

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

**November 14, 2024**

**9:00 AM**

**Location**

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

***Transit Committee Membership***

**Chair**

John Dutrey, Mayor  
*City of Montclair*

Larry McCallon, Mayor Pro Tem  
*City of Highland*

**Vice Chair**

Joe Baca, Jr., Supervisor  
*County of San Bernardino*

Alan Wapner, Council Member  
*City of Ontario*

Eunice Ulloa, Mayor  
*City of Chino*

L. Dennis Michael, Mayor  
*City of Rancho Cucamonga*

Ray Marquez, Council Member  
*City of Chino Hills*

Bobby Duncan, Council Member  
*City of Yucaipa*

Frank Navarro, Mayor  
*City of Colton*

Rick Denison, Council Member  
*Town of Yucca Valley*

Acquanetta Warren, Mayor  
*City of Fontana*

Dawn Rowe, Supervisor  
*County of San Bernardino*

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

**AGENDA**

**Transit Committee Meeting**

**November 14, 2024**

**9:00 AM**

**Location**

**SBCTA Office**

**First Floor Lobby Board Room**

**1170 W. 3rd Street, San Bernardino, CA 92410**

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

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

**CALL TO ORDER**

(Meeting Chaired by John Dutrey)

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

**Public Comment**

**Brief Comments from the General Public**

**Note: Public Comment on items listed on this agenda will be allowed only during this committee meeting. No public comment will be allowed on committee items placed on the Consent Agenda at the Board of Directors meeting. If an item has substantially changed after consideration during the committee meeting, the item will be placed on Discussion for Board and public comment will be allowed.**

## **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**

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

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

## **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.

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### **2. Transit and Rail Programs Contract Change Orders to On-Going Contracts**

Receive and file Change Order Report.

**Presenter: Joy Buenaflor**

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

## **DISCUSSION ITEMS**

### **Discussion - Administrative Matters**

#### **3. 2025 Transit Committee Meeting Schedule**

Pg. 14

Approve the 2025 Transit Committee meeting schedule.

**Presenter: Ashley Izard**

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

### **Discussion - Regional/Subregional Planning**

#### **4. Priority Transit Corridors for the San Bernardino Valley**

Pg. 28

That the Transit Committee recommend 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 network as identified in the Omnitrans Systemwide Plan (updated in 2019), to be incorporated into the Long Range Multimodal Transportation Plan.

**Presenter: Steve Smith**

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

## **Discussion - Transit**

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

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

A. Approve Amendment No. 2 to Contract No. 21-1002658 with CPM Partners, Inc., for Construction Management Services related to 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 an 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 is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel, Enterprise Risk Manager, and Procurement Manager have reviewed this item and the draft amendment.**

### **6. Fiscal Year 2024/2025 Budget Amendment for Transit and Rail Programs**

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That the Transit Committee recommend 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 is not scheduled for review by any other policy committee or technical advisory committee.**

### **7. San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2023/2024 Fourth Quarter**

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

**Presenter: Nancy Strickert**

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

## **Comments from Board Members**

**Brief Comments from Board Members**

### **ADJOURNMENT**

## **Additional Information**

Attendance	Pg. 77
Acronym List	Pg. 78
Mission Statement	Pg. 80

**The next Transit Committee meeting is scheduled for December 12, 2024**

## **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](mailto:clerkoftheboard@gosbcta.com) and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> 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](mailto:clerkoftheboard@gosbcta.com). La oficina se encuentra en 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> 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/](http://www.gosbcta.com/board/meetings-agendas/) at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3<sup>rd</sup> Street, 1<sup>st</sup> 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](mailto: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*

## Minute Action

AGENDA ITEM: 1

**Date:** November 14, 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
5	21-1002658-02	CPM Partners, Inc. <i>Alex Janecek</i>	A1 Management & Inspection Twining Guida Surveying Center for Transportation and the Environment
6	N/A	Metrolink	None

**Financial Impact:**

This item has no direct impact on the annual budget.

**Reviewed By:**

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

**Responsible Staff:**

Victor Lopez, Director of Transit & Rail Programs

Approved  
Transit Committee  
Date: November 14, 2024

Witnessed By:

Entity: San Bernardino County Transportation Authority

## ***Minute Action***

AGENDA ITEM: 2

***Date:*** *November 14, 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 is not scheduled for review by any other policy committee or technical advisory committee.

