase Vendor Agreement.

[AI Incident Response Plan.](#)

This template asks potential vendors to complete a fact sheet on their solution. [Third-Party AI Fact Sheet.](#)

RESOURCES

Training for all employees on all AI policies and on the AI solution

RESOURCES

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6.5.4 Smart Intersections/Smart Corridors

PLANNING



CONSIDER

- Assessing the current availability of smart technologies, including existing facilities and potential opportunities.
- Identifying technologies that may enhance safety and accessibility along the corridor.
- Developing a Concept of Operations following FHWA's Systems Engineering Process to guide planning and ensure all stakeholder needs and project objectives are thoroughly addressed.
- What other infrastructure investments are underway and can be leveraged to implement smart intersections/corridors?
- Identifying future projects or initiatives that will benefit from the planned smart intersection/corridor investment.
- Adopting a "dig once" approach to save money and time. Determining the data needed for the successful operation of smart technology both locally and regionally, assess the availability of this data, and identify new data requirements and how to access or develop this data.

POLICY



CONSIDER

- Identifying the considerations needed to facilitate the deployment of smart signal equipment.
- Determining if MOUs or agreements between agencies are required for deployment.
- Establishing considerations for data sharing agreements.
- Assigning responsibility for the maintenance and operation of the smart signal equipment.
- Defining how the associated costs will be shared among the involved parties.
- Ensuring the Concept of Operations document addresses these policy considerations.

FUNDING



CONSIDER

- Developing a plan to mitigate construction costs and maximize the reach of available project funding.
- Establishing funding sources for ongoing operations and maintenance to ensure the long-term sustainability of the deployed smart technologies.
- Creating a plan for replacing equipment at the end of its lifecycle, including setting aside money annually for future replacements or addressing replacements as they arise.
- Determining how local match funding will be covered and shared.

RESOURCES

[The Intelligent Transportation Systems \(ITS\) Joint Program Office: Strategic Plan 2020–2025](#) includes in-depth discussions on strategic goals and programs for accelerating ITS deployment.

[FHWA's Systems Engineering Guidebook for ITS](#) provides information to assist with the application of systems engineering in ITS projects.

California's ITS program guidelines include resource for project development, funding, and environment requirement [for Intelligent Transportation Systems \(ITS\) Projects](#)

RESOURCES

[The Intelligent Transportation System Architecture and Standards](#) outlines policies and procedures to comply with section 5206(e) of TEA-21 (Public Law 105-178).

Is additional staffing needed for operation, maintenance and for data gathering/sharing? What type of staff, licenses or credentials are needed?

RESOURCES

The [SMART Grants Program](#) offers grants to eligible public agencies for demonstration projects, emphasizing advanced smart community technologies.

The [ATTAIN program](#) offers grants to deploy advanced transportation technologies to improve safety, mobility, efficiency, connectivity, and infrastructure ROI.

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DESIGN/PROCUREMENT

CONSIDER

- Developing performance goals and measures.
- Establishing criteria for choosing appropriate technologies to meet specific needs.
- Designing the system as a regional setup with local agency phasing and associated costs.
- Conducting a site evaluation to verify that the chosen technologies will perform as expected based on existing site conditions.
- Ensuring compatibility and interoperability between new technology and existing systems and determine if existing systems need to be replaced as part of the design plan.
- Ensuring the technologies comply with privacy laws, particularly concerning ALPRs and data collection.
- Verifying if the available communications infrastructure supports the bandwidth requirements for the proposed technology devices and include expanded communications infrastructure in the project if necessary.

RESOURCES

The ITS Joint Program Office define [Testing and Development Standards](#) for ITS deployment.

SAE’s technical paper describes [best practices in OBU antenna procurement for connected vehicle deployments](#).

FHWA’s webinar on CV Pilot Deployment shares [acquisition and installation experiences from the Tampa Hillsborough Expressway Authority \(THEA\) pilot](#).

IMPLEMENTATION

CONSIDER

- Establish a training and education plan to equip city personnel and stakeholders with information about new technology and their benefits.
- Leverage lessons learned from a pilot or initial implementation to shape a larger rollout.

RESOURCES

[Wyoming, New York City, and Tampa \(THEA\)](#) CV Pilot plans presents a comprehensive installation plan for the software, hardware and maintenance for purchases for CV Pilot projects.

ITS JPO’s training video gives instruction on how to set up [Roadside Unit \(RSU\)](#)

The [Connected Intersections Implementation Guide](#) provides guidance to setting up and operating a connected intersection.

[Connected Intersections Validation Report](#) provide findings from Connected Intersections Project Validation Phase.

O&M

CONSIDER

- Implementing system performance measures designed earlier.
- Implementing the plan for continuous monitoring to ensure the quality of the system during operation.
- Executing an outreach plan to keep the public informed about the changes and benefits of smart intersections and corridors. Communicate updates to elected officials and cooperating agencies to ensure a coordinated message.

RESOURCES

The [Intelligent Transportation Systems \(ITS\) Professional Capacity Building Program](#) offers training and resources to advance transportation workforce about ITS.

[FHWA's ITS Standards Field Support Team](#) assists with ITS standards, including assessment, guidance, review, advice, planning, and compliance.

[SPaT/MAP Message Capture Tool Alternatives for Validation Sites](#).

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6.5.5 Alternative Fuel Vehicles

PLANNING

CONSIDER

- Identifying a regional champion.
- Assessing the current market share for EVs.
- Evaluating the current and projected EV adoption rates.
- Identifying available incentives for EV adoption.
- Various factors in developing a charging infrastructure plan.
- Identifying high-priority locations for EV charging.
- Identifying underserved communities for charging infrastructure deployment.
- Determining the types and quantities of vehicles to be transitioned to EVs in a fleet.
- Identifying geographic areas that will be difficult to serve, such as isolated locations or areas with extreme conditions.

POLICY

CONSIDER

- Reviewing local and state regulations regarding EV charging infrastructure.
- Establishing a plan for managing and monitoring EV charging.
- Assessing the impact on the grid and the use of renewable energy.
- Prioritizing projects that provide workforce training and development opportunities and engage with local communities.
- Determining the need for private and public ownership of EV charging infrastructure.
- Establish common requirements for hours of operation and design for personal safety, including lighting, cameras, and emergency phones.

FUNDING

CONSIDER

- Identifying available funding opportunities for EV charging infrastructure and fleet transitions.
- Determining the costs associated with purchasing and installing EV charging equipment.
- Utilizing external resources to track and monitor funding opportunities.
- Using cost estimates as part of site prioritization.
- Designating a grant champion to explore public funding availability for private entities for maintenance or upgrades.

RESOURCES

The [AFDC Station Locator](#) is a tool used to find alternative fueling stations, including EV charging stations.

The [US DOE's Vehicle Cost Calculator](#) compares the costs of different vehicle types, including EVs, to determine the best fit for a fleet.

[California's NEVI Formula Program](#) describes how the state plans to develop a network of DC fast chargers along designated Alternative Fuel Corridors throughout California.

The [Assembly Bill 212 Second Electric Vehicle Charging Infrastructure Assessment](#) examines charging needs to support California's zero-emission vehicles in 2030 and 2045.

RESOURCES

The [AFDC Policy Database](#) is a database of AFV related policies.

RESOURCES

The [CEC's Clean Transportation Program](#) funds innovation to accelerate zero-emission transportation and fuel technology development and deployment.

The [NEVI Formula Program](#) funds states for deploying EV charging stations, ensuring maintenance, establishing network connections, and facilitating long-term data sharing.

[CALeVIP](#) provides incentives for installing EV charging infrastructure at public sites across California.

[CALeVIP](#) in California provides incentives for installing EV charging infrastructure at public accessible sites throughout California.

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DESIGN/PROCUREMENT

IMPLEMENTATION

O&M

CONSIDER

- Confirming the willingness of the site host to add EV charging stations to the site.
- Verifying that the local utility has sufficient power available for charging stations.
- Ensuring that anticipated costs are within the allocated project funding.
- Planning for the visibility, accessibility, and convenience of charging stations.
- Designing the infrastructure to support future expansion and increased capacity needs.
- Developing design guidelines for safety and amenities and determine if branding is needed.

RESOURCES

[Accessible EV Parking Requirements and Dimensions](#) specifies parking space and accessibility requirements for EV charging stations.

CONSIDER

- Monitoring and evaluating the deployment process to ensure alignment with the initial design and community needs.
- Determining if a public sector inspection and acceptance process is required for this project. If required, will it be local agencies or countywide?

RESOURCES

[ENERGY STAR Certification Process](#) ensures that EV charging installed under the CALeVIP program is energy efficient.

[California's Guide to EV Charging Station Regulations](#) summarizes state rules from agencies: division of measurement standards, air resources board, Public Utilities Commission etc.

CONSIDER

- Define performance measures for EV charging stations.
- Assess the utilization of the charging stations.
- Develop a plan for continuous monitoring and maintenance to ensure the quality and reliability of the charging stations.
- Create a public communication plan to keep the public informed about the benefits and availability of EV charging infrastructure.
- Common branding in the county or state?

RESOURCES

The [Open Charge Point Protocol Certification](#) process by CEC ensure interoperability and accessibility of EV charging infrastructure in California.

The [Electric Vehicle Charging Station Permitting Guidebook](#) assists stakeholders in navigating the permitting process for promoting EV charging station installations in California.

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6.5.6 Broadband

PLANNING



POLICY



FUNDING



CONSIDER

- Assessing the current broadband availability and identifying any gaps.
- Setting clear, achievable goals for broadband deployment and digital inclusion.
- Identifying existing assets that could support broadband deployment.
- Formulating a Broadband Planning Committees and defining their roles and responsibilities.
- Engaging community leaders and establish a leadership framework to guide the broadband initiative.

RESOURCES

The [California Digital Equity Plan](#) outlines the vision and goals for achieving digital equity among Californians, including strategies and implementation activities.

The [Broadband Mapping Program](#) includes resources like California's [Interactive Broadband Map](#), [mapping feedback tool](#), and [CPUC's annual broadband data](#), aiding broadband planning initiatives.

The [NTIA Tribal Broadband Planning Toolkit](#) and [Planning a Community Broadband Roadmap](#) provide resources for every stage of the broadband planning journey.

CONSIDER

- Reviewing the rights-of-way and policies governing access.
- Identifying barriers and streamline processes to incentivize investment.
- Leveraging the regulatory and legislative environment to maximize broadband deployment.
- Assessing local permitting and inspection requirements and determining their similarity within the region. Assessing the need for developing regional requirements.

RESOURCES

The [California Senate Bill 156](#) broadband legislation aims to guide the expansion of the state's broadband fiber infrastructure and to increase internet connectivity.

CONSIDER

- Identifying and securing funding sources and developing financial models to support the project.
- Establishing public-private partnerships to leverage funding, expertise, and resources.
- Ensuring there is funding for operation and maintenance, particularly in underserved or isolated/rural environments.

RESOURCES

The [California Broadband Equity, Access, and Deployment Program](#) provides funds for planning and infrastructure deployment to expand high-speed internet access.

[Local Agency Technical Assistance](#) help tribes and local agencies expand broadband services to Californians with inadequate internet access.

The [Last-Mile Federal Funding](#) aims to expand internet access for underserved and unserved communities across California.

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DESIGN/PROCUREMENT

CONSIDER

- Designing the broadband network to ensure technical and safety standards are met.
- Establishing criteria to evaluate and select broadband providers for potential partnerships.
- Determining whether ownership will be private or public and assess how this impacts design and expandability.

RESOURCES

The [California Local Jurisdiction Permitting Playbook](#) explores actions to enhance permitting processes at all levels of government to support broadband deployment in the State.

[Permitting Best Practices: Case Studies](#) provides example case studies and examples of streamlining permitting including Broadband Ready Communities, E-Permitting and Rights-of-Way.

Data sharing agreement template provides [basic example with headings and descriptions](#).

Read about "[Data Governance for Next-Generation Platforms](#)".

IMPLEMENTATION

CONSIDER

- Drafting and circulating Requests for Proposals or Requests for Information to select suitable contractors and service providers.
- Developing a plan for overseeing the construction and deployment process.
- Deciding between local coordination or establishing a regional authority for project management.

RESOURCES

The [California Local Jurisdiction Permitting Playbook](#) explores actions to enhance permitting processes at all levels of government to support broadband deployment.

[Permitting Best Practices: Case Studies](#) provide case studies and examples of streamlining permitting including Broadband Ready Communities, E-Permitting and Rights-of-Way.

NEPA Review: [Categorical Exclusions](#) and [Environmental Assessments](#) provide guidance for compliance with environmental regulations and NEPA analysis for CATEXS.

O&M

CONSIDER

- Manage the expectations of stakeholders and ensure transparent communication.
- Develop metrics to measure the success of broadband initiatives.
- Establish a plan for continuous monitoring to ensure the quality and reliability of broadband services.
- Create a plan for community engagement and marketing to raise awareness of broadband initiatives and their benefits.

RESOURCES

[California State Library's Career Pathways](#) provides access to [NorthStar](#) and other educational resources to support digital equity, skill building, and job training.

Lessons can be learned from how digital equity has been achieved by [Chula Vista](#), [San Francisco](#), or [Los Angeles County](#).

[Local Government Check List for Digital Equity](#) provides a checklist for local government leaders to achieve digital equity.

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

6.5.7 Uncrewed Aerial Systems Operations

PLANNING



CONSIDER

- Define the goals of integrating AAM services into existing transportation networks, distinguishing between public and private objectives.
- Establish strategies to promote technological innovations and operational safety within the AAM ecosystem.
- Identify ways to improve resident services and enhance energy efficiency through the integration of AAM.
- Develop a plan to minimize or mitigate potential negative impacts of AAM integration and foster public acceptance.
- Explore how AAM systems can aid in search-and-rescue operations.
- Explore the potential applications of drones within the AAM ecosystem.

POLICY



CONSIDER

- Verify the compliance of potential operations and programs with existing federal, state, and local policy and regulatory environments.
- Develop local policies that support the safe and efficient integration of AAM services.
- Ensure consistency in terminology when creating local policies to facilitate understanding and compliance for external users.
- Identify the necessary skill sets required for the effective operation and management of AAM programs.
- Collaborate with educational institutions to develop career paths that align with the emerging AAM industry.

FUNDING



CONSIDER

- Identify and secure funding sources and develop financial models to support the project.

RESOURCES

The [FAA's AAM Implementation Plan](#) outlines steps and components for enabling scalable advanced air mobility operations by 2028.

APA's 2024 PAS Report 606, "[Planning for Advanced Air Mobility](#)," provides key insights for planners and policymakers on AAM development impacts.

Read about the Office of Science and Technology Policy commitment to AAM during [The White House Summit on Advanced Air Mobility](#)

RESOURCES

[NASA's AAM Mission Integration, Advanced Air Mobility \(AAM\): Overview and Integration Considerations.](#)

AAM working ecosystem aims to advance development of safe AAM flight operations through information, and expert opinion and sharing input

RESOURCES

[FAA Aviation Workforce Development Grants](#) are available to eligible entities to help prepare a more inclusive talent pool of pilots and aviation maintenance technicians.

DESIGN/PROCUREMENT

IMPLEMENTATION

O&M

CONSIDER

- Designing UAS operations with public safety as a primary consideration.
- Ensuring the design aligns with existing goals associated with ADA compliance.
- Developing a plan to integrate UAS operations seamlessly with multimodal transportation networks.
- Coordinating the design with existing utility infrastructure to avoid conflicts and ensure safe operation.
- Implementing design principles that promote energy efficiency and sustainability in UAS operations.
- Meeting with vendors in the UAS and AAM space to understand the solutions to better draft procurement

RESOURCES

[FAA's Small Unmanned Aircraft Systems guide](#) covers AAM factors like weather, emergency procedures, communication, performance measures, and airport operations. FAA Part 105 guides vertiport development.

CONSIDER

- Establishing comprehensive safety protocols for the implementation phase of UAS operations.
- Developing clear operational procedures to guide the safe and efficient implementation of UAS technologies.

RESOURCES

[Advanced Air Mobility National Campaign Partners](#) work alongside NASA to test data and evaluate aviation standards.

[Advanced Air Mobility National Campaign Partners](#) work alongside NASA to test data and evaluate aviation standards.

CONSIDER

- Define performance metrics to evaluate the success of UAS operations initiatives.
- Establish a routine maintenance plan to ensure the operational safety and reliability of UAS systems.
- Develop procedures for emergency repairs and incident response to mitigate risks and maintain operational continuity.
- Identify opportunities for program refinement and improvement based on performance data and operational experience.

RESOURCES

[FAA's Aircraft Maintenance Division](#) standardizes regulations, directives, policies, certifications, inspections, and surveillance of aviation maintenance.

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

6.5.8 Performance Measures

Implementing performance measurement throughout the lifecycle of a program is helpful for several reasons. It supports goal alignment, efficiency, risk management, and continuous improvement. If addressed thoughtfully throughout the program, more appropriate and better data will be gathered, which is critical to demonstrating the value and impact of strategies, not just for the agencies participating in the program, but also for the public.

With that in mind, this portion of the toolkit is intended to be used in parallel with each of the proposed strategies. For instance, starting in the planning stage, for AFV, broadband, or other programs, agencies can concurrently refer to the planning portion of the performance measurement table, and then work their way through policy, funding, and so on as the program develops. Integrating performance measurement considerations throughout the program will inform participants and the public and help build trust in the program.

PLANNING



POLICY



CONSIDER

- Assessing the alignment of the metric with the organization's desired outcomes.
- Evaluating the criticality of the metric in achieving project goals and outcomes.
- Verifying that relevant data is readily available, accurate, and reliable.
- Confirming the importance of the metric to stakeholders, including citizens, partners, and funding agencies.
- Analyzing the practicality and cost-effectiveness of measuring and tracking the metric.
- Determining the level of participation required from each agency to support countywide Smart Initiatives.

RESOURCES

[THEA CV Pilot Deployment Program Performance Measurement and Evaluation](#) discusses key indicators related to V2V and V2I deployment.

[The Performance Measurement and Evaluation Support Plan](#) demonstrate how to set goal and objectives for CV deployment.

CONSIDER

- Evaluating the extent of stakeholder involvement in the policy shaping process.
- Assessing the anticipated impacts of proposed policies on project outcomes.
- Highlighting the innovative aspects that the proposed policies bring to the initiatives.
- Gauging the level of support for the proposed policies from public officials and agencies.

RESOURCES

[Deployment Readiness Summary – Tampa \(THEA\)](#) discusses governance documents for planning and execution of the Tampa THEA CV Pilot.

FUNDING

CONSIDER

- Assessing the long-term financial sustainability of the initiatives.
- Monitoring the adherence of initiatives to allocated budgets and financial plans.
- Utilizing available grants and subsidies effectively.
- Analyzing the diversity of funding sources for each initiative to ensure resilience and sustainability.

RESOURCES

[Partnership Status Summary](#) discusses funding for initial implementation and operations and long-term funding commitments for a CV Pilot program.

DESIGN/PROCUREMENT

CONSIDER

- Verify compliance of designs with all relevant standards and specifications.
- Assess the effectiveness of integrating advanced technologies into the design.

RESOURCES

IMPLEMENTATION

CONSIDER

- Monitor the progress of the initiatives according to established timelines and milestones.
- Identify and document innovative approaches being utilized during implementation.

RESOURCES

O&M

CONSIDER

- Evaluate the long-term sustainability of operational practices and systems.
- Assess the effectiveness of maintenance programs in ensuring the long-term functionality of equipment and infrastructure.
- Monitor the efficiency of day-to-day operations to identify potential areas for improvement.

RESOURCES

The [Broadband for All Initiative action plan progress tracker](#) provides action plans, and key indicators for measuring the progress made towards achieving digital equity.

[Performance indicators for measuring alternative fuel vehicles](#) and electrification success may include achieving charging infrastructure goals, compliance metrics etc.

Attachment: Smart County Master Plan Draft_10_10_2024 (2) (11064 : Smart County Master Plan Update)

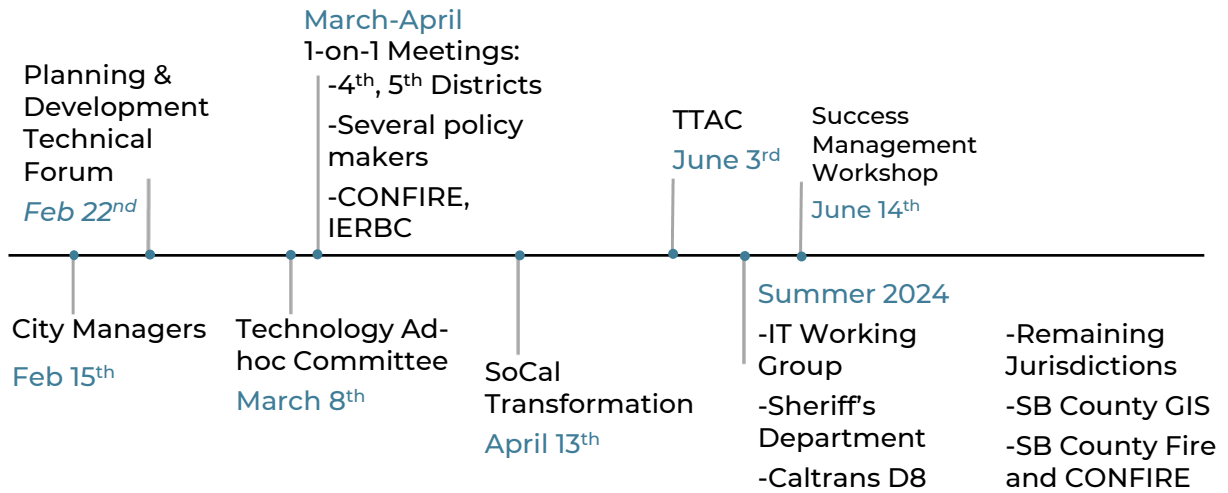
San Bernardino Smart County Master Plan

Monique Arellano
Council of Governments and Equity Programs Manager



1

Stakeholder Outreach



2



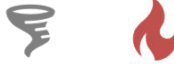



Project Background

2

Attachment: Smart County Master Plan PPT PDF (11064 : Smart County Master Plan Update)

Market Drivers

			
Maturing Technology and Accelerating Advanced Analytics	Domestic Production is on the rise, contributing to economic growth	Natural disasters are occurring more frequently, creating public safety challenges, and impacting transportation systems	Funding levels are unprecedented, providing diverse opportunities

3



3

Goals of the Plan

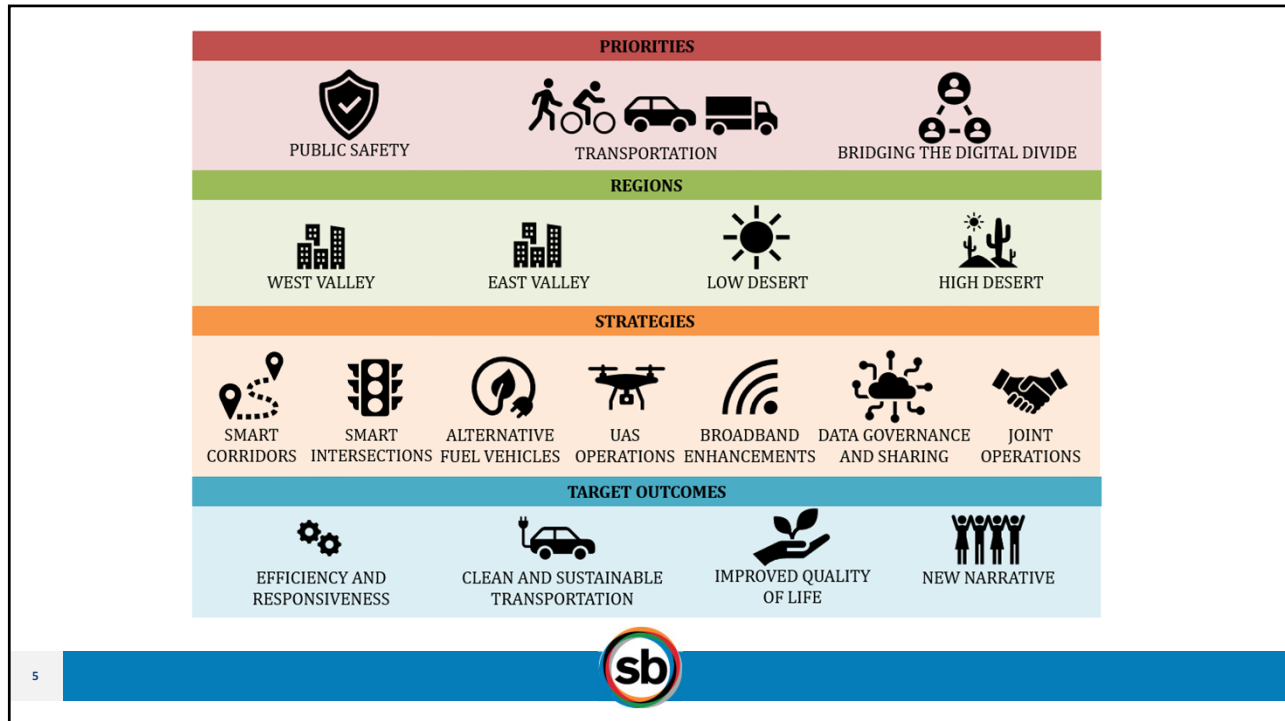
-  Promote Clean and Sustainable Transportation
-  Enhance Efficiency and Responsiveness
-  Improved Quality of Life
-  Support of a New Narrative Focused on Innovation and Opportunity

4



Goals

4



5

Strategies mapped to Priorities

	Public Safety	Transportation	Bridging the Digital Divide
Smart Corridors	Secondary	Primary	
Smart Intersections	Secondary	Primary	
Alternative Fuel Vehicles	Secondary	Primary	
Uncrewed Aerial Systems Operations	Primary	Secondary	
Broadband Enhancements		Secondary	Primary
Data Sharing	Primary	Secondary	
Joint Operations	Primary		

6

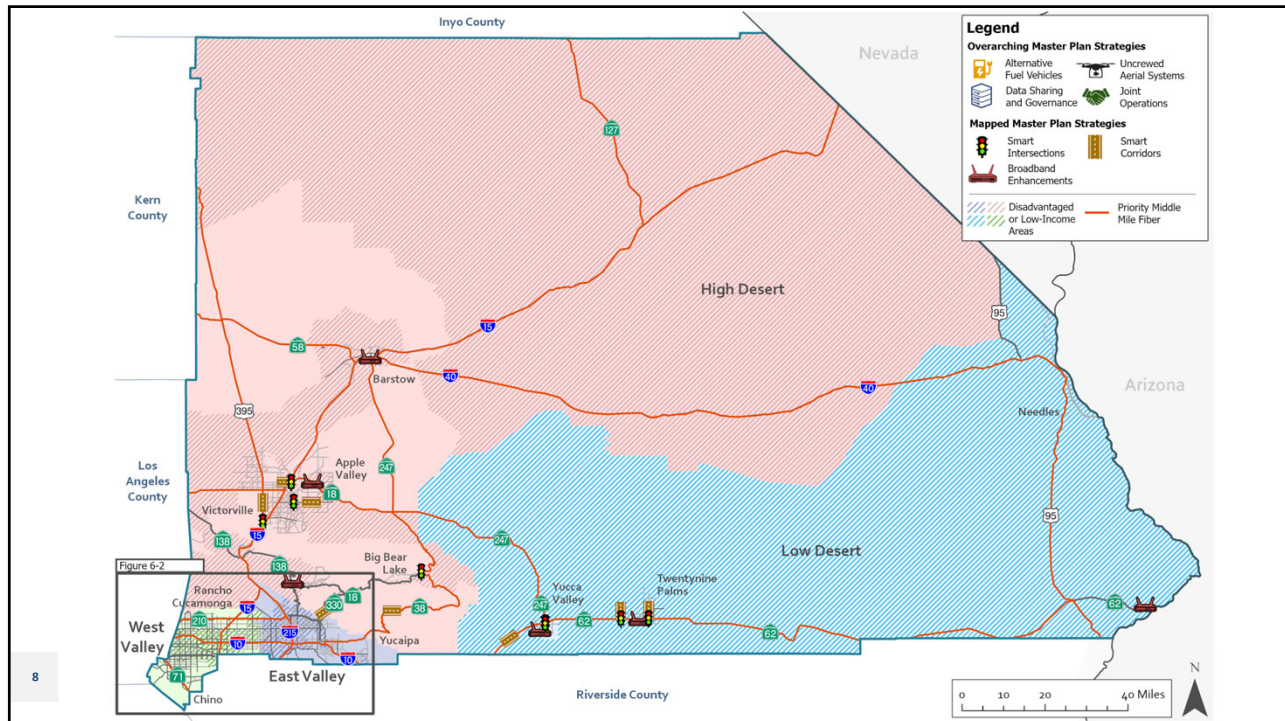
Smart County Master Plan Strategies

Focus Area	Summary
Benchmarking	Summarizes various other locations, within the U.S., where similar strategies have been deployed and the impact, lessons learned, or benefits realized from the deployment.
Potential Strategy Elements	Introduces technologies or phases that will serve as the building blocks of the strategy.
User Needs	Reviews the stakeholder needs gathered during the Existing Conditions Report and through stakeholder discussions and workshops that apply to the strategy being proposed.
Prioritized Strategy Deployments	Explains how elements of the strategy were prioritized and what the resulting priorities were.
Relevant Stakeholders	Notes the expected stakeholders needed to successfully implement the strategy
Benefits	Describes the benefits expected to result from employing the strategy.
Costs	Provides estimated cost ranges for various elements of the strategy.



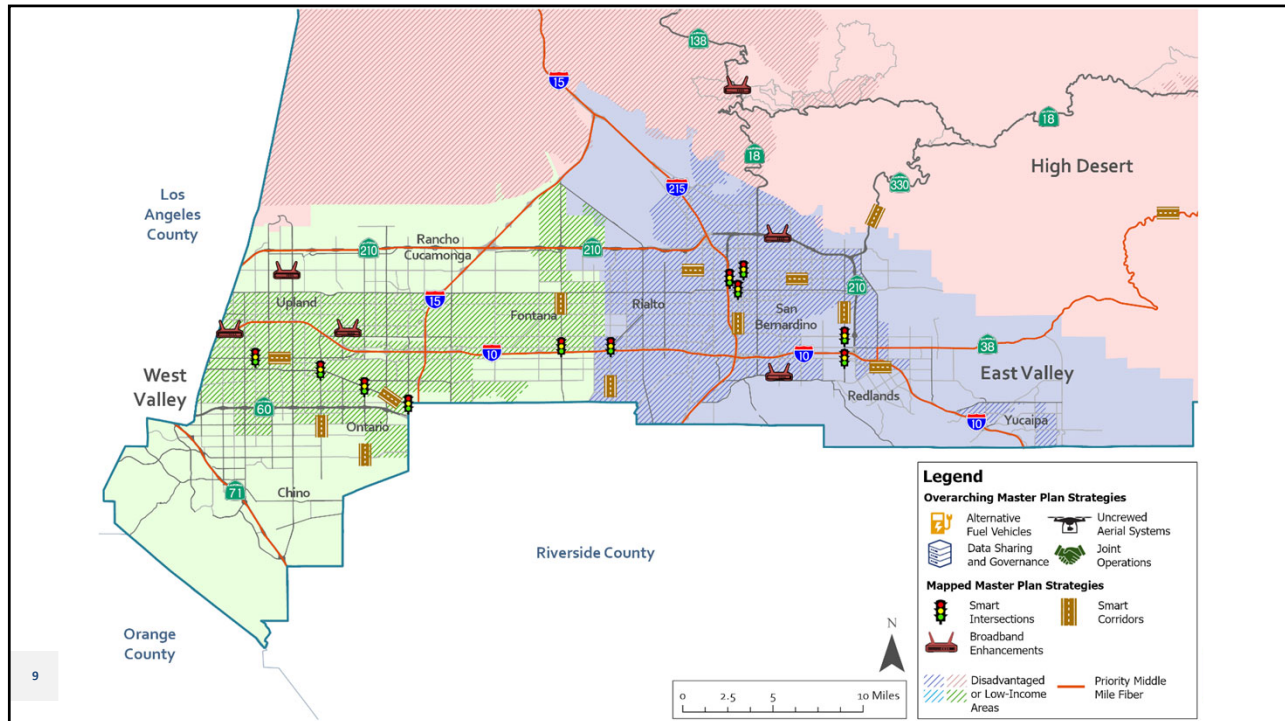
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7



8

8



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Toolkits





- Data Sharing
- Data Governance
- AI Governance
- Smart Intersections/
Smart Corridors
- Broadband
- Alternative Fuel Vehicles
- Uncrewed Aerial Systems Operations
- Performance Measurement

10



10

Benefits to Stakeholder Group

County and SBCTA Member Agencies 	Public-Safety Services Providers 
Transportation Service Providers 	The General Public 

11



11

Toolkit Example

Data Governance

PLANNING

CONSIDER

- Pulling together all written and unwritten data policies for review, update, and proper documentation.
- Reviewing administrative policies related to data, including data standards for procurement, data handling, training for handling personally identifiable information, and compliance with regulatory policies.
- Reviewing all data that is collected, purchased, and stored to have a complete list of all data that the agency needs to operate.
- Identifying the data residing on all servers, data accessed via online resources, and clarify whether the agency owns the data or has usage rights for a contracted period.
- Identifying the team members that are part of the data life cycle and their roles.
- Who the data owners are and assign responsibilities for reviewing the data as it is received, as well as maintaining and updating the data.
- Discussing the trust that the agency has in the data that is being used.
- Assessing the use of identified data, validate the agency's trust in the data's validity and completeness, ensure all data adheres to the same data standards, and establish a common data architecture.

RESOURCES

[The Data Governance Framework and Components.](#)

[Read About Data governance for next-generation platforms.](#)

[The Path to Modern Data Governance.](#)

AI Governance

POLICY

CONSIDER

- Establishing an AI policy for all agencies involved in the Smart Initiative that addresses operational and ethical items and can be shared with all employees. It can also be included in any procurement requests to avoid AI being used in inappropriate or unknown ways.
- Including data security and privacy measures in the AI policy to ensure the protection of data used and generated by AI systems.

RESOURCES

[The GoVAI Coalition created a draft AI Policy](#)

[AI Policy Manual](#)

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Immediate Next Steps

Strategy	Immediate Next Step
Smart Corridors	Issue a Request for Information to identify candidate corridors and determine priority corridor recommendations.
Smart Intersections	Identify local champions and develop ITS specifications to prepare for sensor implementation at key intersections.
Broadband Enhancement	Assess existing infrastructure, establish local partnerships, and seek ways to leverage the Broadband Middle-Mile Network project.
Data Governance and Sharing	Create a working group to establish a data governance framework. Continue work on the CAD-to-CAD data sharing system.

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San Bernardino Smart County Master Plan

Questions?



cog

San Bernardino Council of Governments

14

Minute Action

AGENDA ITEM: 25

Date: December 4, 2024

Subject:

Interstate 10/Riverside Avenue Interchange Phase 2 Project Amendment No. 1 to Funding Agreement No. 22-1002725 with City of Rialto

Recommendation:

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

- A. Allocate an additional \$670,025 in Valley Freeway Interchange funds to the City of Rialto for the Interstate 10 (I-10)/Riverside Avenue Interchange Phase 2 Project.
- B. Approve Amendment No. 1 to Funding Agreement No. 22-1002725 with the City of Rialto for the I-10/Riverside Avenue Interchange Phase 2 Project increasing the Measure I Valley Freeway Interchange Program funds by \$670,025 for a total of \$5,863,181.

Background:

On October 5, 2021, the City of Rialto (City) submitted a formal request for consideration of inclusion of an updated scope of the Interstate 10 (I-10)/Riverside Avenue Interchange Phase 2 Project (Phase 2 Project) in the 10-Year Delivery Plan. The Phase 2 Project will widen the bridge over the Union Pacific Railroad's tracks south of I-10 to Slover Avenue to match the lane configuration constructed as part of the I-10/Riverside Avenue Interchange Phase 1 Project that widened the bridge over I-10. The 10-Year Delivery Plan identified a Public Share amount of \$5,193,156 to complete the Plans, Specifications, and Estimates (PS&E), Right-of-Way (ROW), and Utility Relocation Phases of the Phase 2 Project. The City and San Bernardino County Transportation Authority (SBCTA) entered into Project Funding Agreement No. 22-1002725 in March 2022, to allocate \$5,193,156 in Measure I Valley Freeway Interchange Program funds for the Public Share of costs with the plan to later seek external State and/or Federal sources to fund all or a portion of the Public Share of the Construction Phase.

The estimated cost through ROW and Utility Relocation is \$8,076,007, of which the Public Share is \$5,863,181. The Public Share amount per phase is as follows: \$2,504,378 for PS&E and \$3,358,803 for ROW and Utility Relocation. Staff recommends approval of the allocation to allow the Phase 2 Project to proceed to construction readiness.

Financial Impact:

The adopted Budget for Fiscal Year 2024/2025 includes sufficient Valley Freeway Interchange Program funds for new and amended agreements to support this allocation in Program 50, Fund Administration.

Reviewed By:

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2024. SBCTA General Counsel and Enterprise Risk Manager have reviewed this item and the draft amendment.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item
December 4, 2024
Page 2

Approved
Board of Directors
Date: December 4, 2024
Witnessed By:

San Bernardino County Transportation Authority

AMENDMENT NO. 1 TO PROJECT FUNDING AGREEMENT NO. 22-1002725

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF RIALTO

FOR

INTERSTATE 10/RIVERSIDE AVENUE INTERCHANGE PHASE 2 PROJECT

This Amendment No. 1 to Project Funding Agreement (“Agreement”) by and between the San Bernardino County Transportation Authority (“SBCTA”) and the City of Rialto (“CITY”) is for widening of the existing Riverside Avenue bridge structure over the UPRR railroad tracks south of Interstate 10 (I-10) to Slover Avenue (“PROJECT”) to match the lane configuration constructed as part of the I-10/Riverside Avenue Interchange Phase 1 Project. SBCTA and CITY shall be individually or collectively, as applicable, known as “Party” or “Parties.”

RECITALS

- A. The Measure I 2010-2040 Expenditure Plan identifies projects eligible for partial funding from Measure I 2010-2040 Valley Freeway Interchange Program (“VFI”) funds; and
- B. SBCTA prepared a study, referenced herein as the Nexus Study, dated November 2, 2011, updated every two years in accordance with the Measure I 2010-2040 Expenditure Plan, that identifies PROJECT as eligible for the SBCTA Public Share of 72.6% of costs necessary to complete the project; and
- C. On October 5, 2021, CITY submitted a formal request for consideration of inclusion of PROJECT in the 10-Year Delivery Plan; and
- D. CITY identified a need of \$5,193,156 to complete the Plans, Specifications, and Estimate (PS&E), Right of Way (ROW), and Utility Relocation Phases of PROJECT (“PROJECT WORK”); and
- E. On December 1, 2021, the SBCTA Board of Directors approved the 2021 Update to the 10-Year Delivery Plan, which identified an SBCTA contribution of \$5,193,156 to PROJECT WORK; and
- F. The Parties entered into Project Funding Agreement 22-1002725 on or about March 28, 2022, to allocate \$5,193,156 in Measure I VFI funds for the Public Share of costs of PROJECT WORK; and

G. CITY has identified a need of an additional \$670,025 to fully fund the Project through the ROW Phase; and

H. CITY has requested updates to Attachment B: Summary of Estimated Costs; and

NOW, THEREFORE, the Parties agree to the following:

1. Paragraph 1 of Section I is deleted in its entirety and replaced with the following:

“1. To reimburse CITY for the 72.6% public share of the actual cost of PROJECT WORK, as described more fully in Attachment A, not to exceed \$5,863,181 in Measure I Valley Freeway Interchange Program funds. SBCTA shall have no further responsibilities to provide any further funding for PROJECT WORK exceeding this amount without an amendment to this Agreement. A cost estimate for the PROJECT WORK is provided in Attachment B.”

2. Paragraph 2 of Section II is deleted in its entirety and replaced with the following:

“2. To contribute 27.4% of PROJECT WORK costs up to \$2,212,826 in Development Impact Fees for PROJECT WORK.”

3. Attachment B to the Agreement is replaced with the Revised Summary of Estimated Costs attached as Attachment B to this Amendment No. 1 and incorporated herein.

4. Except as amended by this Amendment No. 1, all other terms and conditions of the Agreement shall remain in full force and effect and are incorporated herein by this reference.

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

6. This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original, and may be signed and transmitted with electronic signatures which shall be binding on the Party.