***Responsible Staff:***

Joy Buenaflor, Deputy Director of Transit & Rail Programs

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Approved  
Transit Committee  
Date: November 14, 2024  
Witnessed By:

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

<b>Number</b>	<b>Description</b>	<b>Amount</b>
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 (10745 : Transit and Rail Programs Contract Change Orders to On-Going Contracts)

## ***Minute Action***

AGENDA ITEM: 3

***Date:*** *November 14, 2024*

***Subject:***

2025 Transit Committee Meeting Schedule

***Recommendation:***

Approve the 2025 Transit Committee meeting schedule.

***Background:***

The San Bernardino County Transportation Authority (SBCTA) Transit Committee regular meeting schedule is on the Thursday of the week following the Board of Directors meeting, which is usually the second Thursday of the month, beginning at 9:00 a.m., in the 1<sup>st</sup> Floor Lobby Board Room at the Santa Fe Depot. 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 meeting has been rescheduled due to conflict with other meetings or holiday schedules. SBCTA staff, however, has been directed to make every effort to minimize deviation from the regular schedule to ensure continuity of meetings and participation.

A proposed 2025 meeting schedule is identified below for approval. 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 procedure for meeting preparation. The proposed meeting schedule does conform to the second Thursday of each month, the week following the Board of Directors meeting.

The proposed 2025 Transit Committee meeting dates are as follows:

January 16, 2025*	July 10, 2025 ( <b>DARK</b> )
February 13, 2025	August 14, 2025
March 13, 2025	September 11, 2025
April 10, 2025	October 16, 2025**
May 15, 2025*	November 13, 2025
June 12, 2025	December 11, 2025

*\*This date falls on the 3<sup>rd</sup> Thursday of the month*

*\*\*This meeting will be moved to the 3<sup>rd</sup> Thursday due to a conflict with the League of California Cities Annual Conference.*

***Financial Impact:***

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

***Reviewed By:***

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

***Responsible Staff:***

Ashley Izard, Deputy Clerk of the Board

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

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Approved  
Transit Committee  
Date: November 14, 2024  
Witnessed By:

# SBCTA / SBCOG 2025 Master Calendar

~ January 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>NOTES:</b> *The Board meeting will be held on the 2 <sup>nd</sup> Wednesday due to Holiday. **The CCMTAC meeting will be held on the 2 <sup>nd</sup> Thursday due to Holiday. ***This meeting falls on the 3 <sup>rd</sup> Wednesday of the month. ****This meeting falls on the 3 <sup>rd</sup> 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 (10949 : 2025 Transit Committee Meeting Schedule)

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	3	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 (10949 : 2025 Transit Committee Meeting Schedule)

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
						<b>1</b> NACo Legislative Conference Ramadan
<b>2</b> NACo Legislative Conference Ramadan	<b>3</b> NACo Legislative Conference Ramadan	<b>4</b> NACo Legislative Conference Ramadan	<b>5</b> Board Ramadan	<b>6</b> City/County Manager's TAC SCAG Regional Council Ramadan	<b>7</b> Ramadan	<b>8</b> Ramadan
<b>9</b> Daylight Savings Time Begins Ramadan	<b>10</b> Ramadan	<b>11</b> Ramadan	<b>12</b> General Policy Committee Legislative Policy Committee Ramadan	<b>13</b> Transit Committee Metro Valley Study Session Ramadan	<b>14</b> Ramadan	<b>15</b> Ramadan
<b>16</b> Ramadan	<b>17</b> Ramadan	<b>18</b> Ramadan	<b>19</b> LAFCO Hearing Ramadan	<b>20</b> Ramadan	<b>21</b> Mt/Desert Policy Committee Ramadan	<b>22</b> Ramadan
<b>23</b> Ramadan	<b>24</b> Ramadan	<b>25</b> Ramadan	<b>26</b> Ramadan	<b>27</b> Laylat al-Qadr Ramadan	<b>28</b> Ramadan	<b>29</b> Ramadan
<b>30</b> Ramadan	<b>31</b> Cesar Chavez Day					

Attachment: 2025 Master Meeting Calendar (10949 : 2025 Transit Committee Meeting Schedule)

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 (10949 : 2025 Transit Committee Meeting Schedule)