7. This Amendment No. 1 shall be effective on the date executed by SBCTA.

---SIGNATURES ON FOLLOWING PAGE---

IN WITNESS WHEREOF, the Parties have executed this Amendment No. 1 by their authorized signatories below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF RIALTO

By: _____
Ray Marquez, President
Board of Directors

By: _____
Michael Milhiser
City Manager

Date: _____

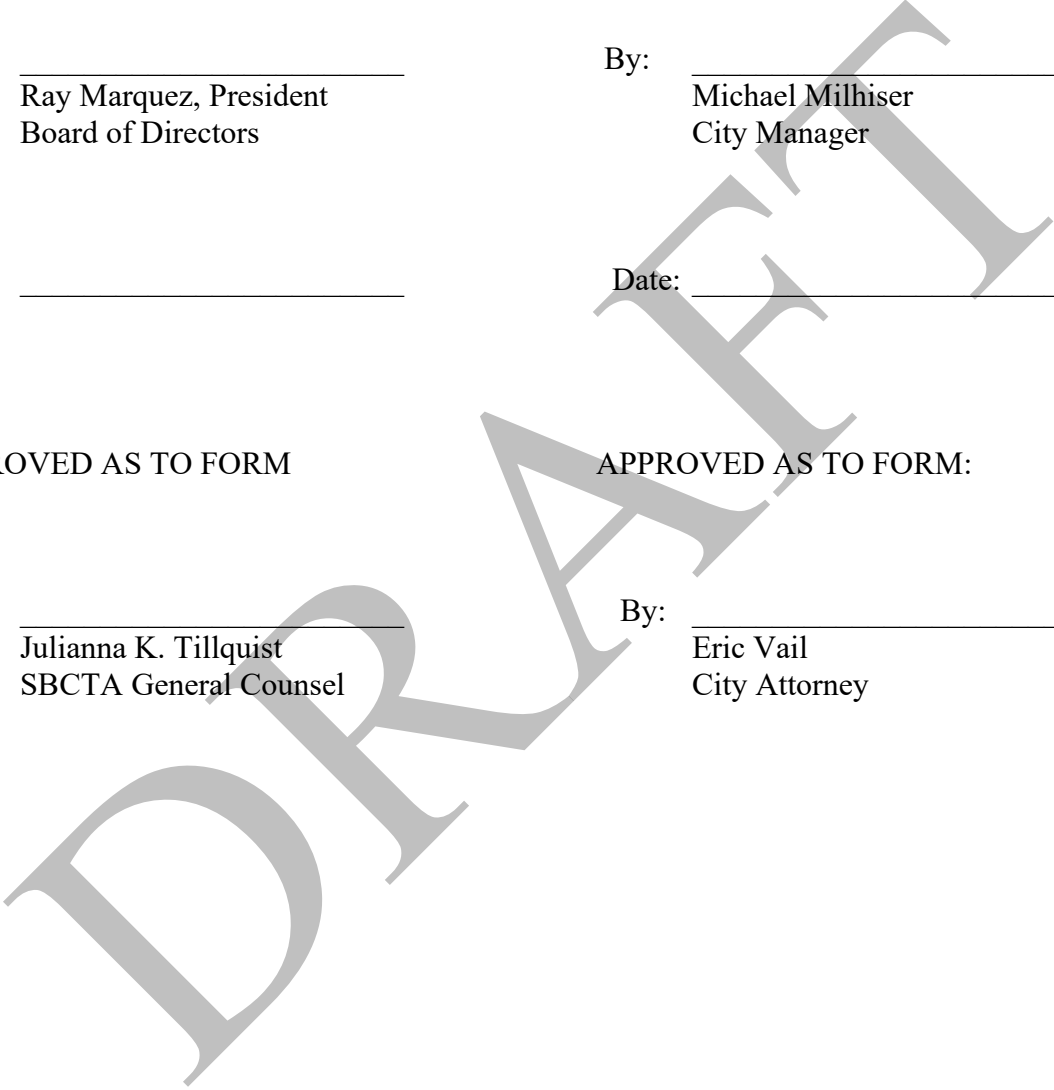
Date: _____

APPROVED AS TO FORM

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
SBCTA General Counsel

By: _____
Eric Vail
City Attorney



Attachment: 22-1002725-01 (11077 : I-10/Riverside Avenue Interchange Phase 2 Amendment No. 1 to Funding Agreement)

ATTACHMENT B

INTERSTATE 10/RIVERSIDE AVENUE INTERCHANGE PHASE 2 PROJECT

Revised Summary of Estimated Costs

Phase ¹	Total Cost	SBCTA Share ² (Public Share) 72.6%	City of Rialto Share (Development Share) 27.4%
Plans, Specifications, and Estimates Phase	\$3,449,557	\$2,504,378	\$945,179
ROW and Utility Relocation Phase	\$4,626,450	\$3,358,803	\$1,267,647
TOTAL	\$8,076,007	\$5,863,181	\$2,212,826

¹ The actual cost of a specific phase may ultimately vary from the estimates shown; however, under no circumstances is the total combined SBCTA contribution to exceed \$5,863,181 without an amendment to this Agreement.

² SBCTA's share can be from sources under control of SBCTA including, but not limited to, Measure I Valley Freeway Interchange Program, State Transportation Improvement Program, Surface Transportation Program, or other funds without necessitating an amendment of this Agreement.

Minute Action

AGENDA ITEM: 26

Date: December 4, 2024

Subject:

State Legislative Update

Recommendation:

Receive and file the November 2024 State Legislative Update.

Background:

San Bernardino County Transportation Authority Legislative Affairs staff, along with representatives from state advocates, California Advisors, LLC, updated the Legislative Policy Committee on November 13, 2024, on the results of the November 2024 elections, a second Special Legislative Session called by Governor Gavin Newsom, and expected issues in the 2025-2026 legislative session.

End of 2024 Legislative Session

September 30, 2024, was the last day for Governor Newsom to sign or veto all the legislation sent to him. This year Governor Newsom vetoed nearly 16% of all 1,100 bills passed by the Legislature, slightly higher than the 15% veto rate last year.

The Legislature remained in Sacramento for a special session following the close of regular session on August 31, 2024. The Assembly gaveled in the Special Session on the last night of regular session while the Senate leadership did not commit to the special session initially. On October 1, 2024, the Assembly approved ABX2-1 which authorizes the California Energy Commission to develop requirements for oil refiners to maintain resupply plans to cover production loss during maintenance events, and to maintain minimum levels of inventories. On October 7, 2024, the Senate gaveled in the special session and quickly held two committee hearings regarding the bill and held a floor vote on ABX2-1 before adjourning on October 11, 2024. Governor Newsom signed ABX2-1 on October 14, 2024.

Following the end of legislative session, the focus turned to the November 2024 election. All Assembly seats and half of Senate seats will be on the ballot, and more than 30 new members will join the Legislature due to term limits or retirements. The Legislature will reconvene after the election to swear in the newly elected legislators to the new two-year session on December 2, 2024.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was received by the Legislative Policy Committee on November 13, 2024.

Responsible Staff:

Louis Vidaure, Legislative Analyst

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

Board of Directors Agenda Item
December 4, 2024
Page 2

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 27

Date: *December 4, 2024*

Subject:

Federal Legislative Update

Recommendation:

Receive and file the November 2024 Federal Legislative Update.

Background:

San Bernardino County Transportation Authority (SBCTA) Legislative Affairs staff, along with a representative from federal advocates, Potomac Partners D.C., LLC, updated the Legislative Policy Committee on November 13, 2024, regarding the appropriations process for Fiscal Year 2025 and the results and potential impacts from the November 2024 General Election.

Congressional Session and Appropriations Process

The House and Senate were in recess for the month of October 2024. They will gavel back into session after the general election on November 5, 2024, and resume negotiations to address the Fiscal Year 2025 Appropriations bills prior to the expiration of the current Continuing Resolution on December 20, 2024.

United States Department of Transportation (USDOT) Announces Airport Grants

On October 24, 2024, the USDOT announced \$970 million in funding for Airport grants across the country. The Fiscal Year 2025 (FY25) round of funding will go towards projects to repair runways, air-traffic-control towers, and back-of-house infrastructure. It also includes funding for new baggage systems, larger security checkpoints, increasing gate capacity, and modernizing aging infrastructure throughout terminals and ground transportation.

San Bernardino County's Ontario International Airport (ONT) was one of the awardees of the USDOT grants. ONT was awarded \$7,072,000 to fund the construction of new secure area exit corridors and enlarged Americans with Disabilities Act compliant family restrooms in Terminals 2 and 4.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was received by the Legislative Policy Committee on November 13, 2024.

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

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

Minute Action

AGENDA ITEM: 28

Date: *December 4, 2024*

Subject:

2025-2026 Legislative Platforms

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority and San Bernardino Council of Governments:

Adopt the 2025-2026 State and Federal Legislative Platforms.

Background:

The San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments' (SBCOG) State and Federal Legislative Platforms serve as the foundation for understanding the perspective of the Board of Directors (Board) on key issues that are anticipated to be considered during the course of each legislative session. Once formally adopted, the legislative platforms will guide staff's analysis and recommendations on pending legislative and regulatory items in the upcoming session.

On April 1, 2020, the SBCTA/SBCOG Board authorized the creation of the Legislative Policy Committee (LPC). The LPC is comprised of the Board President, Board Vice-President, Immediate Past Board President and four (4) Board members appointed by the Board President.

The LPC was established to review and provide input on the drafting of the State and Federal Legislative Platforms and take positions on legislation and regulations on behalf of the Board when that proposed position is consistent with the adopted legislative platforms. In developing the 2025-2026 platforms, staff conducted internal meetings and received input from transit partners within San Bernardino County and our State and Federal legislative advocates in preparation of the proposed documents.

The Proposed 2025-2026 Federal and State Legislative Platforms are included as Attachments A and B, respectively.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Legislative Policy Committee on November 13, 2024.

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

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

Attachment A

San Bernardino County Transportation Authority / San Bernardino Council of Governments 2025 - 2026 Federal Legislative Platform

The San Bernardino County Transportation Authority (SBCTA) serves as the Regional Transportation Planning Agency for the largest geographical county in the nation. Covering more than 20,000 sq. miles and serving approximately 2.2 million residents, the Board of Directors is comprised of representatives from San Bernardino County's 24 cities and five supervisorial districts. In addition to the cooperative regional planning and expansion of an efficient multi-modal transportation system countywide, SBCTA supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, ridesharing, congestion management, and long-term planning studies. SBCTA administers Measure I funding for transportation planning, design, construction, operation, and maintenance in San Bernardino County. The voter-approved measure distinguishes SBCTA as one of 25 self-help counties, contributing to the improvement of the regional and statewide transportation system.

This legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable SBCTA and the San Bernardino Council of Governments (SBCOG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the Legislative Policy Committee and Board of Directors on federal legislative, regulatory, and administrative matters that are anticipated to be addressed in the upcoming congressional session.

SBCTA and SBCOG will continue to partner with public and private sector entities to support common objectives in Washington, DC and foster unity within San Bernardino County.

I. Funding

Seek the highest level of federal transportation dollars to San Bernardino County for SBCTA projects and programs.

Support Efforts To:

- Ensure that local agencies and jurisdictions, particularly communities that have been historically underserved and disadvantaged, have equal access to federal investment and that San Bernardino County receives our fair share of the urbanized area formula funding allocations.
- Ensure that authorized funding levels and advanced appropriations provided in the Infrastructure Investment and Jobs Act are maintained in order to meet critical infrastructure needs throughout San Bernardino County.
- Encourage federal funding programs to include incentives that reward self-help counties.
- Ensure that planning and project selection for the Federal Transit Administration funds is done at the local level, based on local priorities.
- Restore formula funding of Federal Highway Administration funds to counties that are a part of large multi-county Metropolitan Planning Organizations.

- Increase overall funding of the Surface Transportation Block Grant Program and increase the percentage of sub-allocation to urbanized areas.
- Increase funding for Transit Oriented Development opportunities.
- Increase funding for operations and maintenance at public transit agencies.
- Provide for more predictable federal funding streams through greater emphasis on formula programs rather than competitive discretionary programs.
- Simplify the existing competitive grant programs, with consideration of multi-year programming and less complex and expensive application requirements.
- Maintain SBCTA's input on the development of any Surface Transportation Authorization legislation that would impact transportation programs and funding in San Bernardino County.
- Protect funding sources for congestion relief and pollution reduction related to the transportation sector.
- Ensure that legislation and regulations do not impose unfunded mandates on local transportation agencies and control of project implementation remains at the local level.
- Increase investment in hydrogen and other zero-emission technologies to meet the growing need of new technologies in the transit and freight network.

Maximize federal funding for interstate highways and transit capital/operations in order to help meet federal environmental goals and support intercity commuter rail; buses and bus facilities; goods movement; intelligent transportation systems and new technologies and fuel sources that maximize existing infrastructure; safety, maintenance, and operations funding for all modes; and regional airport ground access and development needs.

Support Efforts To:

- Increase Congressional oversight of discretionary grant programs such as Rebuilding American Infrastructure with Sustainability and Equity Grants, Advanced Transportation Technologies and Innovative Mobility Deployment, Multimodal Project Discretionary Grant Opportunity (INFRA/Mega), Capital Investment Grants, Positive Train Control (PTC) and Consolidated Rail Infrastructure and Safety Improvements to provide more transparency in the decision-making process.

Oppose Efforts To:

- Withhold federal transportation funding due to enforcement of federal air quality standards beyond the control of local jurisdictions and air quality management districts.

II. Goods Movement

SBCTA will continue to bring awareness to the relationship between the County's logistics sector and the Ports of Los Angeles and Long Beach, as well as the importance of San Bernardino County as a goods movement gateway to and from the United States.

Support Efforts To:

- Increase federal investment in trade corridors, gateways, intermodal connectors and freight facilities in San Bernardino County.

- Effectively and strategically use goods movement investments to address the more critical freight bottlenecks that have profound impacts on the nation’s economy.
- Increase the proportion of freight funds that are allocated by formula and base the formula on relative impact to regions from national freight flows.
- Increase national dialogue on freight policy and its focus on improving the performance of the freight network and advocate for implementing Southern California’s freight strategy.
- Develop policies that allow for the improvement of strategic freight bottlenecks to accommodate the growing logistics industry in our region.
- Recognize the importance of inland ports to overall goods movement systems as part of any investment plan.
- Create federal incentives that promote the utilization of the cleanest commercially available and cost-effective truck technologies and charging infrastructure.

Oppose Efforts To:

- Increase the capacity or intensity of freight movement in San Bernardino County without appropriate mitigation of impacts or projects to ensure the continued efficient movement of goods.
- Reduce or redirect revenues generated by any fee that is levied on freight and specifically designated to fund projects that mitigate congestion, air quality, and community impacts directly associated with the movement of freight.

III. Multi-Modal

SBCTA’s expanding transit, rail, and active transportation programs strive to enhance sustainability for San Bernardino County communities and stakeholders. These mobility options focus on implementing a dynamic regional growth vision based on the principles of livability, prosperity, and sustainability.

Support Efforts To:

- Develop reforms that accelerate project procurement, promote flexibility and innovation, and respect local control.
- Streamline federal reporting/monitoring requirements to reduce project delivery times without eliminating critical oversight mechanisms.
- Encourage the Federal Rail Administration to promote the use of hydrogen fuel cells and similar emerging technologies to power intercity and commuter rail vehicles.
- Develop policies that keep our rail systems safe and increase federal investment in intercity and commuter rail services.
- Increase incentives for transit agencies that utilize alternative fuels.
- Establish a technology-neutral position when promoting different fuel and vehicle types while considering local conditions and engaging with stakeholders to determine technology needs.
- Expand eligible uses for federal transit funds to provide maximum flexibility to local agencies for funding capital and operations needs.

- Advocate for investment in San Bernardino County, supported by SBCTA and local stakeholders, for a subsurface connection between the San Bernardino Metrolink commuter rail line and Ontario International Airport.
- Allow the acquisition of land for public transit operations and maintenance facilities prior to the approval of a National Environmental Protection Act document.
- Allow states to waive the “under the hood” requirement on the Commercial Driver’s License test for public transit agency bus drivers.
- Secure funds to facilitate the conversion of public sector fleets to alternative fuels to meet local, state, and federal fleet conversion mandates.
- Provide for the replacement of aging alternative fuel fleets and the necessary energy infrastructure to support the conversion mandates.
- Ensure flexibility in the application of the “spare ratio” requirement to zero-emission transit buses to address temporary reductions in transit service.

IV. Council of Governments

SBCOG’s member agencies include all 24 cities and the County of San Bernardino and leads a number of regional matters important to the future of the residents of San Bernardino County, by working with our Congressional Delegation to strengthen the region’s advocacy on housing, homelessness, communications and technology, resiliency, energy, economic development, workforce development, and public safety.

SBCOG Supports Efforts to:

- Encourage federal programs that support the advancement of equity within communities throughout San Bernardino County.

Housing and Homelessness

SBCOG Supports Efforts to:

- Increase the supply of housing at all affordability levels and expand housing choices.
- Plan for the growth of our communities.
- Increase programs and resources to implement housing near transportation and transit corridors in San Bernardino County.
- Increase programs and resources that provide more options for emergency, transitional and permanent supportive housing options to address the homelessness crisis.
- Stabilize the homeowner insurance industry.

Communications/Technology

SBCOG Supports Efforts to:

- Increase resources to coordinate efforts that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions to bridge the digital divide.
- Expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
- Fund studies to determine broadband opportunity zones within San Bernardino County.

- Establish measures to protect our technology and communications systems against cyber threats.
- Increase funding for technology/communications projects and programs.
- Fund Smart Cities plans and initiatives.
- Support policies and plans that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal with respect to alternative fuel technologies.
- Provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.

Environment/Resiliency/Energy

SBCOG Supports Efforts to:

- Increase the region's resiliency against climate related hazards.
- Promote the innovation of clean energy alternatives.
- Provide funding for Microgrid planning and implementation.
- Promote energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
- Encourage the Environmental Protection Agency to continue to work with the South Coast Air Quality Management District (SCAQMD) regarding enforcement of federal air quality standards and emission sources outside SCAQMD's authority.
- Implement an ultra-low nitrogen oxide (NOx) standard to reduce NOx emissions from heavy trucks and simplify air quality regulations and requirements.

Jobs/Economy

SBCOG Supports Efforts to:

- Incentivize programs to attract, retain, and grow businesses and employment opportunities in San Bernardino County.
- Support programs in the alternative energy sector that create jobs and boost economic productivity.
- Collaborate with public and private sector stakeholders on policy and funding matters that enhance economic development and quality of life in the Inland Empire region.
- Support the expansion of federal Opportunity Zones to incentivize private investment in disadvantaged communities throughout San Bernardino County.

Public Safety

SBCOG Supports Efforts to:

- Create resources for information sharing and education.
- Provide resources for local jurisdictions to update critical safety plans.
- Share information between federal and local public safety agencies, allowing local agencies to be apprised of possible threats that can impact County residents.

Attachment B

San Bernardino County Transportation Authority / San Bernardino Council of Governments 2025-2026 State Legislative Platform

The San Bernardino County Transportation Authority (SBCTA) serves as the Regional Transportation Planning Agency for the largest geographical county in the nation. Covering more than 20,000 sq. miles and serving approximately 2.2 million residents, the Board of Directors is comprised of representatives from San Bernardino County's 24 cities and five supervisorial districts. In addition to the cooperative regional planning and expansion of an efficient multi-modal transportation system countywide, SBCTA supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, freeway service patrol, ridesharing, congestion management, active transportation and long-term planning studies. SBCTA administers Measure I funding for transportation planning, design, construction, operation, and maintenance in San Bernardino County. The voter-approved measure distinguishes SBCTA as one of 25 self-help counties, contributing to the improvement of the regional and statewide transportation system.

This legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable SBCTA and the San Bernardino Council of Governments (SBCOG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the Legislative Policy Committee and Board of Directors on state legislative, regulatory, and administrative matters that are anticipated to be addressed in the legislative session.

SBCTA and SBCOG will continue to partner with public and private sector entities to support common objectives in Sacramento and foster unity within San Bernardino County.

I. Local Control

The San Bernardino County Transportation Authority will advocate for local control over transportation projects within San Bernardino County to ensure that innovative financing and project delivery methods remain available for county transportation commissions to leverage local dollars, accelerate construction, and job creation, as well as provide increased mobility options for local residents.

Support Efforts To:

- Ensure SBCTA's decision-making authority over transportation projects that are planned, constructed and operated in San Bernardino County.
- Preserve local flexibility in the administration of programs and services.
- Promote strong collaborative partnerships with State agencies.
- Allow for innovative project delivery methods (e.g. design-build, construction manager/general contractor), for a broad variety of projects including highways, transit, and local streets and roads.

- Ensure projects are based on locally driven alternatives and do not require state approval when primarily funded and managed by local agencies.
- Revise the California Environmental Quality Act (CEQA) to streamline the environmental review process, to improve timelines for project approvals and avoid costly duplicative steps while maintaining critical environmental protections.
- Protect toll operating agencies from lawsuits associated with the use of personal information for collecting toll fees and citations.
- Develop greater consistency for environmental mitigation requirements.

Oppose Efforts To:

- Threaten the timely delivery of the Measure I Expenditure Plan or administration of any Measure I programs and services.
- Change the Board composition, organization or decision-making authority of any agency without the express permission of the agency.
- Impose additional mandates beyond those already in existence on lead agencies using alternative project delivery mechanisms.
- Require additional CEQA review and process requirements that delay projects and increase costs.
- Allow specific vehicle classes to have unrestricted access to carpool or toll facilities.
- Place transit investments in San Bernardino County without direct involvement by SBCTA and/or appropriate local jurisdictions.
- Establish legislation that allow redirection of toll revenue from the operating agency to the State or any other agency.
- Impose a *de facto* prohibition of highway projects through infeasible state environmental mitigation requirements.
- Impose unfunded mandates on local governments.
- Divert local revenues for state purposes.

II. Funding

State funding for projects supported by local voter-approved transportation sales tax measures is critical to implementing innovative, intelligent/advanced transportation, goods movement, demand management, active transportation, and air quality programs which relieve congestion and improve air quality. SBCTA will advocate for state funding to support transportation projects in San Bernardino County.

Support Efforts To:

- Ensure that planning and project selection for state formula funds is done at the local level, based on local priorities, and San Bernardino County receives its full share of funding allocations.
- Enact state policies that assure timely allocation of transportation revenue and allow for regions to advance projects with local funds as needed.
- Prioritize funding for projects supported by voter-approved transportation local sales tax measures.

- Recognize/reward the investment in the state’s transportation system made by self-help counties and incentivize counties without a voter-approved tax measure for transportation to become “self-help” counties.
- Incentivize public-private partnerships in the development of transportation improvements.
- Protect Assembly Bill 2766 funding and continue to encourage funding of programs and projects that reduce motor vehicle emissions.
- Ensure that legislation and regulations on Green House Gas (GHG) reduction and other environmental mandates are designed to be feasible and achievable for lower density environments like San Bernardino County and that funding is provided for assistance in achieving those goals.
- Develop guidelines for funding programs and project scoring criteria related to transportation and air quality/GHG reduction that recognize the importance of geographic equity and are tailored to account for the characteristics and limitations of lower density environments like San Bernardino County.
- Protect funding sources for congestion relief and pollution reduction related to the transportation sector.
- Continue practice of review and comment opportunities for criteria on competitive transportation grant programs by local jurisdictions and transportation agencies.
- Work with administration and legislative representatives to ensure that SBCTA projects and programs meet the spirit of Executive Order N-19-19 while maintaining local priorities and protecting local transportation funds and addressing the growing mobility demands of an increasing population and freight moving through our communities.
- Meet the challenges of confronting climate change while ensuring that reductions in programs such as SB 1 will be replaced with new equitable revenue streams.
- Promote transparency in all state agency directives by providing local agencies with comment periods and responses prior to the publication of such directives.