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
<b>NOTES:</b> *City/County Manager's TAC cancelled due to conflict with SCAG General Assembly. **This meeting falls on the 3 <sup>rd</sup> Thursday of the month.				<b>1</b>  *City/County Manager's TAC (CANCELLED)  SCAG Regional Council  SCAG General Assembly	<b>2</b>  SCAG General Assembly	<b>3</b>
<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>  Board	<b>8</b>  City/County Conference (Tentative)	<b>9</b>  City/County Conference (Tentative)	<b>10</b>
<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>  General Policy Committee  Legislative Policy Committee	<b>15</b>  **Transit Committee  **Metro Valley Study Session	<b>16</b>  Mt/Desert Policy Committee	<b>17</b>
<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>  LAFCO Hearing	<b>22</b>	<b>23</b>	<b>24</b>
<b>25</b>	<b>26</b>  Memorial Day Holiday	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b>

Attachment: 2025 Master Meeting Calendar (10949 : 2025 Transit Committee Meeting Schedule)

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 (10949 : 2025 Transit Committee Meeting Schedule)

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 (10949 : 2025 Transit Committee Meeting Schedule)

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 (10949 : 2025 Transit Committee Meeting Schedule)

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 (10949 : 2025 Transit Committee Meeting Schedule)

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
<b>NOTES:</b> *This meeting will be held on the 3 <sup>rd</sup> Thursday due to a conflict with the League of CA Cities Annual Conference.			<b>1</b> Board Yom Kippur	<b>2</b> SCAG Regional Council Yom Kippur	<b>3</b>	<b>4</b>
<b>5</b>	<b>6</b> Sukkot	<b>7</b> Sukkot	<b>8</b> General Policy Committee Legislative Policy Committee League of CA Cities Annual Conference Sukkot	<b>9</b> League of CA Cities Annual Conference Sukkot	<b>10</b> League of CA Cities Annual Conference Sukkot	<b>11</b> Sukkot
<b>12</b> Sukkot	<b>13</b> Columbus Day Sukkot Shemini Atzeret	<b>14</b> Shemini Atzeret Simchat Torah	<b>15</b> LAFCO Hearing Simchat Torah	<b>16</b> *Transit Committee *Metro Valley Study Session	<b>17</b> Mt/Desert Policy Committee	<b>18</b>
<b>19</b>	<b>20</b>	<b>21</b> Diwali	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>
<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b> Halloween	(Empty)

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.

Attachment: 2025 Master Meeting Calendar (10949 : 2025 Transit Committee Meeting Schedule)

# SBCTA / SBCOG 2025 Master Calendar

~ November 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>NOTES:</b> *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 (10949 : 2025 Transit Committee Meeting Schedule)

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	<b>NOTES:</b> *This meeting will be held on the 2 <sup>nd</sup> Friday due to Holidays.		
Kwanzaa	Kwanzaa	Kwanzaa	Kwanzaa			

Attachment: 2025 Master Meeting Calendar (10949 : 2025 Transit Committee Meeting Schedule)

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: 4

***Date:*** *November 14, 2024*

***Subject:***

Priority Transit Corridors for the San Bernardino Valley

***Recommendation:***

That the Transit Committee recommend 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 network as identified in the Omnitrans Systemwide Plan (updated in 2019), to be incorporated into the Long Range Multimodal Transportation Plan.

***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. 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.

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

*Entity: San Bernardino County Transportation Authority*

SBCTA Transit Committee on September 12, 2024 with an expectation that a recommendation would be brought back once the outreach had concluded.