Oppose Efforts To:

- Adversely alter distribution percentages of state transportation formula funds or shift funds away from local agencies.
- Reduce SBCTA’s ability to efficiently and effectively contract for goods and services.
- Impose state requirements for the expenditure of locally raised revenues without the consent of the local agency.
- Divert transportation revenues for non-transportation purposes.
- Link existing transportation funding sources to the achievement of GHG reduction, Vehicle Miles Traveled (VMT) or Regional Housing Needs Assessment (RHNA) goals.
- Unreasonably increase the administrative fees levied by the California Department of Tax and Fee Administration for the collection and administration of county transportation sales tax measures.
- Pass any legislation to authorize a multi-county revenue measure for environmental programs.
- Require contributions from local agencies for state highway maintenance, with the possible exception of new toll facilities.

- Change the Bradley-Burns uniform local tax law or distribution of online sales tax revenue in any way that would adversely affect San Bernardino County jurisdictions or Measure I revenue.

III. Goods Movement

SBCTA will continue to raise awareness of the relationship between the County’s logistics sector and the Ports of Los Angeles and Long Beach, as well as the importance of San Bernardino County as a key goods movement gateway to the United States.

Support Efforts To:

- Recognize the important role goods movement plays within San Bernardino County and transportation projects that help to move goods more efficiently, while also favoring development projects that do not exacerbate existing air quality, traffic or socioeconomic issues within disadvantaged communities.
- Advocate for equitable funding for trade corridors, gateways, intermodal connectors and freight facilities in San Bernardino County.
- Reduce freight-related impacts to San Bernardino County and ensure newly funded projects include necessary mitigation measures to protect impacted communities.
- Generate additional revenue streams to assist with freight movement investment so as to provide funding support commensurate with the local and regional impacts of national freight flows.

Oppose Efforts To:

- Locate any new intermodal freight facility that would have any negative environmental or socioeconomic impacts on existing disadvantaged communities in San Bernardino County without sufficient mitigation and economic benefit to the community.
- Include VMT reduction or mitigation requirements that restrict the ability to deliver goods movement enhancements, recognizing the important role San Bernardino County plays in goods movement to the rest of the nation.
- Increase the capacity or intensity of freight movement in San Bernardino County without appropriate mitigation of impacts or projects to ensure the continued efficient movement of goods.

IV. Multi-Modal

SBCTA’s growing transit, rail, shared-ride and active transportation programs strive to enhance sustainability for San Bernardino County communities and stakeholders. These mobility options focus on implementing a dynamic regional growth vision based on the principles of livability, prosperity, and sustainability.

Support Efforts To:

- Protect the significant resources SBCTA and its Southern California Regional Rail Authority Partners have invested in the Metrolink system.
- Promote increased state transit operations and maintenance funding.
- Ensure appropriate funding for a growing rail and bus system in San Bernardino County.

- Secure funds to facilitate the conversion of public sector fleets to alternative fuels to meet local, state, and federal fleet conversion mandates.
- Provide for the replacement of aging alternative fuel fleets and the necessary energy infrastructure to support the conversion mandates.
- Promote transit-oriented development near rail and bus rapid transit stations.
- Ensure that SBCTA has a role in the planning of all transportation modes and routes serving San Bernardino County.
- Incentivize ridesharing and transit use through reimbursable employer-sponsored initiatives such as transit passes.
- Advocate for investment in San Bernardino County, supported by SBCTA and local stakeholders, for a subsurface connection between the San Bernardino Metrolink commuter rail line and Ontario International Airport.
- Create state incentives that promote Diesel-Electric or Near-Zero/Zero Emission Low-Floor Multiple Unit railcars.
- Encourage use of and incentivize innovative emerging technologies to provide increased regional connectivity and clean transit options.
- Increase investment in hydrogen and other zero-emission technologies to meet the growing need of new technologies in the transit and freight network.
- Establish a technology-neutral position when promoting different fuel and vehicle types while considering local conditions and engaging with stakeholders to determine technology needs.
- Maintain or increase flexibility of State Transit Assistance, State of Good Repair and Low Carbon Transit Operations Program funding for local public transit agencies.
- Expand number of programs funded by the Greenhouse Gas Reduction Fund (GGRF) that support local public transit agencies and/or increase share of GGRF that supports local transit agencies.
- Increase the number of California Department of Motor Vehicles locations that can provide certifications for public transit agency bus drivers and maintenance workers.
- Expand criteria for Transportation Development Act funding beyond farebox recovery as sole metric.
- Pass legislation that increases operator and rider safety within public transit agencies.
- Ensure that regulations regarding labor issues are compatible with public transit labor agreements negotiated in good faith.
- Ensure that funding mandates for public transit agencies are supported by a consistent growth of state investment.
- Fund Freeway Service Patrol and ride-sharing programs, consistent with the level of growth and usage of the programs.

Oppose Efforts To:

- Require increased service levels unless they are agreed to by the transit operator and have appropriate funding.
- Mandate that SBCTA build, fund or operate specific transportation projects or programs in San Bernardino County.
- Increase zero emission transit mandates that would impose undue financial or operational burden on transit systems without corresponding increases in state funding.

V. Council of Governments

SBCOG’s member agencies include all 24 cities and the County of San Bernardino; SBCOG leads efforts to address a number of regional matters important to the future of the residents of San Bernardino County by working with our State Legislative Delegation to strengthen the region’s advocacy on housing, homelessness, communications and technology, resiliency, energy, economic development, workforce development, and public safety.

SBCOG Support Efforts To:

- Promote programs that support the advancement of equity within communities throughout San Bernardino County.

Housing and Homelessness

SBCOG Supports Efforts to:

- Increase the supply of housing at all affordability levels and expand housing choices
- Plan for the growth of our communities
- Increase funding levels for housing trusts and other local housing implementation programs, like the Regional Early Action Planning, Local Housing Trust Fund, and Permanent Local Housing Allocation program.
- Preserve the flexibility and control of a local jurisdiction's authority over housing developments, housing production, affordability and homelessness challenges.
- Develop solutions to address RHNA distribution and allocation methodologies, including process to trade RHNA allocation between jurisdictions.
- Develop housing near transportation and transit corridors in San Bernardino County.
- Provide equitable distribution of housing supply through the Affirmatively Furthering Fair Housing requirements.
- Preserve local authority to address housing production, affordability, and homelessness challenges.
- Provide local jurisdictions with necessary tools and funding to implement state mandates.
- Provide more options for emergency, transitional and permanent supportive housing options to address the homelessness crisis and oppose efforts to withhold these funds from local jurisdictions.
- California Environmental Quality Act (CEQA) reform to expedite and streamline both project development and delivery for residential projects, especially those located in a transit-rich area, jobs-rich area, or urban infill site.
- Efforts to stabilize the homeowners insurance industry in the State of California.
- Revise the Affordable Housing Sustainable Communities guidelines to provide the opportunity for San Bernardino County to better compete for Cap and Trade funding.
- Ensure decision-making authority of local jurisdictions and agencies over land use and regional planning.

Communications/Technology

SBCOG Supports Efforts to:

- Provide resources that would prioritize additional funding and resources for broadband infrastructure, particularly in low-income and rural communities, tribal lands, and community anchor institutions to bridge the digital divide.
- Expedite access to broadband infrastructure funding, streamline project permitting, and achieve economies of scale.
- Fund studies to determine broadband opportunity zones within San Bernardino County.
- Establish measures to protect our technology and communications systems against cyber threats.
- Increase funding for technology/communications projects and programs.
- Fund Smart Cities plans and initiatives.
- Establish policies and plans that consider life-cycle analysis and prioritize proper battery reuse, recycling, and disposal with respect to alternative fuel technologies.
- Provide funding for electric and alternative fuel vehicle planning, permit streamlining, purchases, and charging/refueling infrastructure, with a focus on public investment in areas that would otherwise be neglected, such as multi-unit dwellings, rural areas, and low to middle-income neighborhoods.

Environment/Resiliency/Energy

SBCOG Supports Efforts to:

- Preserve and maintain energy efficiency programs and projects.
- Increase the region's resiliency against climate-related hazards.
- Promote the innovation of clean energy alternatives.
- Increase/ensure appropriate resources for jurisdictions to implement climate action plans.
- Ensure appropriate levels of funding for Microgrid planning and implementation.
- Promote energy resilience policies that minimize the impact that electric vehicles have on the power grid, such as encouraging bi-directional charging, making on-site energy storage available, and using smart metering to maximize the use of renewable energy sources.
- Encourage the California Public Utilities Commission to support legislation related to Transportation Network Companies, motorized scooters, and bike-share systems that ensure new regulations adequately protect users of all modes and support the ability of local jurisdictions to secure access to public interest data, including ridership data, for local and regional planning purposes, while maintaining anonymity and privacy of the individual user.
- Provide local jurisdictions with the resources needed for refueling/recharging infrastructure for alternative fuel or electric vehicles.

Jobs/Economy

SBCOG Supports Efforts to:

- Train and educate the workforce for high-demand jobs within San Bernardino County.
- Incentivize, attract, retain, and grow businesses as well as employment opportunities in San Bernardino County.
- Support programs in the alternative energy sector that create jobs and boost economic productivity.

- Collaborate with public and private sector stakeholders on policy and funding matters that enhance economic development and quality of life in the Inland Empire region.

Public Safety

SBCOG Supports Efforts to:

- Create resources for information sharing and education.
- Provide resources for jurisdictions to update critical safety plans.
- Share information between state and local public safety agencies, allowing local agencies to be apprised of possible threats that can impact San Bernardino County residents.

Minute Action

AGENDA ITEM: 29

Date: December 4, 2024

Subject:

US 395 Phase 2 Project Hearing to Consider Resolution of Necessity for Property interests within the City of Hesperia

Recommendation:

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

A. Conduct a public hearing to consider condemnation of real property required for the US 395 Phase 2 Project in the Cities of Hesperia and Victorville.

B. Upon completion of a public hearing, that the Board adopt Resolution of Necessity No. 25-051 authorizing and directing General Counsel, or her designee, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property from: La Belle I, LLC Property (Assessor's Parcel Number 3064-551-07 and 3064 -551-08). The resolution must be approved by at least a two-thirds majority.

Background:

San Bernardino County Transportation Authority (SBCTA) is proceeding with the delivery of the US 395 Phase 2 Project (Project). The acquisition of Temporary Construction Easements (TCE), permanent easements, and partial fee areas from 51 properties is required to construct and operate the Project.

On September 8, 2022, SBCTA and California Department of Transportation (Caltrans) executed Cooperative Agreement No. 22-1002816 for the final design and right-of-way (ROW) phase of this Project. Under the cooperative agreement, SBCTA is to lead the acquisition of ROW needed to construct and operate the Project.

In an effort to maintain the Project schedule, it is necessary to comply with the statutorily prescribed process for eminent domain and conduct hearings for a Resolution of Necessity (RON) for each property while negotiations continue. Therefore, the purpose of this agenda item is to present information regarding the public interest and necessity for the Project and the property rights required for Project implementation. Although the adoption of RON is recommended for the subject property in order to maintain the Project schedule and avoid delay costs, SBCTA's acquisition agents will continue to negotiate with the property owner in an effort to acquire the property interests through a voluntary purchase and avoid litigation.

The owner of the subject property is:

- La Belle I, LLC Property

Support for the 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). Eminent domain will allow SBCTA to obtain legal rights to the properties needed for the Project if a negotiated sale cannot be reached. A RON is the first step in the eminent domain process. Since the process takes several months, it is necessary to start this process now to ensure that possession of the property is obtained in time to meet the scheduled delivery and to avoid costly ROW delays.

Entity: San Bernardino County Transportation Authority

In order to adopt the RON, SBCTA must make the four findings discussed below for the property. The issue of the amount of just compensation for the property is not addressed by this RON and is not to be considered at the hearings. The four necessary findings are:

1. The public interest and necessity require the Project.

The Project is located in the Cities of Hesperia and Victorville of San Bernardino County. The Project will widen US 395 from two to four lanes with a raised median, turning lanes, and eight-foot shoulders between Interstate 15 and Palmdale Road. The proposed improvements will address a critical freight bottleneck in the Victor Valley region. US 395 is designated as a “Priority Interregional Highway” in the Caltrans 2021 Interregional Transportation Strategic Plan. US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties and an important agricultural route to and from the Central Valley.

The purpose of the Project is to:

- Improve the efficiency and reliability of regional freight flows by closing a critical gap on US 395.
- Improve safety for all users, both motorized and non-motorized.
- Transition US 395 into a more community-centric facility that better accommodates bicycle, pedestrian, and transit travel.

If no improvements are made to US 395, the existing and future traffic congestion will not be mitigated.

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

During the environmental phase of the Project, three alternatives were studied. The Project Development Team selected this alternative to construct as it included the least ROW impacts to the community and relieves congestion, enhancing the operational efficiency and improving access to local services. The proposed design minimizes the property required for the Project, but still requires partial acquisitions, permanent utility easements, permanent maintenance easements and the relinquishment of access rights to the highway in some areas. During the design phase, considerations had been taken that would provide access to adjacent properties where access to those properties would be affected by the Project. Epic Land Solutions, Inc., has also had numerous communications with the property owners about their needs in order to design the Project in a manner that causes the least private injury while accomplishing the greatest public good through construction of the Project.

3. Each property sought to be acquired is necessary for the Project.

While most of the Project is being constructed within existing ROW, some acquisition from the subject property is needed to accommodate widening of the existing roadway and to support drainage system improvements. For the subject property, the following ROW interests are required:

- **La Belle I, LLC Property:** A Fee Acquisition, a Permanent Slope Easement, and a Temporary Construction Easement.

Board of Directors Agenda Item

December 4, 2024

Page 3

4. Offers required by Section 7267.2 of the Government Code have been made to the property owners.

The property listed below was appraised and an offer for the full amount of the appraisal was made to the owner of record in accordance with Section 7267.2 of the Government Code.

- The offer for the La Belle I, LLC Property was sent on September 3, 2024.

Financial Impact:

The US 395 Phase 2 Project is included in the adopted Budget for Fiscal Year 2024/2025 and funded with Surface Transportation Program Funds in Program 40, Project Delivery.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on November 15, 2024. SBCTA General Counsel has reviewed this item. The RON was prepared and reviewed by outside ROW Counsel.

Responsible Staff:

Tracy Escobedo, Management Analyst II

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

San Bernardino County Transportation Authority

ATTACHMENT A

POWERPOINT PRESENTATION

US 395 Phase 2 Project

RESOLUTION OF NECESSITY HEARING FOR PROJECT RIGHT-OF-WAY

Presenter: Tracy Escobedo
Right-of-Way Coordinator



cta

San Bernardino County
Transportation Authority

Board of Directors Meeting
December 04, 2024

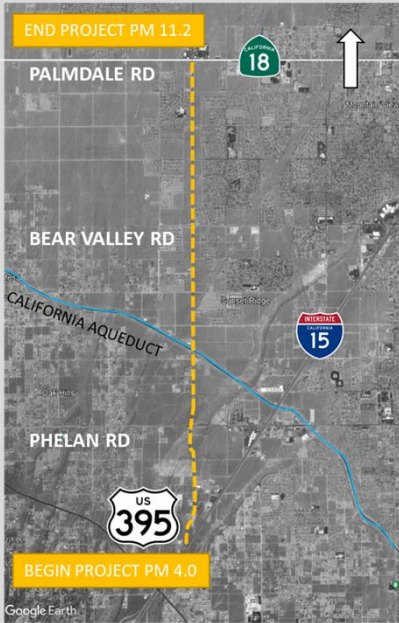
SBCTA IS REQUESTED TO MAKE THE FOLLOWING FINDINGS:

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: Resolution of Necessity Hearing Presentation Board 12.4.2024 (PDF) (11095 : US 395 Phase 2 Resolution of Necessity Hearing)



Project Overview

- Widen US 395 from 2 to 4 lanes with a raised median and eight-foot shoulders between I-15 and Palmdale Road (SR 18).
- New southbound bridge at California Aqueduct



US 395 Phase 2 Project



ID	APN	OWNER
B	3064-551-07, 3064-551-08	LA BELLE I, LLC



Parcel Locations

US-395 Phase 2 Project

City of Hesperia

APN: 3064-551-07 Owner: La Belle J. LLC

Parcel
 Fee Acquisition
 TEMPORARY CONSTRUCTION EASEMENT (TCE)
 PERMANENT SLOPE EASEMENT (PSE)

US-395 Phase 2 Project

City of Hesperia

APN: 3064-551-08 Owner: La Belle J. LLC

Parcel
 Fee Acquisition
 TEMPORARY CONSTRUCTION EASEMENT (TCE)
 PERMANENT SLOPE EASEMENT (PSE)

Property "B"

Parcel Location

No.	Ownership	Date of First Contact	Mailing	In Person Meetings	Phone Contacts	E-Mails	Attorney Contacts	Unsuccessful Contacts*	Total
8	La Belle	3/22/2024	2	0	4	6	0	0	12

Communications as of 9/24/2024

Communication Summary

Attachment: Resolution of Necessity Hearing Presentation Board 12.4.2024 (PDF) (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

Item	Ownership	Offer Date
B	La Belle	9/3/2024



Offer of Just Compensation

**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



RESOLUTION OF NECESSITY No. 25-051

LA BELLE I, LLC PROPERTY

(APNs 3064-551-07 and 3064-551-08)

RESOLUTION NO. 25-051

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF INTERESTS IN CERTAIN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NOS. 3064-551-07 and 3064-551-08.

WHEREAS, the San Bernardino County Transportation Authority ("SBCTA") is undertaking Phase 2 of the US-395 Widening Project (the "Project") between Interstate 15 and State Route 18; and

WHEREAS, the Project is a public project that proposes to improve approximately 7 miles between Interstate 15 and State Route 18 by extending the two lanes to four lanes and installing a continuous raised median, turn lanes, and signal modifications at various intersections within the Project limits; and

WHEREAS, the Project requires the acquisition of property or property interests from public and private parties; and

WHEREAS, the Project will be a transportation improvement project serving the public interest; and

WHEREAS, California Public Utilities Code section 130809 subdivision (b) authorizes SBCTA to exercise the power of eminent domain to acquire said property or property interests for public use by condemnation; and

WHEREAS, portions of the real property located on the west side of US Highway 395 at the western terminus of Poplar Street, in the City of Hesperia, California (the "Subject Property") are required for the Project. The specific portions of the Subject Property required for the Project are two partial fee acquisitions as legally described and depicted in Exhibits "1" and "2" hereto, a permanent slope easement as legally described and depicted in Exhibit "3" hereto, and a temporary construction easement as legally described and depicted in Exhibit "4" hereto (collectively, the "Property Interests"); and

WHEREAS, reasonable vehicular and pedestrian access to and from the Subject Property will be maintained at all times; and

WHEREAS, SBCTA communicated an offer of compensation to the owner or owners of record for the acquisition of the Property Interests; and

WHEREAS, in accordance with section 1245.235 of the California Code of Civil Procedure, SBCTA mailed a Notice of Hearing on the Intent of SBCTA to Adopt a Resolution of Necessity for acquisition by eminent domain of the Property Interests. The 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 Subject Property; and

WHEREAS, SBCTA provided written notice to the City of Hesperia as required by subsection (c) of California Public Utilities Code section 130220.5; and

WHEREAS, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to SBCTA's Board of Directors at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

WHEREAS, pursuant to section 1245.235 of the California Code of Civil Procedure, SBCTA scheduled a hearing for November 6, 2024 at 10:00 a.m. at Santa Fe Depot—SBCTA Lobby 1st Floor, 1170 W. 3rd Street, San Bernardino, California and gave to each person whose property is to be acquired by eminent domain and whose name and address appears on the last equalized county assessment roll notice and a reasonable opportunity to appear at said hearing and to be heard on the matters referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, said hearing has been held by SBCTA's Board of Directors and each person whose property is to be acquired by eminent domain was afforded an opportunity to be heard on those matters specified in SBCTA's notice of intention to conduct a hearing on whether or not to adopt a Resolution of Necessity and referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, SBCTA may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

NOW, THEREFORE, BE IT RESOLVED, by at least a two-thirds vote of SBCTA's Board of Directors under California Code of Civil Procedure sections 1240.030 and 1245.230, SBCTA does hereby find and determine as follows:

Section 1. Incorporation of Findings and Recitals. The above findings and recitals are true and correct and are incorporated herein in full by this reference.

Section 2. Compliance with California Code of Civil Procedure. There has been compliance by SBCTA with the requirements of section 1245.235 of the California Code of Civil Procedure regarding notice and hearing.

Section 3. Public Use. The public use for which the Property Interests are to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. California Public Utilities Code section 130809 subdivision (b)(4) authorizes SBCTA to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.

Section 4. Necessity.

(a) The proposed Project is necessary to improve approximately 7 miles between Interstate 15 and State Route 18 by extending the two lanes to four lanes and installing a continuous raised median, turn lanes, and signal modifications at various intersections within the Project limits;

(b) The public interest and necessity require the acquisition by eminent domain proceedings of the Property Interests.

Section 5. Description of the Property Interests. The Property Interests sought to be acquired are more particularly described and depicted in Exhibits "1" through "4" attached hereto and incorporated herein by reference.

Section 6. Findings. SBCTA hereby finds, determines and declares each of the following:

- (a) The public interest and necessity require the proposed Project;
- (b) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;
- (c) The Property Interests sought to be acquired are necessary for the proposed Project; and
- (d) The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7. Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the California Code of Civil Procedure, to the extent the Property Interests, or any portion thereof, are already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the Property Interests, or any portion thereof, are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests, or any portion thereof, are already devoted.

Section 8. Acquisition of Substitute Property. To the extent the Property Interests, or any portions thereof, are currently devoted to or held for some public use, SBCTA intends to acquire substitute property pursuant to California Code of Civil Procedure sections 1240.320 and/or 1240.330. The requirements of said Code sections have been satisfied and the acquisition of said substitute property is necessary for the purposes specified in said Code sections and for the Project. The substitute property may be conveyed by SBCTA to the owner(s) of the necessary property.

Section 9. Authority to Exercise Eminent Domain. SBCTA is hereby authorized and empowered to acquire the Property Interests, including the improvements thereon, if any, by eminent domain for the proposed Project.

Section 10. Further Activities. SBCTA's legal counsel ("Counsel") is hereby authorized and empowered to acquire the Property Interests in the name of and on behalf of SBCTA by eminent domain and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be permitted and required by law, and to make such security deposits as may be required by law and/or order of court, to permit SBCTA to take possession of the Property Interests at the earliest possible time. Counsel is further authorized to reduce the extent of the interests or property to be acquired where the reduction can be accomplished without substantially impairing the construction and operation of the Project for which the Property Interests are being acquired.

Section 11. Effective Date. This Resolution of Necessity shall take effect upon adoption.

PASSED, APPROVED, and ADOPTED by the San Bernardino County Transportation Authority on December 4, 2024 by the following votes:

AYES:

NOES:

ABSENT:

Ray Marquez, Board President
San Bernardino County Transportation Authority

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

EXHIBIT "1"

EXHIBIT 'A'
LEGAL DESCRIPTION

PARCEL: 3064-551-07 & 08_01

That portion of the land within the South 792.00 feet of the North one-half (1/2) of the Southeast one-quarter (1/4) of Section 21, Township 4 North, Range 5 West, San Bernardino Meridian, in the City of Hesperia, County of San Bernardino, State of California, said land more particularly described in the Grant Deed recorded June 25, 2012, as Document No. 2012-0253047 of Official Records, in the office of the County Recorder of said County, described as follows:

Commencing at the West one-quarter (1/4) corner of Section 22, Township 4 North, Range 5 West, San Bernardino Meridian, as shown on Parcel Map No. 3055, filed in Book 27, Page 76 of Parcel Maps, in the office of the County Recorder of said County, said commencing point also being the East one-quarter (1/4) corner of said Section 21;

Thence southerly along the easterly line of said Section 21 South 00°12'49" West 533.99 feet to the northerly line of said land, and the **Point of Beginning**;

Thence westerly along said northerly line South 89°37'54" West 11.20 feet;

Thence southerly leaving said northerly line South 01°04'23" East 259.14 feet;

Thence North 88°55'37" East 5.38 feet to said easterly line of Section 21;

Thence northerly along said easterly line North 00°12'49" East 259.07 feet to the **Point of Beginning**.

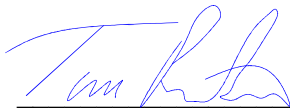
Containing 2,148 square feet (0.05 acres) more or less.

Together with underlying fee interest if any, contiguous to the above-described property in and to the adjoining public way.

The bearings and grid distances used in the above description are based on the California Coordinate System of 1983 (CCS83), Zone 5, 2007.00 epoch. Divide grid distances shown by 0.9997746143 to obtain ground distances.

See Exhibit "B" attached hereto and by this reference made a part hereof.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act (Bus. & Prof. §8700).



Tim R. Garcia, PLS No. 9146

06/28/2024

Date:

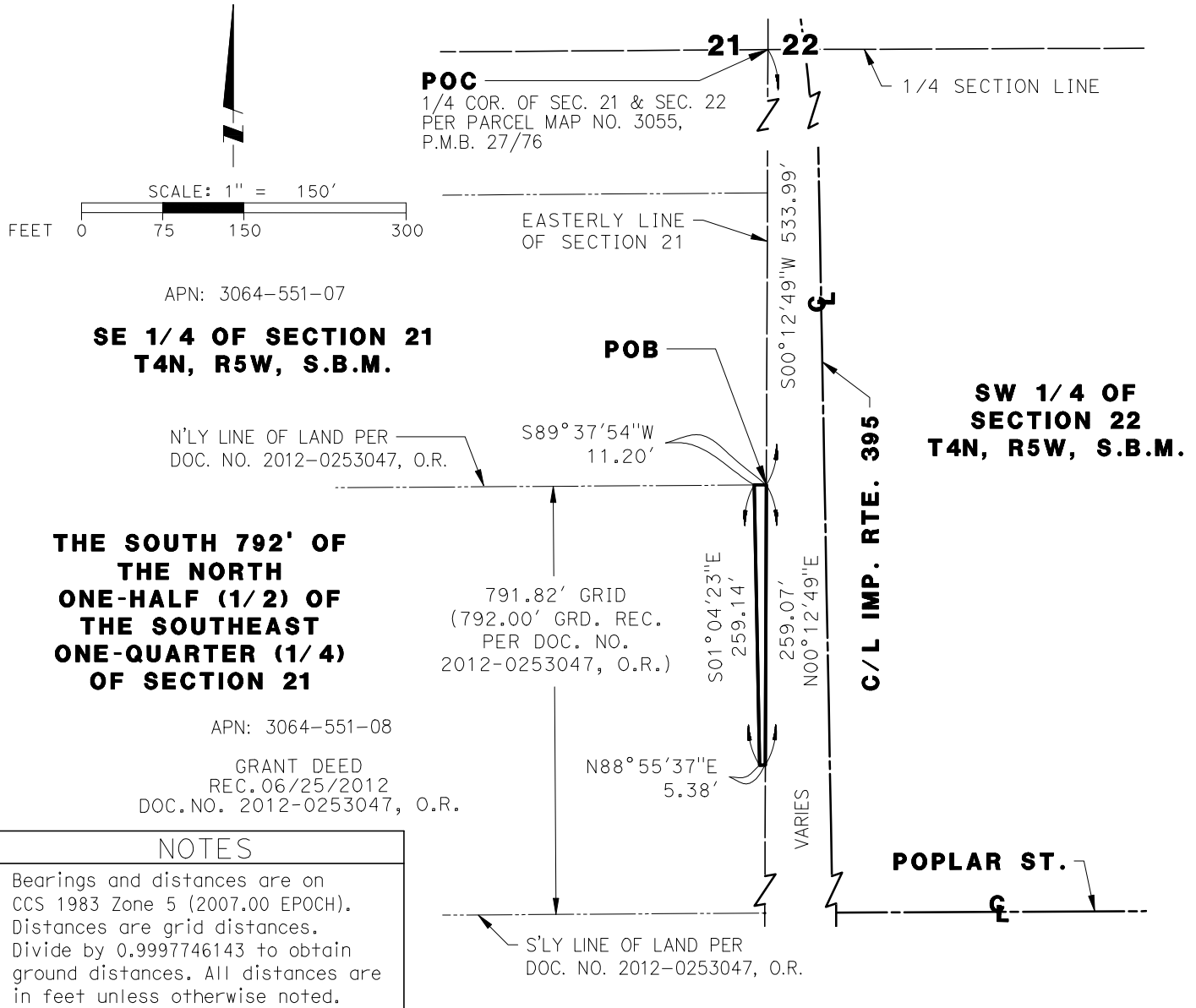


Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "B"

PARCEL	TYPE OF ESTATE	AREA	APN
3064-551-07 & 08_01		2,148 S.F.	3064-551-08

CITY OF HESPERIA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
 SEC. 21, T4N, R5W, S.B.M.



APN: 3064-551-07
**SE 1/4 OF SECTION 21
 T4N, R5W, S.B.M.**

**SW 1/4 OF
 SECTION 22
 T4N, R5W, S.B.M.**

**THE SOUTH 792' OF
 THE NORTH
 ONE-HALF (1/2) OF
 THE SOUTHEAST
 ONE-QUARTER (1/4)
 OF SECTION 21**

APN: 3064-551-08
 GRANT DEED
 REC. 06/25/2012
 DOC. NO. 2012-0253047, O.R.

NOTES

Bearings and distances are on
 CCS 1983 Zone 5 (2007.00 EPOCH).
 Distances are grid distances.
 Divide by 0.9997746143 to obtain
 ground distances. All distances are
 in feet unless otherwise noted.

LEGEND

- POC POINT OF COMMENCEMENT
- POB POINT OF BEGINNING
- LIMITS OF DESCRIPTION
- CENTERLINE
- SECTION LINE
- PARCEL LINE
- GRD. REC. GROUND RECORD
- S.F. SQUARE FEET



THIS EXHIBIT WAS PREPARED
 UNDER MY DIRECTION:

Tim R. Garcia
 TIM R. GARCIA DATE 06/28/2024

PREPARED BY: PSOMAS 1650 Spruce St., Suite 400 Riverside, Ca 92507 (951) 787-8421 www.psomas.com	DATE: 06/28/2024		DRAFTED BY: TRG		REV.:	EA:
	DISTRICT	COUNTY	ROUTE	POSTMILE	SHEET NO.	TOTAL SHEETS
	08	SBD	395	5.00	1	1

Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "2"

EXHIBIT "A"
LEGAL DESCRIPTION

PARCEL: 3064-551-07 & 08_02

That portion of the land within the East one-half (1/2) of the East one-half (1/2) of the North one-half (1/2) of the Southeast one-quarter (1/4) of Section 21, Township 4 North, Range 5 West, San Bernardino Meridian, in the City of Hesperia, County of San Bernardino, State of California, said land more particularly described in the Grant Deed recorded June 25, 2012, as Document No. 2012-0253047 of Official Records, in the office of the County Recorder of said County, described as follows:

Commencing at the West one-quarter (1/4) corner of Section 22, Township 4 North, Range 5 West, San Bernardino Meridian, as shown on Parcel Map No. 3055, filed in Book 27, Page 76 of Parcel Maps, in the office of the County Recorder of said County, said commencing point also being the East one-quarter (1/4) corner of said Section 21;

Thence southerly along the easterly line of said Section 21 South 00°12'49" West 533.99 feet to the southerly line of said land, and the **Point of Beginning**;

Thence westerly along said southerly line South 89°37'54" West 11.20 feet;

Thence northerly leaving said southerly line North 01°04'23" West, 114.99 feet to the southerly line of the land described in the Grant Deed recorded November 28, 1941, filed in Book 1507, Page 384 of Official Records, in the office of the County Recorder of said County;

Thence easterly along said southerly line South 89°47'11" East, 13.78 feet to said easterly line of Section 21;

Thence southerly along said easterly line South 00°12'49" West, 114.85 feet to the **Point of Beginning**.

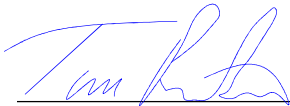
Containing 1,435 square feet (0.03 acres) more or less.

Together with underlying fee interest if any, contiguous to the above-described property in and to the adjoining public way.

The bearings and grid distances used in the above description are based on the California Coordinate System of 1983 (CCS83), Zone 5, 2007.00 epoch. Divide grid distances shown by 0.9997746143 to obtain ground distances.

See Exhibit "B" attached hereto and by this reference made a part hereof.

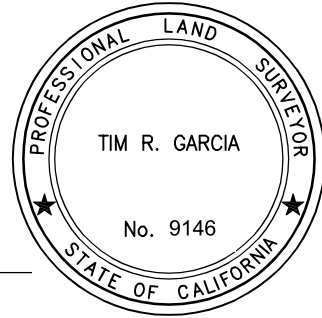
This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act (Bus. & Prof. §8700).



Tim R. Garcia, PLS No. 9146

6/28/2024

Date:

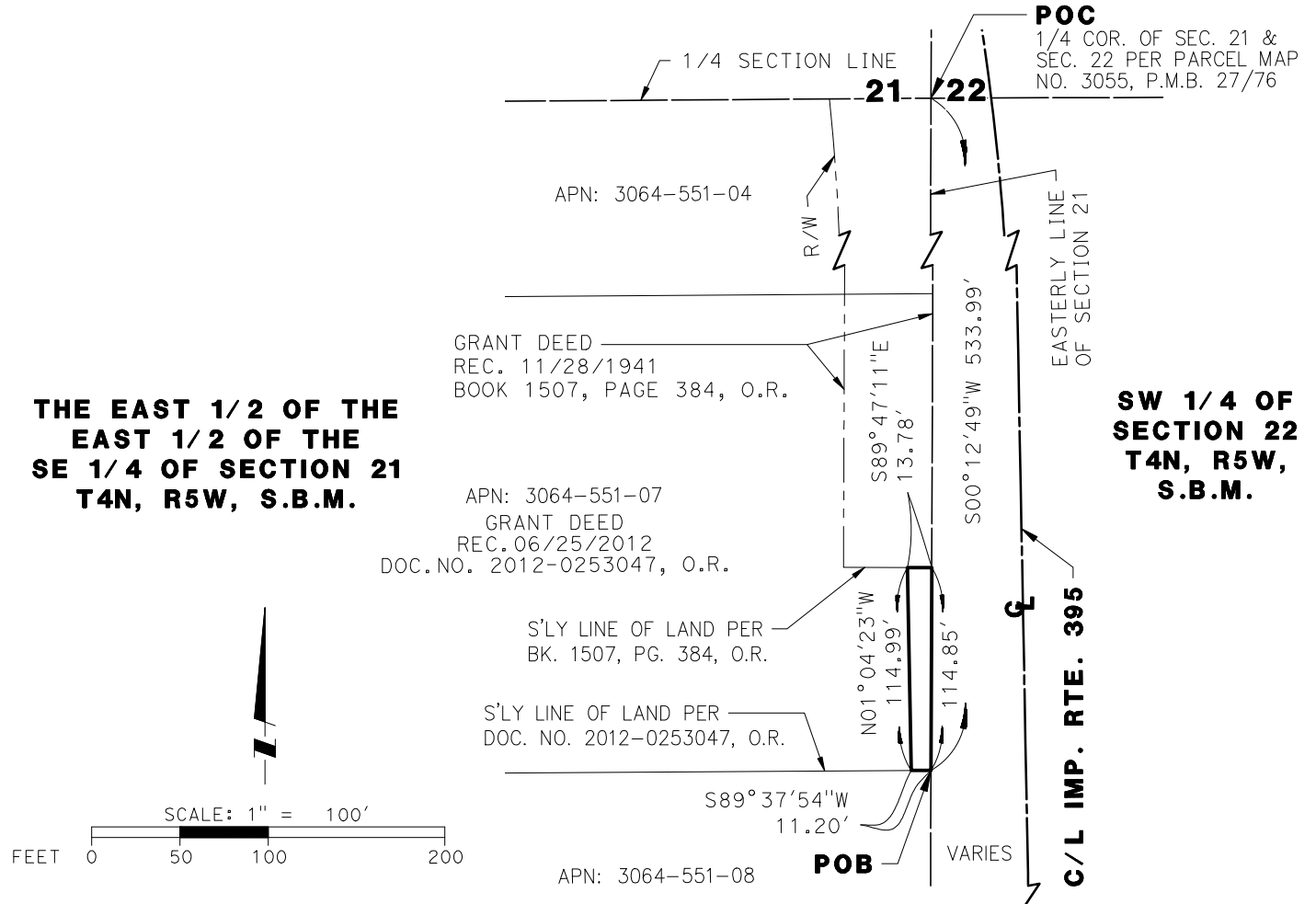


Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "B"

PARCEL	TYPE OF ESTATE	AREA	APN
3064-551-07 & 08_02		1,435 S.F.	3064-551-07

CITY OF HESPERIA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
SEC. 21, T4N, R5W, S.B.M.

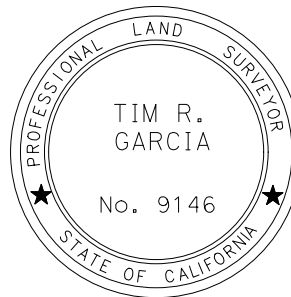


NOTES

Bearings and distances are on CCS 1983 Zone 5 (2007.00 EPOCH). Distances are grid distances. Divide by 0.9997746143 to obtain ground distances. All distances are in feet unless otherwise noted.

LEGEND

- POC POINT OF COMMENCEMENT
- POB POINT OF BEGINNING
- ▭ LIMITS OF DESCRIPTION
- CENTERLINE
- SECTION LINE
- RIGHT OF WAY LINE
- PARCEL LINE
- R/W RIGHT OF WAY
- S.F. SQUARE FEET



THIS EXHIBIT WAS PREPARED UNDER MY DIRECTION:

Tim R. Garcia

TIM R. GARCIA

06/28/2024

DATE

PREPARED BY:

PSOMAS

1650 Spruce St., Suite 400
Riverside, Ca 92507
(951) 787-8421 www.psomas.com

DATE: 06/28/2024	DRAFTED BY: TRG	REV.:	EA:
DISTRICT	COUNTY	ROUTE	POSTMILE
08	SBD	395	5.00
SHEET NO.	TOTAL SHEETS		
1	1		

Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "3"

PERMANENT EASEMENT (SLOPE)
ATTACHMENT TO LEGAL DESCRIPTION
Parcel No. 3064-551-07

This Permanent Easement (Slope) shall be in, on, upon, over, under, and across that certain real property in the City of Hesperia, County of San Bernardino, State of California described in **Exhibit "A"** and depicted in **Exhibit "B"** attached hereto, subject to the rights and limitations set forth herein ("Slope Easement"). The Slope Easement shall be used by San Bernardino County Transportation Authority and its employees, agents, representatives, contractors, successors, and assigns (collectively, "SBCTA") for the purpose of constructing, replacing, removing, maintaining, repairing, relocating and adjusting, as applicable, a slope.

Once the slope is in place, the owner(s) and occupant(s) of the real property subject to the Slope Easement will have the right to use the easement area but may not construct any improvements or use in a manner that would impede the rights as defined herein. The affected portion of the easement area will be backfilled to grade with dirt.

The rights and obligations of SBCTA and the owner of the real property subject to the Slope Easement shall run with the land and be binding upon and/or inure to the benefit of SBCTA's and the owner's respective heirs, successors and assigns. No other easement or easements shall be granted on, under or over said Slope Easement area by the owner(s), occupant(s), or any person, firm or corporation acting their behalf, which would conflict in any way with SBCTA's rights as defined herein.

SBCTA has the right to convey, transfer or assign the Slope Easement subject to the same rights and limitations described herein.

EXHIBIT "A"
LEGAL DESCRIPTION

PARCEL: 3064-551-07 & 08_03

That portion of the land within the East one-half (1/2) of the East one-half (1/2) of the North one-half (1/2) of the Southeast one-quarter (1/4) of Section 21, Township 4 North, Range 5 West, San Bernardino Meridian, in the City of Hesperia, County of San Bernardino, State of California, said land more particularly described in the Grant Deed recorded June 25, 2012 as Document No. 2012-0253047 of Official Records, in the office of the County Recorder of said County, described as follows:

Commencing at the West one-quarter (1/4) corner of Section 22, Township 4 North, Range 5 West, San Bernardino Meridian, as shown on Parcel Map No. 3055, filed in Book 27, Page 76 of Parcel Maps, in the office of the County Recorder of said County, said commencing point also being the East one-quarter (1/4) corner of said Section 21;

Thence southerly along the easterly line of said Section 21 South 00°12'49" West 533.99 feet to the southerly line of said land;

Thence westerly along said southerly line South 89°37'54" West 11.20 feet to the **Point of Beginning**;

Thence northerly leaving said southerly line North 01°04'23" West, 114.99 feet to the southerly line of the land as described in the Grant Deed recorded November 28, 1941, filed in Book 1507, Page 384 of Official Records, in the office of the County Recorder of said County;

Thence westerly along said southerly line North 89°47'11" West 8.00 feet;

Thence southerly leaving said southerly line South 01°04'23" East, 115.07 feet to said southerly line of the land of Document No. 2012-0253047 of Official Records;

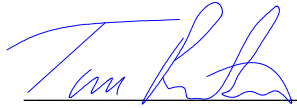
Thence easterly along said southerly line North 89°37'54" East 8.00 feet to the **Point of Beginning**.

Containing 920 square feet (0.02 acres) more or less.

The bearings and grid distances used in the above description are based on the California Coordinate System of 1983 (CCS83), Zone 5, 2007.00 epoch. Divide grid distances shown by 0.9997746143 to obtain ground distances.

See Exhibit "B" attached hereto and by this reference made a part hereof.

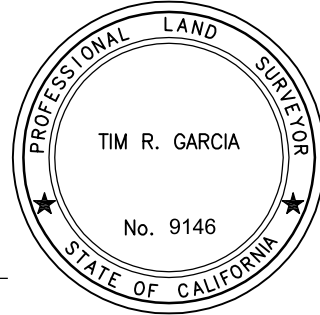
This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act (Bus. & Prof. §8700).