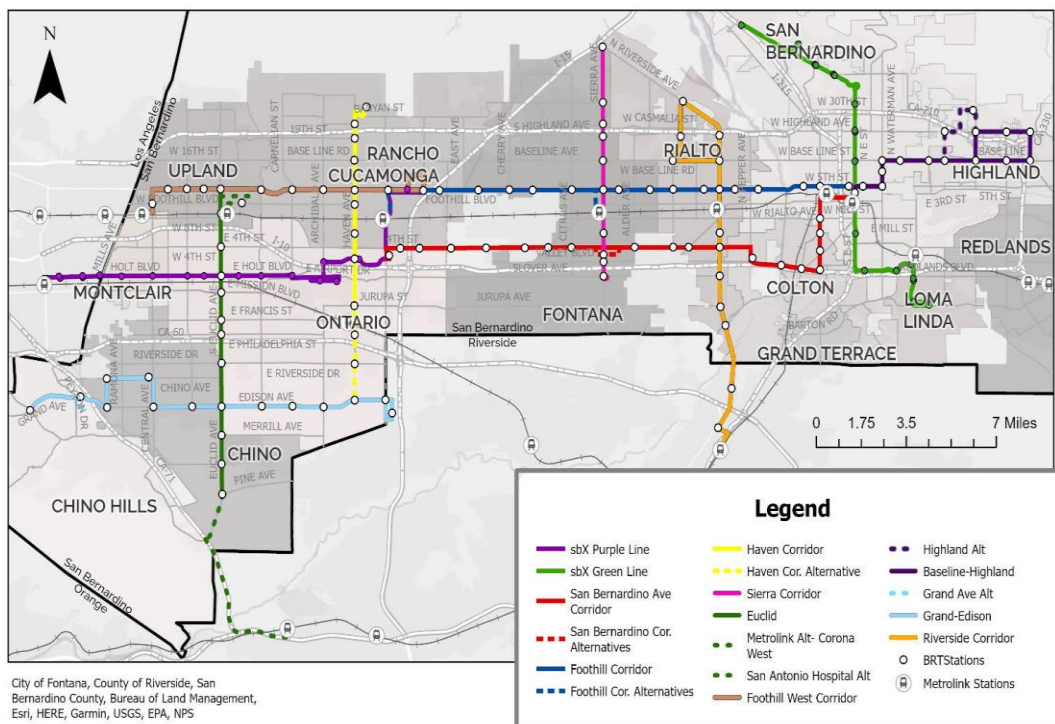
**Evaluation Framework**

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. Omintrans Systemwide Plan of Priority Transit Corridors, 2019 Update**



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
<b>Current Local Daily Ridership</b>	4,070	659	1,111	4,915	2,198	394	792	4,110	1,081
<b>Total Distance</b> <small>(including alt. routing)</small>	13.55	15.69	20.29	20.49	11.59	14.29	16.72	20.75	8.36
<b>Current Avg Daily Riders/Mile</b>	300.4	42.0	54.7	239.9	189.7	27.6	47.4	198.1	129.4
<b>Potential BRT Stations</b>	16	14	14	21	12	14	15	22	12
<b>Population</b> <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
<b>Density (ppl/ml<sup>2</sup>)</b> <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
<b>Jobs (2021 LEHD)</b> <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
<b>Density (jobs/ml<sup>2</sup>)</b> <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 is not scheduled for review by any other policy committee or technical advisory committee.

**Responsible Staff:**

Steve Smith, Director of Planning & Regional Programs

Approved  
 Transit Committee  
 Date: November 14, 2024

Witnessed By:



## *Minute Action*

AGENDA ITEM: 5

***Date:*** *November 14, 2024*

***Subject:***

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

***Recommendation:***

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

A. Approve Amendment No. 2 to Contract No. 21-1002658 with CPM Partners, Inc., for Construction Management Services related to 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 an 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*

Transit Committee Agenda Item

November 14, 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 is not scheduled for review by any other policy committee or technical advisory committee. 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  
Transit Committee  
Date: November 14, 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					
Original Contract	\$	1,041,815.21	Original Contingency	\$	104,181.52
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	100,003.84	Prior Contingency Released (-)	\$	(100,003.84)
Current Amendment	\$	1,370,000.00	Current Amendment	\$	137,000.00
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>2,511,819.05</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>141,177.68</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>				<b>\$</b>	<b>2,652,996.73</b>

**Contract Authorization**

Board of Directors \_\_\_\_\_ Date: 12/4/2024 \_\_\_\_\_ Committee \_\_\_\_\_ Item # \_\_\_\_\_

**Contract Management (Internal Purposes Only)**

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

**Accounts Payable**

Estimated Start Date: 5/18/2022 Expiration Date: 6/30/2025 Revised Expiration Date: 6/30/2026  
 NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:		Total Contingency:		
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	2,511,819.05	\$	141,177.68
GL	2565	30	0315	0336	52001	42206506	TIRCP: HFS	442,643.66		4,177.68	
GL	2565	30	0315	0336	52001	42206508	TIRCP: AMF Retrofit	658,361.87		-	
GL	2565	30	0315	0336	52001	42206509	TIRCP: Major Equip	9,230.50		-	
GL	1050	30	0315	0336	52001	42218001	STA	1,401,583.02		137,000.00	
GL								-		-	
GL								-		-	
GL								-		-	
GL								-		-	
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GL								-		-	
GL								-		-	
GL								-		-	