Tim R. Garcia, PLS 9146

06/28/2024

Date

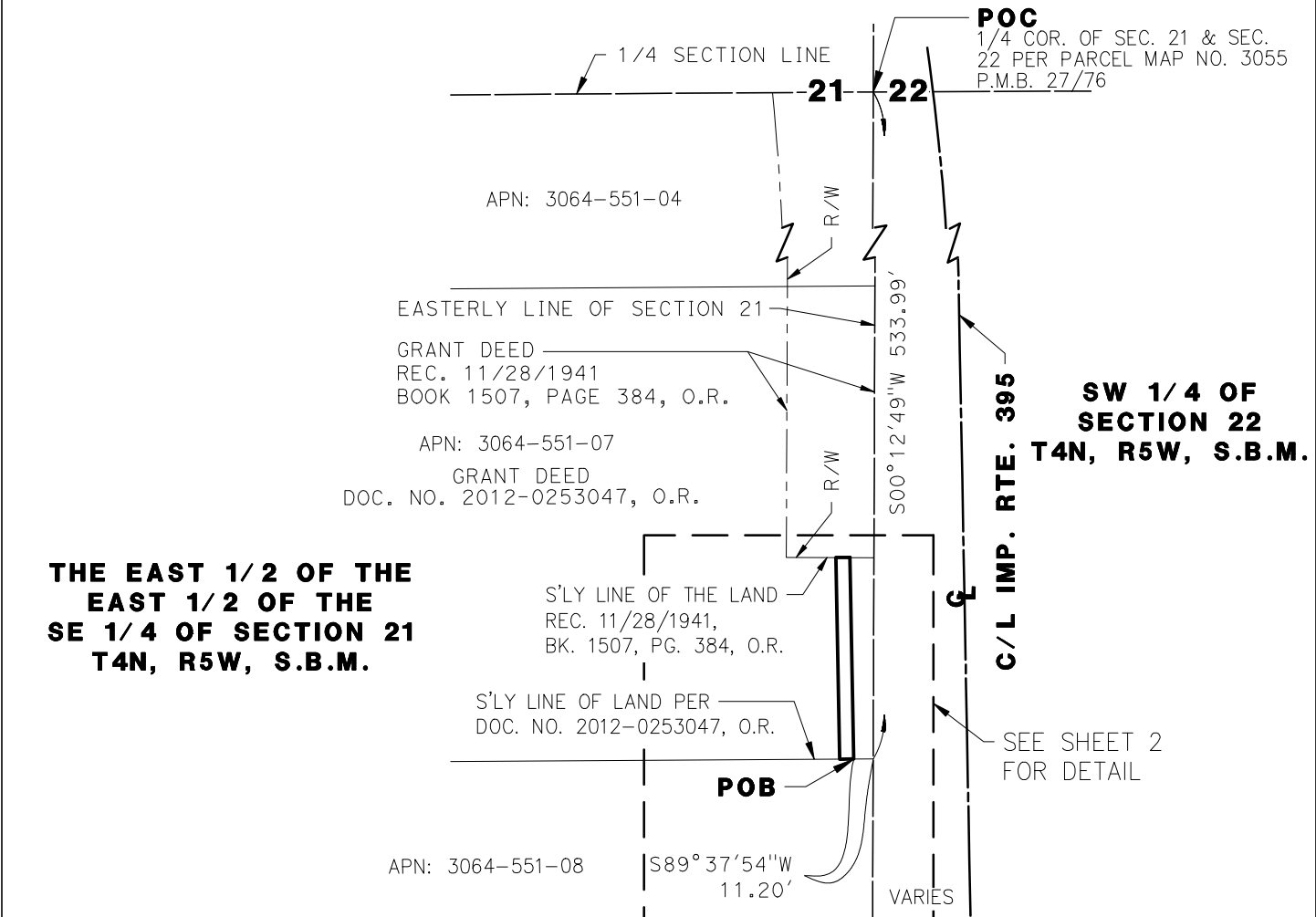


Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "B"

PARCEL	TYPE OF ESTATE	AREA	APN
3064-551-07 & 08_03		920 S.F.	3064-551-07

CITY OF HESPERIA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
SEC. 21, T4N, R5W, S.B.M.



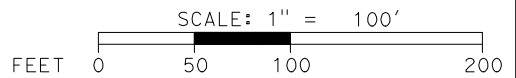
THE EAST 1/2 OF THE EAST 1/2 OF THE SE 1/4 OF SECTION 21 T4N, R5W, S.B.M.

NOTES

Bearings and distances are on CCS 1983 Zone 5 (2007.00 EPOCH). Distances are grid distances. Divide by 0.9997746143 to obtain ground distances. All distances are in feet unless otherwise noted.

LEGEND

- POC POINT OF COMMENCEMENT
- POB POINT OF BEGINNING
- LIMITS OF DESCRIPTION
- CENTERLINE
- SECTION LINE
- RIGHT OF WAY LINE
- PARCEL LINE
- R/W RIGHT OF WAY
- S.F. SQUARE FEET



THIS EXHIBIT WAS PREPARED UNDER MY DIRECTION:
Tim R. Garcia
TIM R. GARCIA 06/28/2024 DATE

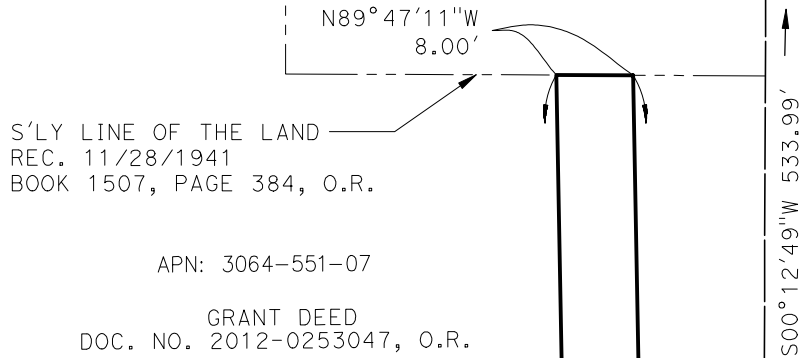
PREPARED BY: PSOMAS 1650 Spruce St., Suite 400 Riverside, Ca 92507 (951) 787-8421 www.psomas.com		DATE: 06/28/2024	DRAFTED BY: TRG	REV.:	EA: OF633
DISTRICT	COUNTY	ROUTE	POSTMILE	SHEET NO.	TOTAL SHEETS
08	SBD	395	5.00	1	2

Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "B"

PARCEL	TYPE OF ESTATE	AREA	APN
3064-551-07 & 08_03		920 S.F.	3064-551-07

CITY OF HESPERIA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
SEC. 21, T4N, R5W, S.B.M.

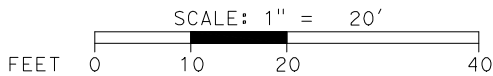


S'LY LINE OF THE LAND
REC. 11/28/1941
BOOK 1507, PAGE 384, O.R.

APN: 3064-551-07

GRANT DEED
DOC. NO. 2012-0253047, O.R.

**THE EAST 1/2 OF THE
EAST 1/2 OF THE
SE 1/4 OF SECTION 21
T4N, R5W, S.B.M.**



NOTES

Bearings and distances are on
CCS 1983 Zone 5 (2007.00 EPOCH).
Distances are grid distances.
Divide by 0.9997746143 to obtain
ground distances. All distances are
in feet unless otherwise noted.

LEGEND

- POB POINT OF BEGINNING
- LIMITS OF DESCRIPTION
- CENTERLINE
- SECTION LINE
- RIGHT OF WAY LINE
- PARCEL LINE
- R/W RIGHT OF WAY
- S.F. SQUARE FEET

S'LY LINE OF
LAND PER DOC.
NO. 2012-0253047, O.R.

N89°37'54"E
8.00'

POB

S89°37'54"W
11.20'

APN: 3064-551-08

VARIES

C/L IMP. RTE. 395

EASTERLY LINE OF SECTION 21

PREPARED BY: PSOMAS 1650 Spruce St., Suite 400 Riverside, Ca 92507 (951) 787-8421 www.psomas.com		DATE: 06/28/2024	DRAFTED BY: TRG		REV.:	EA: OF633
DISTRICT	COUNTY	ROUTE	POSTMILE	SHEET NO.	TOTAL SHEETS	
08	SBD	395	5.00	2	2	

Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "4"

**TEMPORARY CONSTRUCTION EASEMENT
ATTACHMENT TO LEGAL DESCRIPTION
Assessor Parcel No. 3064-551-08**

This temporary construction easement shall be in, on, upon, over, under, and across that certain real property described in Exhibit "A" and depicted in Exhibit "B" attached hereto, subject to the rights and limitations set forth herein ("TCE"). The TCE shall be used by the San Bernardino County Transportation Authority and its employees, agents, representatives, contractors, successors, and assigns (collectively, "SBCTA") in connection with the construction of Phase 2 of the US-395 Widening Project 2 (the "Project"). The TCE shall be for a period of sixty (60) months, subject to the Rights and Limitations of Use and Occupancy set forth below.

Rights and Limitations of Use and Occupancy of TCE:

- Reasonable pedestrian and vehicular access to the remainder property will be maintained at all times.
- SBCTA may place a temporary fence around the TCE area.
- SBCTA and its contractor(s) shall access the TCE from the public right of way.
- Improvements within the TCE area will be removed as needed by SBCTA to allow for construction activities and shall be included in the compensation paid by SBCTA for this TCE.
- Prior to the termination of the TCE, SBCTA will remove from the TCE area all construction equipment and materials including, without limitation, any temporary fence, any temporary improvements, and all construction-related debris.

SBCTA expressly reserves the right to convey, transfer, or assign the TCE subject to the same rights and limitations described herein.

EXHIBIT 'A'
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT

PARCEL: 3064-551-07 & 08_04

That portion of the land within the South 792.00 feet of the North one-half (1/2) of the Southeast one-quarter (1/4) of Section 21, Township 4 North, Range 5 West, San Bernardino Meridian, in the City of Hesperia, County of San Bernardino, State of California, said land more particularly described in the Grant Deed recorded June 25, 2012, as Document No. 2012-0253047 of Official Records, in the office of the County Recorder of said County, described as follows:

Commencing at the West one-quarter (1/4) corner of Section 22, Township 4 North, Range 5 West, San Bernardino Meridian, as shown on Parcel Map No. 3055, as filed in Book 27, Page 76 of Parcel Maps, in the office of the County Recorder of said County, said commencing point also being the East one-quarter (1/4) corner of said Section 21;

Thence southerly along the easterly line of said Section 21 South 00°12'49" West 533.99 feet to the northerly line of said land;

Thence westerly along said northerly line South 89°37'54" West 11.20 feet to the **Point of Beginning**;

Thence southerly leaving said northerly line South 01°04'23" East 259.14 feet;

Thence North 88°55'37" East 5.38 feet to said easterly line of Section 21;

Thence southerly along said easterly line South 00°12'49" West 160.59 feet;

Thence westerly leaving said easterly line South 88°55'37" West 9.78 feet;

Thence North 01°04'23" West 419.79 feet to said northerly line of land;

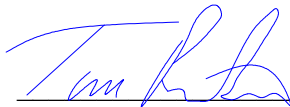
Thence easterly along said northerly line North 89°37'54" East 8.00 feet to the **Point of Beginning**.

Containing 3,932 square feet (0.09 acres) more or less.

The bearings and grid distances used in the above description are based on the California Coordinate System of 1983 (CCS83), Zone 5, 2007.00 epoch. Divide grid distances shown by 0.9997746143 to obtain ground distances.

See Exhibit "B" attached hereto and by this reference made a part hereof.

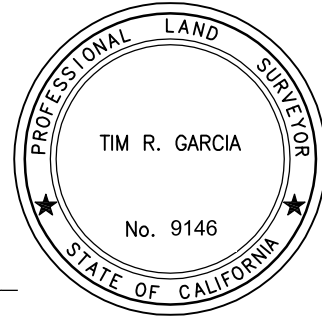
This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act (Bus. & Prof. §8700).



Tim R. Garcia, PLS No. 9146

06/28/2024

Date:

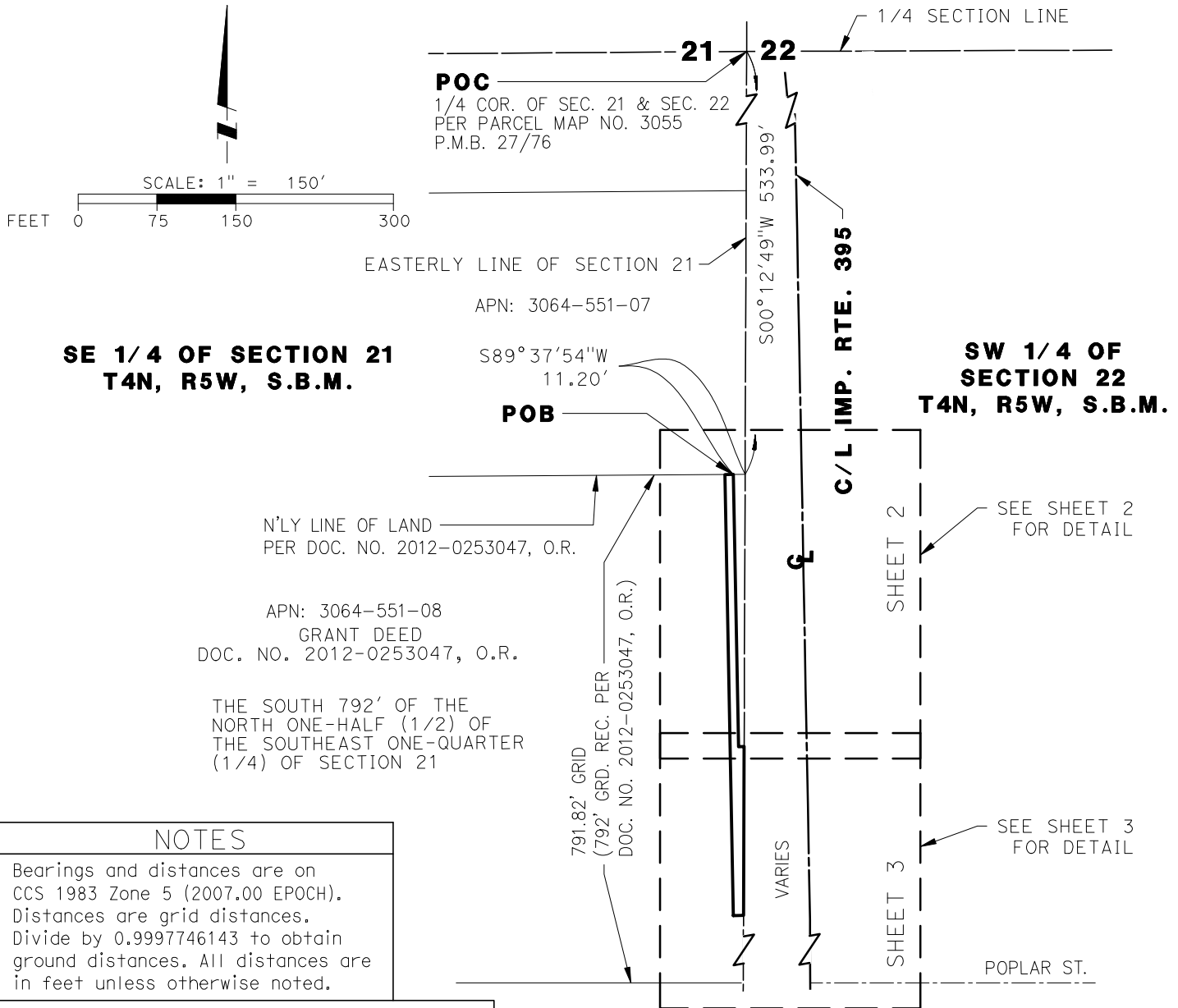


Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "B"

PARCEL	TYPE OF ESTATE	AREA	APN
3064-551-07 & 08_04	TEMPORARY CONSTRUCTION EASEMENT	3,932 S.F.	3064-551-08

CITY OF HESPERIA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
 SEC. 21, T4N, R5W, S.B.M.



NOTES

Bearings and distances are on CCS 1983 Zone 5 (2007.00 EPOCH). Distances are grid distances. Divide by 0.9997746143 to obtain ground distances. All distances are in feet unless otherwise noted.

LEGEND

- POC POINT OF COMMENCEMENT
- POB POINT OF BEGINNING
- LIMITS OF DESCRIPTION
- CENTERLINE
- SECTION LINE
- PARCEL LINE
- S.F. SQUARE FEET
- GRD. REC. GROUND RECORD



THIS EXHIBIT WAS PREPARED UNDER MY DIRECTION:

Tim R. Garcia
 TIM R. GARCIA DATE 06/28/2024

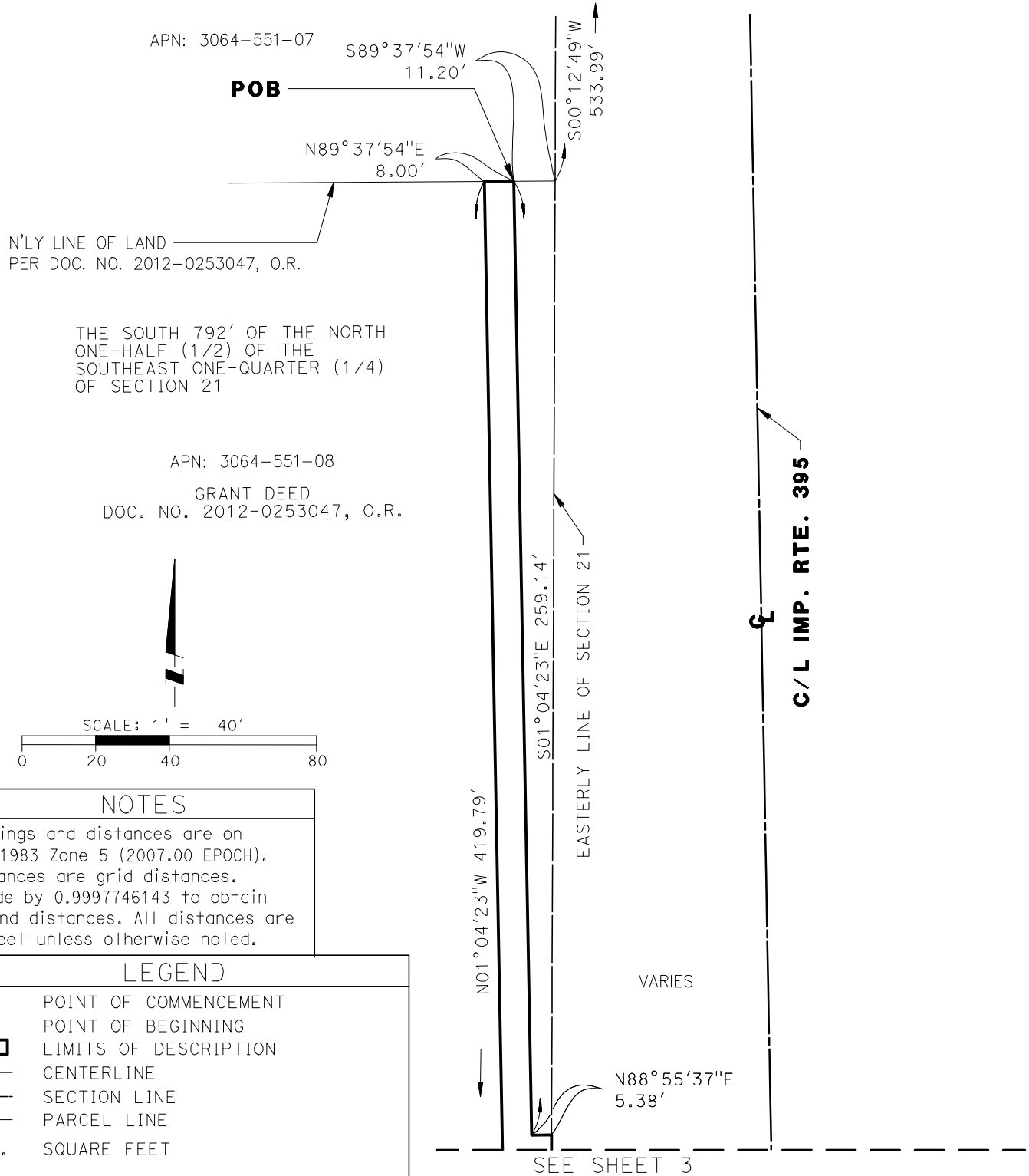
PREPARED BY: PSOMAS 1650 Spruce St., Suite 400 Riverside, Ca 92507 (951) 787-8421 www.psomas.com		DATE: 06/28/2024	DRAFTED BY: TRG	REV.:	EA: 0F633
DISTRICT	COUNTY	ROUTE	POSTMILE	SHEET NO.	TOTAL SHEETS
08	SBD	395	5.00	1	3

Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "B"

PARCEL	TYPE OF ESTATE	AREA	APN
3064-551-07 & 08_04	TEMPORARY CONSTRUCTION EASEMENT	3,932 S.F.	3064-551-08

CITY OF HESPERIA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
 SEC. 21, T4N, R5W, S.B.M.