Joy Buenaflor  
 Project Manager (Print Name)

Victor Lopez  
 Task Manager (Print Name)

Additional Notes: \_\_\_\_\_

Attachment: CSS - 21-1002658 Amendment No. 2 [Revision 1] (10922 : 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. 3<sup>rd</sup> Street, 2<sup>nd</sup> 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  
Board of Directors President

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

	<b>Firm Name</b>	<b>Hours</b>	<b>Costs</b>
	<b>CPM Partners</b>		
	Labor Costs	12,259	\$ 2,142,657.26
	Other Direct Costs		\$ 130,003.84
<b>Sub Total</b>		<b>12,259</b>	<b>\$ 2,272,661.10</b>
	<b>A1 Management &amp; Inspection</b>		
	Labor Costs	700	\$ 167,157.95
	Other Direct Costs		\$ -
<b>Sub Total</b>		<b>700</b>	<b>\$ 167,157.95</b>
	<b>Twining, Inc.</b>		
	Labor Costs	100	\$ 26,000.00
	Other Direct Costs		\$ 15,000.00
<b>Sub Total</b>		<b>100</b>	<b>\$ 41,000.00</b>
	<b>Guida</b>		
	Labor Costs	100	\$ 25,000.00
	Other Direct Costs		\$ 6,000.00
<b>Sub Total</b>		<b>100</b>	<b>\$ 31,000.00</b>
	<b>Contract Grand Total Amount</b>	<b>13,159</b>	<b>\$ 2,511,819.05</b>

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		
<b>Project Manager/Resident Engr.</b>	<b>Alex Janeczek</b>	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) <b>TOTAL DIRECT LABOR COSTS</b> [(a)+(b)]		\$	<u>953,080.78</u>

**Fringe Benefits**

d) Fringe Benefits (Rate: Safe Harbor - 120%/90%)	e) <b>Total Fringe Benefits</b> [(c)x(d)]	\$	<u>\$0.00</u>
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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) <b>Total Indirect Costs</b> [(g)+(i)]	\$	<u>\$1,012,659.83</u>

**Fixed Fee (Profit)**

n) (Rate 9.00% %)	k) <b>Fixed fee</b> [ (c) + (e) + (j)] x (n)	\$	<u>\$176,916.65</u>
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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) <b>Total Other Direct Costs</b> [ (l) + (m) + (n) + (o)]	\$	<u>369,161.79</u>
<b>Total cost</b> [(c) + (e) + (j) + (k) + (p)]	\$	<u>\$2,511,819.05</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 (10922 : 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
<b>Total</b>	<b>100.0%</b>		<b>Total</b>	<b>=</b>	<b>12,259</b>	

**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

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

<b>Labor Costs</b>			
a) Subtotal Direct Labor Costs		\$	69,247.50
b) Anticipated Salary Increases (see page 2 for sample)		\$	1,011.42
c) <b>TOTAL DIRECT LABOR COSTS</b> [(a)+(b)]		\$	<u>70,258.92</u>
<b>Fringe Benefits</b>			
d) Fringe Benefits (Rate: Safe Harbor - 120%/90%)	e) <b>Total Fringe Benefits</b> [(c)x(d)]	\$	<u>\$0.00</u>
<b>Indirect Costs</b>			
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) <b>Total Indirect Costs</b> [(g)+(i)]	\$	<u>\$83,097.00</u>
<b>Fixed Fee (Profit)</b>			
n) (Rate 9.00% %)	k) <b>Fixed fee</b> [ (c) + (e) + (j) ] x (n)	\$	<u>\$13,802.03</u>
<b>Total Loaded Labor Costs</b>		\$	<u>\$167,157.95</u>
<b>Other Direct Costs (ODC)</b>			
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) <b>Total Other Direct Costs</b> [ (l) + (m) + (n) + (o) ]	\$	<u>\$0.00</u>
	<b>Total cost</b> [(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 (10922 : 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 <u>Subtotal</u> 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
<b>Total</b>	<b>100.0%</b>		<b>Total</b>	<b>=</b>	<b>700.40</b>	

**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	<b>Transferred to page 1</b>

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: 6

***Date:*** *November 14, 2024*

***Subject:***

Fiscal Year 2024/2025 Budget Amendment for Transit and Rail Programs

***Recommendation:***

That the Transit Committee recommend 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. Staff is recommending an increase to Task No. 0314 by a total of \$878,000 for free fare days to support the Multimodal Working Group's transit awareness and improvements to Metrolink 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 4<sup>th</sup>, Earth Day on April 22<sup>nd</sup>, Car Free Day on September 21<sup>st</sup>, Clean Air Day on October 4<sup>th</sup>, Election Day on November 5<sup>th</sup>, 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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**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 is not scheduled for review by any other policy committee or technical advisory committee.