NOTES

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LEGEND

- POC POINT OF COMMENCEMENT
- POB POINT OF BEGINNING
- ▭ LIMITS OF DESCRIPTION
- CENTERLINE
- SECTION LINE
- PARCEL LINE
- S.F. SQUARE FEET

PREPARED BY:

PSOMAS

1650 Spruce St., Suite 400
 Riverside, Ca 92507
 (951) 787-8421 www.psomas.com

DATE: 06/28/2024

DRAFTED BY: TRG

REV.:

EA: 0F633

DISTRICT	COUNTY	ROUTE	POSTMILE	SHEET NO.	TOTAL SHEETS
08	SBD	395	5.00	2	3

Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

EXHIBIT "B"

PARCEL	TYPE OF ESTATE	AREA	APN
3064-551-07 & 08_04	TEMPORARY CONSTRUCTION EASEMENT	3,932 S.F.	3064-551-08

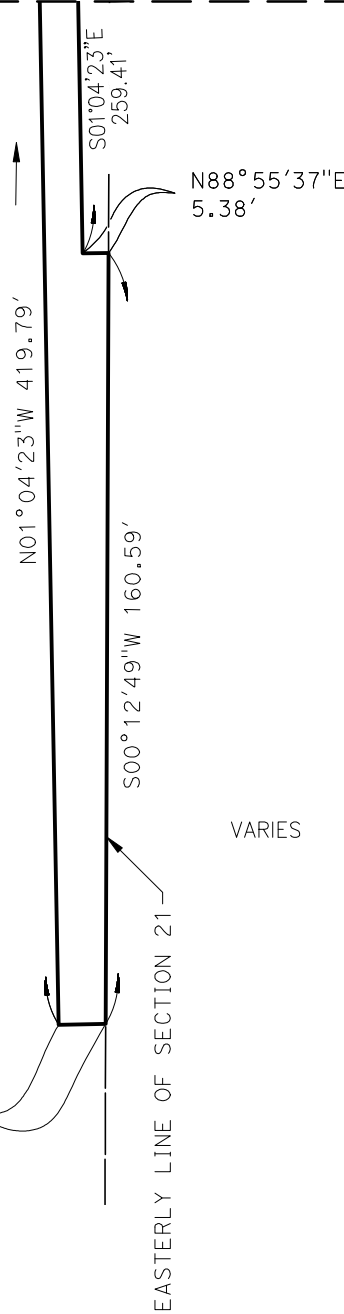
CITY OF HESPERIA, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
SEC. 21, T4N, R5W, S.B.M.

SEE SHEET 2

THE SOUTH 792' OF THE NORTH ONE-HALF (1/2) OF THE SOUTHEAST ONE-QUARTER (1/4) OF SECTION 21

APN: 3064-551-08

GRANT DEED
DOC. NO. 2012-0253047, O.R.



VARIES

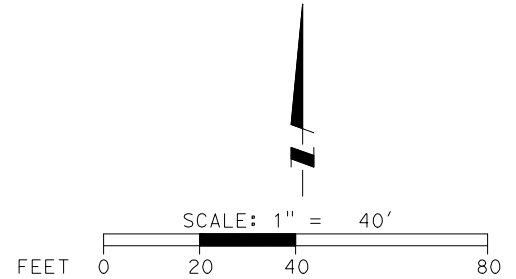
NOTES

Bearings and distances are on CCS 1983 Zone 5 (2007.00 EPOCH). Distances are grid distances. Divide by 0.9997746143 to obtain ground distances. All distances are in feet unless otherwise noted.

S88°55'37"W
9.78'

LEGEND

- POC POINT OF COMMENCEMENT
- POB POINT OF BEGINNING
- LIMITS OF DESCRIPTION
- CENTERLINE
- SECTION LINE
- PARCEL LINE
- S.F. SQUARE FEET



PREPARED BY: PSOMAS 1650 Spruce St., Suite 400 Riverside, Ca 92507 (951) 787-8421 www.psomas.com		DATE: 06/28/2024	DRAFTED BY: TRG		REV.:	EA: 0F633
DISTRICT	COUNTY	ROUTE	POSTMILE	SHEET NO.	TOTAL SHEETS	
08	SBD	395	5.00	3	3	

Attachment: La Belle - Final RON (11095 : US 395 Phase 2 Resolution of Necessity Hearing)

Minute Action

AGENDA ITEM: 30

Date: December 4, 2024

Subject:

Board Member Opportunities to Serve on Committees and Extension of Ad Hoc Committee

Recommendation:

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

A. Approve an extension of the Transportation Investment Plan Ad Hoc Committee for an additional three months, with a term ending March 31, 2025.

Note the following opportunities to serve as a representative of SBCTA/San Bernardino Council of Governments (SBCOG) to external agencies. The Board is the appointing authority for Recommendations B-G:

B. Note the opportunity for one Board Member to serve on the Gold Line Phase II Joint Powers Authority as the alternate member, for a two-year term expiring December 31, 2026.

C. Note the opportunity for one Board Member to serve on the Mobile Source Air Pollution Reduction Review Committee as the primary member, for a two-year term expiring December 31, 2026.

D. Note the opportunity for one Board Member to serve on the Mobile Source Air Pollution Reduction Review Committee as the alternate member, for a two-year term expiring December 31, 2026.

E. Note the opportunity for one Board Member to serve on the One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority, for a four-year term expiring December 31, 2028.

F. Note the opportunity for one Board Member to serve on The Sam and Alfreda L. Maloof Foundation for Arts and Crafts, for a two-year term expiring December 31, 2026.

G. Note the opportunity for one Board Member to serve on the SR 91 Advisory Committee as an Ex-Officio representative, for a two-year term expiring December 31, 2026.

H. Note the intent to add terms to appointments to the Southern California Regional Rail Authority, beginning with application of a term ending December 31, 2025 to one primary and one alternate; and application of a term ending December 31, 2026 to the other primary and alternate, subject to determination of the Transit Committee.

Note the following opportunities to serve on SBCTA/SBCOG Committees and boards or commissions of external agencies. The appointing authority for Recommendations I-Q is the Board President:

I. Note the opportunity for three Valley Board Members and two Mountain/Desert Board Members to serve on the SBCTA Transit Committee, for a two-year term expiring December 31, 2026.

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

Board of Directors Agenda Item

December 4, 2024

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J. Note the opportunity for one East Valley, one West Valley, one Mountain/Desert Board Member, and one County Supervisor to serve on the SBCTA Legislative Policy Committee, for a two-year term expiring December 31, 2026.

K. Note the opportunity for one High Desert Board Member to serve on the SBCOG Ad Hoc Committee, for a term ending June 30, 2025.

L. Note the opportunity for one Board Member to serve on the Housing Trust Ad Hoc Committee, for a term ending December 31, 2025.

M. Note the opportunity for one Board Member to serve on the California Association of Councils of Governments (CALCOG) Board of Directors, for a two-year term expiring December 31, 2026.

N. Note the opportunity for three Board Members to serve on the Inland Regional Energy Network (I-REN) Executive Committee, consisting of one member serving for a one-year term expiring December 31, 2025, and two members serving for a two-year term expiring December 31, 2026.

O. Note the opportunity for one Board Member to serve on the Metro Gold Line Foothill Extension Construction Authority as the primary member, for a two-year term expiring on December 31, 2026.

P. Note the opportunity for one Board Member to serve on the Metro Gold Line Foothill Extension Construction Authority as the alternate member, for a two-year term expiring on December 31, 2026.

Q. Note the opportunity for one member to serve on the Southern California Association of Governments (SCAG) Community, Economic and Human Development Policy Committee, for a term expiring December 31, 2025.

Background:

This item appraises the Board of Directors of all upcoming opportunities for appointment to San Bernardino County Transportation Authority (SBCTA) Policy Committees and other appointments to external agencies' boards and committees. Historically when terms expire, the current member serving is given the option for reappointment. With there being no maximum number of term limits, the same Board Member could serve many years with other members never having the opportunity for appointment. With the outcome of the recent election and the turnover of Board Members, staff took the opportunity to look at how expiring terms and appointments are managed. With a fresh approach in mind, all opportunities to serve will be noticed going forward.

The current appointed members can still request reappointment and have been identified in each recommendation below. Any Board Members interested in appointment or reappointment shall notify the Clerk of the Board. Recommendations B–H are appointment opportunities under the Board's authority and require Board approval. These appointments will be agendized for the January Board meeting.

Recommendation A: Per Administrative Code Section 2-01-090, the SBCTA Board President has the authority to create ad hoc committees to study specific projects or matters, subject to the concurrence of the Board of Directors as necessary. This recommendation requests approval to extend the term of the Transportation Investment Plan Ad Hoc Committee from

San Bernardino Council of Governments

San Bernardino County Transportation Authority

December 31, 2024 to March 31, 2025. This Ad Hoc Committee was established on June 29, 2022, to look at future Measure options and make recommendations relating to any future local measure. The reason for the extension request is to provide additional time for the consultants to review the ordinance and bonding potential.

Recommendations B-H: Appointments by the Board of Directors

Recommendation B: This recommendation is to notice the opportunity for one Board Member to serve on the Gold Line Phase II Joint Powers Authority (JPA) as the alternate member for a two-year term expiring on December 31, 2026. The Gold Line Phase II JPA is formed by the 14 cities along the corridor and San Bernardino County Transportation Authority (SBCTA). It is the forum to help with the planning, funding, design and construction of the Gold Line from Pasadena to Montclair. Members of the Gold Line Phase II JPA receive a stipend of \$150, paid by the Gold Line Authority for participation. This appointment requires Board approval.

- Council Member Ray Marquez, City of Chino Hills, is currently serving as the alternate member with a term expiring December 31, 2024.

Recommendation C & D: These recommendations are to notice the opportunity for two Board Members (one primary and one alternate) to serve on the Mobile Source Air Pollution Reduction Review Committee, for a two-year term expiring on December 31, 2026. This committee develops and implements work programs which reduce mobile source emissions, funded by Assembly Bill (AB) 2766. County Commissions, South Coast Air Quality Management District, and Air Resources Board each have one appointment plus an alternate. Members receive a stipend of \$100, paid by SBCTA, for participation. Alternate members only receive a stipend when attending in the absence of the primary member. This appointment requires Board approval.

- Mayor Pro Tem Larry McCallon, City of Highland, is currently serving as the primary member with a term expiring December 31, 2024.
- Mayor John Dutrey, City of Montclair, is currently serving as the alternate member with a term expiring December 31, 2024.

Recommendation E: This recommendation is to notice the opportunity for one Board Member to serve on the One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority (SAWPA), for a four-year term expiring December 31, 2028. The OWOW Steering Committee is responsible for developing the integrated Regional Water Management Plan for the Santa Ana River and meets the 4th Thursday of January, March, May, July, and September, and the 3rd Thursday of November, at 11:00 AM, in the SAWPA Board Room. Members of the Steering Committee do not receive a stipend. This appointment requires Board approval.

- Mayor Deborah Robertson, City of Rialto, was previously appointed but was defeated in the recent election. **This position is vacant as of January 1, 2025.**

Recommendation F: This recommendation is to notice the opportunity for one Board Member to serve on The Sam and Alfreda L. Maloof Foundation (Foundation) for Arts and Crafts for a two-year term expiring December 31, 2026. This Foundation is a non-profit corporation that participates in the preparation of the Conservation Plan and oversees the activities and assets of

the Foundation. A stipend for participation has not been authorized. This appointment requires Board approval.

- Mayor Deborah Robertson, City of Rialto, was previously appointed but was defeated in the recent election. **This position is vacant as of January 1, 2025.**

Recommendation G: This recommendation is to notice the opportunity for one Board Member to serve as the Ex-Officio member on the SR 91 Advisory Committee for a two-year term expiring on December 31, 2026. Senate Bill 1316, as successor to AB 1010, the enabling legislation for Orange County Transportation Authority's (OCTA) purchase of the State Route 91 toll road, calls for the creation of an Advisory Committee composed of ten voting members and three non-voting members. The voting members of the Advisory Committee consist of five members from the OCTA Board of Directors and five members from the Riverside County Transportation Commission. The non-voting members are comprised of the California Department of Transportation District Directors from Districts 8 and 12, and a member of SBCTA. A stipend for participation has not been authorized. This appointment requires Board approval.

- Council Member Ray Marquez, City of Chino Hills, is currently serving as the Ex-Officio member with a term expiring December 31, 2024.

Recommendation H: This recommendation is to notice the intent to define terms of Board Member appointments to the Southern California Regional Rail Authority (SCRRA) Board, which governs Metrolink. SBCTA appoints two primary members and two alternate members to serve on SCRRA, which is a Joint Powers Authority made up of an 11-member Board representing the Transportation Commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. The SCRRA primary and alternate members serve on the Transit Committee concurrent with their term on the SCRRA Board of Directors, as appointed by the SBCTA Board; however, there is no defined term expiration for these appointments. Members continue to serve until they are no longer serving on the SBCTA Board. Members of the SCRRA Board receive a stipend of \$100, paid by SCRRA, for participation. It is recommended that the Transit Committee apply a term expiration of December 31, 2025 to one primary and one alternate appointments, and apply a term expiration of December 31, 2026 for the other primary and alternate appointments. The appointed members may request reappointment. The appointing authority for these appointments is the Board of Directors. The four current representatives are:

- Mayor Pro Tem Larry McCallon, City of Highland, primary member since February 2014.
- Council Member Alan Wapner, City of Ontario, primary member since January 2018.
- Council Member Ray Marquez, City of Chino Hills, alternate member since April 2018.
- Mayor John Dutrey, City of Montclair, alternate member since March 2019.

Recommendations I-Q: Appointments by Board President

SBCTA Policy No. 10001 authorizes the SBCTA President to make Presidential appointments to the SBCTA Transit Policy Committee, Legislative Policy Committee, Southern California Association of Governments (SCAG) Policy Committees, California Association of Councils of Governments (CALCOG) and other such regular or special committee appointments as may be

approved by action of the Board of Directors. Recommendations I–Q are under the Board President’s authority. Any Presidential appointments made will be noticed in the next Board agenda.

Recommendation I: This recommendation is to notice the opportunity for three Valley Board Members and two Mountain/Desert Board Members to serve on the SBCTA Transit Committee for two-year terms expiring December 31, 2026. The Transit Committee provides policy guidance and recommendations to the SBCTA Board of Directors and SCRRA delegates with respect to commuter rail and transit service. Board Members shall receive a stipend for each SBCTA policy committee, not to exceed \$100 per day.

- Mayor Eunice Ulloa, City of Chino, and Supervisor Joe Baca, Jr., currently serve as Valley representatives with terms expiring December 31, 2024.
- Council Member Bobby Duncan, City of Yucaipa, has been serving as a Valley representative, but has retired. **This position is vacant as of January 1, 2025.**
- Mayor Pro Tem Rick Denison, Town of Yucca Valley, and Supervisor Dawn Rowe, 3rd District, currently serve as the two Mountain/Desert representatives with terms expiring December 31, 2024.

Recommendation J: This recommendation is to notice the opportunity for one East Valley, one West Valley, and one Mountain/Desert Board Member, and one County Supervisor, to serve on the SBCTA Legislative Policy Committee for a two-year term, expiring December 31, 2026. According to Policy No. 10002, the Committee shall be composed of the President, Vice-President, Immediate Past President, and four Board members appointed by the President: one East Valley member, one West Valley member, one Mountain/Desert member, and one County member. Members of this Committee shall serve for the duration of the State and Federal two-year legislative session in which they were appointed, with terms expiring December 31 of even-numbered years. Per Policy No. 10050, no stipend shall be paid for attendance at Legislative Policy Committee meetings.

- Mayor Pro Tem Larry McCallon, City of Highland, Council Member Alan Wapner, City of Ontario, Mayor Pro Tem Art Bishop, Town of Apple Valley, and Supervisor Paul Cook, 1st District, are currently serving with terms expiring December 31, 2024.

Recommendation K: This recommendation is to notice the opportunity for one High Desert Board Member to serve on the San Bernardino Council of Governments (SBCOG) Ad Hoc Committee for a term ending June 30, 2025. The Board President established the SBCOG Ad Hoc Committee to provide guidance on policies relating to the SBCOG, and to work with staff on completing an equity framework. The committee shall be representative of the County, to include two West Valley Board Members, two East Valley Board Members, one High Desert Board Member, one Morongo Basin Board Member, one Mountain Board Member, and one San Bernardino County Supervisor. A stipend for participation has not been authorized.

- Council Member Rebekah Swanson, City of Hesperia, was previously appointed but was defeated in the recent election. **This position is vacant as of January 1, 2025.**

Recommendation L: This recommendation is to notice the opportunity for one Board Member whose jurisdiction has submitted interest of inclusion in the future Housing Trust Joint Powers

Board of Directors Agenda Item

December 4, 2024

Page 6

Authority, to serve on the Housing Trust Ad Hoc Committee for a term ending December 31, 2025. The Board President established the Housing Trust Ad Hoc Committee to provide guidance on the establishment of the San Bernardino Regional Housing Trust and how it interacts with the COG. A stipend for participation has not been authorized.

- Mayor Deborah Robertson, City of Rialto, was previously appointed but was defeated in the recent election. **This position is vacant as of January 1, 2025.**

Recommendation M: This recommendation is to notice the opportunity for one Board Member to serve on the CALCOG Board of Directors for a two-year term expiring on December 31, 2026. CALCOG provides a forum for study, discussion and action on statewide problems of mutual interest to cities, counties and councils of governments. This member receives a stipend of \$100, paid by SBCOG for participation.

- Council Member Alan Wapner, City of Ontario, is currently serving as the appointed member with a term expiring December 31, 2024.

Recommendation N: This recommendation is to notice the opportunity for three Board Members to serve on the Inland Regional Energy Network (I-REN) Program Executive Committee, consisting of one member serving for a one-year term expiring December 31, 2025, and two members serving for a two-year term expiring December 31, 2026. The I-REN Executive Committee, consisting of three representative votes from each entity (SBCOG, WRCOG, and CVAG), meets on a quarterly basis. The Committee has the final responsibility to make all executive decisions regarding overall I-REN prioritization, manage portfolio-level budgets, program design, authorize relevant California Public Utilities Commission (CPUC) regulatory filings and provide authorization for any procurements. These members receive a stipend of \$100, paid by SBCOG for participation.

- Mayor Pro Tem Art Bishop, Town of Apple Valley, and Supervisor Curt Hagman, 4th District, are currently serving as the appointed members with a term expiring December 31, 2024.
- Mayor Deborah Robertson, City of Rialto, was previously appointed but was defeated in the recent election. **This position is vacant as of January 1, 2025.**

Recommendations O & P: These recommendations are to notice the opportunity for two Board Members, one primary and one alternate, to serve on the Metro Gold Line Foothill Extension Construction Authority for a two-year term expiring on December 31, 2026. The Authority is responsible for the development of a light rail project from the City of Los Angeles into San Bernardino County. Members receive a stipend of \$150 for each day spent on Authority business, not to exceed \$600 per month, paid by the Authority.

- Council Member Alan Wapner, City of Ontario, is currently serving as the primary member, with a term expiring December 31, 2024.
- Mayor John Dutrey, City of Montclair, is currently serving as the alternate member, with a term expiring December 31, 2024.

Recommendation Q: This recommendation is to notice the opportunity for one Board Member to serve on the SCAG Community, Economic and Human Development Policy Committee. Board policy states that appointees to SCAG Committees must be Board Members. SCAG

Board of Directors Agenda Item

December 4, 2024

Page 7

Committees meet the first Thursday of each month. Subregional appointees receive a stipend of \$150 for up to four Policy or Task Force meetings per month, paid by SCAG. Terms of appointment expire December 31 of odd-numbered years.

- Council Member Bobby Duncan, City of Yucaipa, was previously serving as the Subregional appointee but has retired. **This position is vacant as of January 1, 2025.**

SBCTA Board Members that are interested in any of the listed opportunities, should notify Marleana Roman, Clerk of the Board, at mroman@gosbcta.com. A listing of SBCTA Appointments to External Agencies, SBCTA Representatives on SCAG Committees and SBCTA Policy Committee Membership is included in the appendix of the SBCTA Board of Directors agenda.

Financial Impact:

This item has no financial impact on the adopted budget for Fiscal Year 2024/2025.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. This item is being brought straight to Board so that the full Board is apprised of opportunities to serve and to take action to extend the Transportation Investment Plan Ad Hoc Committee.

Responsible Staff:

Marleana Roman, Clerk of the Board

Approved
Board of Directors
Date: December 4, 2024

Witnessed By:

ADDITIONAL INFORMATION

BOARD OF DIRECTORS ATTENDANCE RECORD – 2024

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
Paul Cook Board of Supervisors	X	X	X	X		X	X		X		X	
Jesse Armendarez Board of Supervisors	X	X	X	X		X	X		X	X	X	
Dawn Rowe Board of Supervisors	X	X	X	X	X	X	X		X	X	X	
Curt Hagman Board of Supervisors		X	X	X	X	X	X		X	X	X	
Joe Baca, Jr. Board of Supervisors	X	X	X	X	X	X	X		X	X	X	
Daniel Ramos City of Adelanto	X	X	X	X	X	X	X		X	X		
Art Bishop Town of Apple Valley	X	X	X	X	X	X	X		X		X	
Carmen Hernandez City of Barstow	*	X	X	X		X	X		X	X	X	
Rick Herrick City of Big Bear Lake		X	*	X	X	X	X		X	X	X	
Eunice Ulloa City of Chino	X	X	X	X	X	X	X		X	X	X	
Ray Marquez City of Chino Hills	X	X	X	X	X	X	X		X	X	X	
Frank Navarro City of Colton	X	X	X	X		X	X		X	X	X	
Acquanetta Warren City of Fontana	X	X	X	X		X	X		X	X	X	
Sylvia Robles City of Grand Terrace	X	X	*	X	X	X	X		X	X	X	X
Bill Hussey City of Grand Terrace	X	X	X	X	X	X	X		X	*	X	
Rebekah Swanson City of Hesperia	X	X	X		X	X			X	X	X	

Communication: Attendance (Additional Information)

X = member attended meeting. * = alternate member attended meeting. Empty box = did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box=no meeting

BOARD OF DIRECTORS ATTENDANCE RECORD – 2024

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
Larry McCallon City of Highland	X	*	X	X	X	X	X		X	X	X	
Bhavin Jindal City of Loma Linda	X	X	X	X	X	X	X		X	X	X	X
Ron Dailey City of Loma Linda	X	X	X	X	*	X	X		X	X	X	
John Dutrey City of Montclair	X	X	X	X	X	X	X		X	X	X	
Janet Jernigan City of Needles		X	X	X		X	X		X	X	X	
Alan Wapner City of Ontario	X		X	X	X	X			X	X		
L. Dennis Michael City of Rancho Cucamonga	X	X	X	X	X	X	X			X	X	
Paul Barich City of Redlands						*	X			*		
Deborah Robertson City of Rialto				X			*		X	X		
Helen Tran City of San Bernardino		*	X	X		X	X		X	X	X	
Joel Klink City of Twentynine Palms	X		X	X	X		X		X	X	X	
Rudy Zuniga City of Upland	*	X	X	X	X	*	*		X	*	*	
Debra Jones City of Victorville	X	X	X	X	X	X	X		X		X	
Bobby Duncan City of Yucaipa	X	X	X	X	X	X						
Rick Denison Town of Yucca Valley	X	X	X	X	X	X	X		X	X	X	
Catalino Pining Ex-Official Member	X	X	Rebecca Guirado	X	X	X	Kurt Heidelberg		Jesus Galvan	X	X	

Communication: Attendance (Additional Information)

X = member attended meeting. * = alternate member attended meeting. Empty box = did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box=no meeting

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 st 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

COMMITTEE MEMBERSHIP

**San Bernardino County Transportation Authority (SBCTA)
Representatives on SCAG Committees**

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:15 p.m.)	POLICY COMMITTEES (Regional Council Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa) District 7 (San Bernardino, Highland) District 8 (Rialto, Fontana) District 9 (Rancho Cucamonga, Upland, Montclair) District 10 (Chino, Chino Hills, Ontario) District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley) District 65 (Adelanto, Apple Valley, Hesperia, Victorville) San Bernardino County † Community of Concern Appointee	F. Navarro D. Alexander A. Warren L. Michael R. Marquez R. Denison L. Becerra C. Hagman G. Reyes	A. Warren G. Reyes	D. Alexander R. Denison	F. Navarro L. Michael R. Marquez L. Becerra C. Hagman
†† San Bernardino County Transportation Authority Appointee	A. Wapner			A. Wapner
SBCTA Subregional Appointees* *One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SBCTA has a total of seven subregional appointees to the policy committees. Terms of appointment expire December 31 of odd-numbered years.		Bill Hussey Bobby Duncan Helen Tran	Carmen Hernandez Daniel Ramos Art Bishop	John Dutrey

Communication: Representatives on SCAG Committees (Committee Membership)

Rules of Appointment

1) SBCTA policy stipulates that all SBCTA appointees be SBCTA Board Members. 2) SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment are two years, commencing on adjournment of the annual General Assembly in May of each year. Even-numbered District representatives' terms expire in even-numbered years; odd-numbered District representatives expire in odd-numbered years. † Community of Concern appointee, appointed by the County Regional Council representative for a two-year term. †† SBCTA Regional Council Representative serves a two-year term from the date of appointment.

Stipend Summary

SCAG Regional Council members receive a \$150 stipend for attendance and travel to SCAG sponsored meetings. Regional Council members may also receive reimbursement for public transit expenses or a mileage reimbursement. Parking is validated at SCAG's downtown Los Angeles office for RC members. RC members are eligible to receive up to six (6) per diem stipends per month. Both RC members and Subregional Appointees, if eligible, may receive reimbursement (\$150 + taxes) for lodging (please review SCAG rules before making expenditure). Subregional Appointees shall receive a \$150 stipend for up to four Policy or Task Force meetings per month.

Meeting Information

The regular meetings of SCAG Regional Council and Policy Committees are on the 1st Thursday of each month at the SCAG offices located at 900 Wilshire Blvd., Ste. 700, Los Angeles. Generally, the Policy Committee meetings start at 10 AM and Regional Council meetings start at 12:15 PM.

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation.

Transportation: Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

SBCTA/SBCOG Appointments to External Agencies

The San Bernardino County Transportation Authority (SBCTA) and San Bernardino Council of Governments (SBCOG) work closely with not only the County and cities within the County of San Bernardino, but with a number of regional governments that relate to the multiple counties within the Southern California region. Members of the SBCTA Board of Directors frequently take active roles in representing the interests of San Bernardino County on these regional bodies. This participation provides assurance that the unique needs and characteristics of San Bernardino County are taken into consideration as policies are developed which impact this County and its individual local government units. Active participation in regional organizations further promotes the interests of San Bernardino County and secures its appropriate role in the Southern California region.

The following table lists some of the regional bodies upon which SBCTA and SBCOG representatives serve.

Committee	Appointee	Appointing Authority	Purpose	Term
California Association of Councils of Governments	Alan Wapner, Ontario	President	CALCOG facilitates communication and information sharing among its members. Most members of CALCOG are Councils of Governments (COGs), while some are transportation commissions and others are the large Metropolitan Planning Organizations like SCAG and SANDAG. CALCOG is governed by a Board of Directors comprised of a representative from each member's Board of Directors.	12/31/24
Gold Line Phase II Joint Powers Authority	John Dutrey, Montclair, Primary Ray Marquez, Chino Hills, Alternate	Board of Directors	The Gold Line Phase II Construction Authority is a Joint Powers Authority (JPA) formed by 14 cities along the corridor and SBCTA. The JPA serves as a forum for the review, consideration, study, development and recommendation of policies and plans for the extension of the Gold Line from Pasadena to Montclair. Members receive \$150 payment from Gold Line Authority for participation.	12/31/25 12/31/24
Inland Empire Economic Partnership (IEEP)	Dennis Michael, Rancho Cucamonga	President	The IEEP is a partnership that includes business, government and academic leaders to develop and carry out initiatives to benefit the region.	
Inland Regional Energy Network (I-REN) Program Executive Committee	Curt Hagman, County Supervisor Deborah Robertson, Rialto Art Bishop, Apple Valley	President	The I-REN Executive Committee consists of three representative votes from SANBAG, WRCOG, and CVAG. The committee will meet quarterly and make executive decisions regarding the overall program. Stipends for the Executive Committee are not an allowable expense under the CPUC rules.	12/31/24 12/31/24 12/31/24
Metro Gold Line Foothill Extension Construction Authority	Alan Wapner, Ontario, Primary John Dutrey, Montclair, Alternate	President	The Authority is responsible for the development of a light rail project from the City of Los Angeles into San Bernardino County. The Authority board meets on the second and fourth Wednesday of the month at 12:00 p.m. at the Authority's office in Monrovia. Members receive \$150 for each day spent on Authority business, not to exceed \$600 per month.	12/31/24 12/31/24
Mobile Source Air Pollution Reduction Review Committee	Larry McCallon, Highland, Primary John Dutrey, Montclair, Alternate	Board of Directors	Develops and implements work programs which reduce mobile source emissions, funded by AB2766 (portion of the \$4 motor vehicle registration fee). County Commissions, SCAQMD, and ARB have one appointment with alternates. In April 2005, SBCTA authorized a stipend of \$100 per day. The MSRC meets on the third Thursday of the month at 2:00 p.m. at South Coast Air Quality Management District in Diamond Bar.	12/31/24 12/31/24

Communication: Appointments to External Agencies (Committee Membership)

SBCTA/SBCOG Appointments to External Agencies

Committee	Appointee	Appointing Authority	Purpose	Term
One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority	Deborah Robertson, Rialto	Board of Directors	Responsible for developing the integrated Regional Water Management Plan for the Santa Ana River. The term of the appointment is for four years for a city representative from San Bernardino County. Officers leaving elected office after appointment are still eligible to serve. Beginning January 2016, the OWOW meets on the 4 th Thursday of every other month at 11:00 a.m. at the Santa Ana Watershed Project Authority (SAWPA). Members of the Steering Committee do not receive a stipend.	12/31/26
SCAG Policy Committees	See associated table.	The Board has authorized the President to make appointments to SCAG Policy Committees.	SBCTA also has authority to appoint up to seven appointees to the three SCAG Policy Committees: i.e., Community Economic and Human Development, Energy and Environment, and Transportation. SCAG pays appointees to policy committees a stipend of \$120 per meeting.	See associated table – Representatives on SCAG Committees
Southern California Regional Rail Authority	Alan Wapner, Ontario, Primary Larry McCallon, Highland, Primary Ray Marquez, Chino Hills, Alternate John Dutrey, Montclair, Alternate	Board of Directors (Recommendation made by the Transit Committee)	SCRRRA serves as the governing body for Metrolink, the regional commuter rail system serving the five Southern California Counties. Members receive payment of \$100 per day from SCRRRA for participation.	Indefinite
SR 91 Advisory Committee	Ray Marquez, Chino Hills, Ex-Officio Member	Board of Directors	The Committee reviews issues and makes recommendations to OCTA regarding the transportation facilities acquired, including tolls imposed, operations, maintenance, use of toll revenues, and improvements in the area of SR 91 between I-15 and SR 55, including the identification and siting of alternate highways. SBCTA has not authorized payment of stipend for participation.	12/31/24
The Sam and Alfreda L. Maloof Foundation for Arts and Crafts	Deborah Robertson, Rialto	Board of Directors	A non-profit corporation that participates in the preparation of the Conservation Plan and oversees the activities and assets of the Foundation. A payment of stipend for participation has not been authorized.	12/31/24

Communication: Appointments to External Agencies (Committee Membership)

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>General Policy Committee Membership consists of the following: SBCTA President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County)* 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County)</p> <p>City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea.</p> <p>Policy Committee and Board Study Session Chairs are members of this policy committee.</p> <p>All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives.</p> <p>The SBCTA Vice President shall serve as Chair of the General Policy Committee.</p>	<p>Makes recommendations to Board of Directors and:</p> <ol style="list-style-type: none"> (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. <p>The General Policy Committee is authorized to approve Contracts in excess of \$100,000, Contract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval.</p> <p>(Brown Act)</p>	<p><u>West Valley</u> Ray Marquez, Chino Hills (Vice Chair/President) John Dutrey, Montclair (TC Chair) Alan Wapner, Ontario Jesse Armendarez, Supervisor</p> <p><u>East Valley</u> Frank Navarro, Colton Larry McCallon, Highland Helen Tran, San Bernardino (MVSS Chair) Joe Baca, Jr., Supervisor</p> <p><u>Mountain/Desert</u> Art Bishop, Apple Valley Debra Jones, Victorville Rick Denison, Yucca Valley (Chair/Vice President) Dawn Rowe, Supervisor (Past President)</p> <p>Should the chairs of each Committee and the Officers all be from the East Valley, West Valley or Mountain/Desert, additional members may be added to maintain geographical balance. Additional Board Members may be appointed annually at the discretion of the Board President.</p>	<p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p> <p>6/30/2025</p>
<p>Transit Committee Membership consists of 12 SBCTA Board Members: 10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members, and 2 Mountain/Desert Board Members.</p> <p>SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board.</p> <p>Other members are appointed by the SBCTA President for 2-year terms.</p>	<p>Provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service.</p> <p>* SCRRA Primary Member ** SCRRA Alternate Member</p> <p>(Brown Act)</p>	<p>John Dutrey, Montclair** (Chair) Joe Baca, Jr., Supervisor (Vice Chair) Eunice Ulloa, Chino Ray Marquez, Chino Hills** Frank Navarro, Colton Acquanetta Warren, Fontana Larry McCallon, Highland* Alan Wapner, Ontario* L. Dennis Michael, Rancho Cucamonga Bobby Duncan, Yucaipa Rick Denison, Yucca Valley Dawn Rowe, Supervisor</p>	<p>Indeterminate (6/30/2024)</p> <p>12/31/2024 (6/30/2025)</p> <p>12/31/2024</p> <p>Indeterminate</p> <p>12/31/2025</p> <p>12/31/2025</p> <p>Indeterminate</p> <p>Indeterminate</p> <p>12/31/2025</p> <p>12/31/2025</p> <p>12/31/2024</p> <p>12/31/2024</p>

Communication: Committee Membership (Committee Membership)

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Mountain/Desert Committee Membership consists of 11 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, and Third Districts.</p>	<p>Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion.</p> <p>The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.</p> <p>(Brown Act)</p>	<p>Debra Jones, Victorville (Chair) Rebekah Swanson, Hesperia (Vice Chair) Daniel Ramos, Adelanto Art Bishop, Apple Valley Carmen Hernandez, Barstow Rick Herrick, Big Bear Lake Janet Jernigan, Needles Joel Klink, Twentynine Palms Rick Denison, Yucca Valley Paul Cook, Supervisor Dawn Rowe, Supervisor</p>	<p>Indeterminate (6/30/20 Indeterminate (6/30/20 Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate</p>
<p>Legislative Policy Committee Membership consists of the following: President, Vice-President, Immediate Past President and four Board members appointed by the Board President.</p> <ul style="list-style-type: none"> - 1 East Valley member - 1 West Valley member - 1 Mountain/Desert member - 1 County member <p>Members shall serve for the duration of the State and Federal two-year legislative session in which they were appointed, with terms expiring December 31 of even-numbered years. The SBCTA Board President shall serve as Chair of the Legislative Policy Committee.</p>	<p>Provide guidance and recommendations to the Board of Directors regarding issues and actions relating to the executive, legislative or judicial branches of the State and Federal government, or any other local governing body.</p> <p>Review and provide input on drafting of State and Federal legislative platform, which will serve as guiding principles to support or oppose State and Federal legislation and regulations.</p> <p>(Brown Act)</p>	<p>Ray Marquez, Chino Hills (President) Rick Denison, Yucca Valley (Vice President) Dawn Rowe, Supervisor (Past President) Larry McCallon, Highland Alan Wapner, Ontario Paul Cook, Supervisor Art Bishop, Apple Valley</p>	<p>Indeterminate Indeterminate Indeterminate 12/31/2024 12/31/2024 12/31/2024 12/31/2024</p>

Communication: Committee Membership (Committee Membership)

<u>Policy Committee Meeting Times</u>	General Policy Committee	Second Wednesday, 9:00 a.m., SBCTA Office
	Legislative Policy Committee	Second Wednesday, 9:30 a.m., SBCTA Office
	Transit Committee	Second Thursday, 9:00 a.m., SBCTA Office
	Mountain/Desert Committee	Third Friday, 9:30 a.m., Victorville, CA

Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
<p>Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.</p>	<p>To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.</p> <p>(Brown Act)</p>	<p>Board of Directors Helen Tran, San Bernardino (Chair) Jesse Armendarez, Supervisor (Vice Chair)</p>	<p>6/30/2025 6/30/2025</p>

Meeting Time: Second Thursday, 9:30 a.m., SBCTA Office

Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)</p> <p>Membership consists of 11 members appointed by the SBCTA Executive Director.</p> <p>5 representing Public Transit Providers</p> <p>1 representing County Dept. of Public Works</p> <p>2 representing the Consolidated Transportation Services Agency - Omnitrans and VVTA also represent CTSA for the Valley and High Desert respectively.</p> <p>5 At Large Members representing Social Service Providers</p>	<p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities;</p> <p>(1) Review and make recommendations on annual Unmet Transit Needs hearing findings</p> <p>(2) Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications</p> <p>(3) Assist SBCTA in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan</p> <p>(4) Review call for projects for Federal Transit Administration Section 5310 grant applications</p> <p>(5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit</p> <p>(6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit</p> <p>(7) Receive annual reports on funded specialized programs funded through FTA Section 5310 and Measure I</p> <p>(8) Identify regional or county level areas of unmet needs</p> <p>(9) Address special grant or funding opportunities</p> <p>(10) Address any special issues of PASTACC voting and non-voting members</p> <p>(Brown Act)</p>	<p>Standing Membership –</p> <p>Morongo Basin Transit Authority</p> <p>Mountain Transit</p> <p>City of Needles Transit Services</p> <p>Omnitrans</p> <p>Victor Valley Transit Authority</p> <p>County of San Bernardino Dept. of Public Works</p> <p>At Large Membership –</p> <p>San Bernardino Dept. of Aging and Adult Services</p> <p>Foothill Aids</p> <p>Anthesis</p> <p>Reach Out Morongo Basin</p> <p>Loma Linda University Health</p>	<p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>5/31/2027</p> <p>9/30/2026</p> <p>9/30/2026</p> <p>6/30/2025</p> <p>8/31/2027</p>

Communication: Committee Membership (Committee Membership)

Meeting Dates and Time: Bi monthly, beginning in January, 2nd Tuesday of the month, 10:00 a.m., (Location rotates: SBCTA Office, VVTA, MBTA)

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

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows:</p> <ul style="list-style-type: none"> A. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector. B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding. C. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements. D. One member who is current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements. E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC. <p>In addition to the appointed members, the SBCTA President and Executive Director will serve as ex-officio members.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> <p>(Brown Act)</p>	<p>Cole Jackson (A) Gerry Newcombe (B) Alex Artiaga (C) Chad Logan (D) Patrick Morris (E) Ray Marquez, Ex-Officio Ray Wolfe, Ex-Officio</p>	<p>10/31/2024 12/31/2024 06/30/2028 06/30/2028 03/01/2025</p>

Communication: Committee Membership (Committee Membership)

SBCTA Ad Hoc Committees

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

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Council of Governments Ad Hoc Committee On May 1, 2024, the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President.</p>	<p>To provide guidance on the reviewing and updating the Bylaws and policies relating to SBCOG. At the November 6, 2024 Board meeting, staff was directed to work with the SBCOG Ad Hoc to complete the equity framework. This ad hoc has a term ending June 30, 2025.</p>	<p>Rick Herrick, Big Bear Lake Rebekah Swanson, Hesperia Larry McCallon, Highland John Dutrey, Montclair L. Dennis Michael, Rancho Cucamonga Helen Tran, San Bernardino Rick Denison, Yucca Valley Joe Baca Jr., Supervisor</p>

<p>Housing Trust Ad Hoc Committee On January 4, 2023, the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President, for a term ending December 31, 2023. On December 6, 2023, the Board approved a 6-month extension, for a new term ending June 30, 2024. On February 7, 2024, the Board approved a 6-month extension, for a new term ending December 31, 2024. On November 6, 2024, the Board approved an extension for a new term ending December 31, 2025.</p>	<p>To take a broad look into the housing trust and how it interacts with the Council of Governments. This ad hoc has a term ending December 31, 2025.</p>	<p>Eunice Ulloa, Chino Deborah Robertson, Rialto Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Daniel Ramos, Adelanto Rick Denison, Yucca Valley Curt Hagman, Supervisor</p>
<p>Transportation Investment Plan Ad Hoc Committee On June 29, 2022 the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President. At the Board Workshop on November 30, 2023, the Board approved a 1-year extension of this ad hoc, for a new term ending December 31, 2024</p>	<p>To look at future Measure options and make recommendations relating to any future local measure. This ad hoc has a term end date of December 31, 2024.</p>	<p>Art Bishop, Apple Valley Larry McCallon, Highland Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Joel Klink, Twentynine Palms Debra Jones, Victorville Bobby Duncan, Yucaipa Jesse Armendarez, Supervisor</p>

SBCTA Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p>Transportation Technical Advisory Committee (TTAC) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Administrative Officer.</p>	<p>SBCTA’s Transportation Technical Advisory Committee was formed by SBCTA management to provide input to SBCTA staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SBCTA Board of Directors. The TTAC is not a Brown Act committee.</p>	<p>Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.</p>
<p>City/County Manager’s Technical Advisory Committee (CCM TAC) The committee is composed of up to two representatives of the County Administrator’s Office and the city manager or administrator from each city and town in the County.</p>	<p>SBCTA’s City/County Manager’s Technical Advisory Committee was established in the Joint Powers Authority that established San Bernardino Associated Governments (SANBAG). The primary role of the committee is to provide a forum for the chief executives of SANBAG’s member agencies to become informed about and discuss issues facing SANBAG/SBCTA. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns. The CCM TAC is a Brown Act Committee.</p>	<p>Meets bimonthly on the first Thursday of the month at 10:00 AM, at SBCTA.</p>
<p>Planning and Development Technical Forum (PDTF) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Chief Executive Officer.</p>	<p>The SBCTA Planning and Development Technical Forum was formed by SBCTA management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance. The PDTF is not a Brown Act Committee.</p>	<p>Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).</p>

Communication: Committee Membership (Committee Membership)

Project Development Teams	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff.</p> <p>Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project.</p> <p>PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.</p> <p>PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.</p> <p>The PDTs are not Brown Act Committees.</p>	Varies with the PDT.
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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