**Responsible Staff:**

Nancy Strickert, Transit Manager

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Approved  
Transit Committee  
Date: November 14, 2024

Witnessed By:

## ***Minute Action***

AGENDA ITEM: 7

***Date:*** *November 14, 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*

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**Exhibit 2, San Bernardino County Passenger Trips by Quarter, Fall 2019 to Summer 2024**

Quarter	Passenger Boardings
9/30/19	4,666,886
12/31/19	4,666,519
3/31/20	4,170,877
6/30/20	1,539,552
9/30/20	1,572,401
12/31/20	1,584,556
3/31/21	1,555,928
6/30/21	1,771,683
9/30/21	2,019,132
12/31/21	2,184,213
3/31/22	2,389,639
6/30/22	2,267,439
9/30/22	2,412,379
12/31/22	2,741,230
3/31/23	2,894,605
6/30/23	2,748,099
9/30/23	2,810,385
12/31/23	3,127,276
3/31/24	3,408,921
6/30/24	3,150,257

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**

Quarter	Metrolink (includes Arrow)	Omnitrans	Victor Valley Transit Authority
9/30/19	1,132,002	2,776,333	440,557
6/30/20	144,521	1,075,300	148,250
9/30/20	306,991	1,084,266	174,913
6/30/21	488,704	1,371,058	154,339
9/30/21	523,599	1,439,283	176,250
12/31/21	532,006	1,550,201	212,167
3/31/22	547,560	1,465,203	215,608
6/30/22	543,353	1,610,908	230,187
9/30/22	596,199	1,634,678	249,306
12/31/22	653,120	1,717,745	311,156
3/31/23	645,662	1,740,355	277,425
6/30/23	691,121	1,762,647	260,686

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.

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### Exhibit 4, Small Operators' Quarterly Ridership, Fall 2019 to Summer 2024

Quarter	Basin Transit	Mountain Transit	Needles Transit Services
9/30/19	64,239	10,427	41,202
6/30/20	36,277	5,204	18,727
6/30/21	34,860	5,080	18,774
6/30/22	41,022	5,791	6,368
9/30/22	40,579	50,186	41,293
12/31/22	41,983	226,029	5,932
3/31/23	41,587	6,309	6,899
6/30/23	44,847	107,887	6,789
9/30/23	44,765	60,902	7,794
12/31/23	46,348	170,815	7,584
3/31/24	46,705	462,297	7,090
6/30/24	48,996	102,313	7,090

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

Quarter	VVTA iVanpool	SB Loop	Omnitrans CTSA	VVTA CTSA	OmniConnect
9/30/19	149,158	39,624	24,971	8,283	0
12/31/19	148,125	28,499	47,248	7,773	0
3/31/20	141,660	33,190	41,479	7,293	0
6/30/20	68,459	23,066	14,799	4,936	0
9/30/20	107,937	23,302	11,660	5,961	0
12/31/20	102,695	22,694	4,958	4,657	0
3/31/21	102,695	22,285	37,077	5,398	0
6/30/21	98,898	33,366	18,203	10,293	0
9/30/21	111,143	25,883	25,883	5,673	0
12/31/21	94,890	24,214	23,696	4,670	0
3/31/22	102,462	22,202	25,207	5,970	0
6/30/22	110,682	26,181	24,103	4,671	0
9/30/22	115,423	26,239	26,239	4,710	0
12/31/22	112,691	33,309	22,595	4,317	0
3/31/23	119,436	37,104	31,236	762	0
6/30/23	121,637	40,679	36,113	5,653	0
9/30/23	125,684	43,492	42,623	0	0
12/31/23	127,911	44,158	40,353	0	0
3/31/24	136,824	44,768	44,768	24,000	0
6/30/24	136,122	48,737	41,097	0	0

San Bernardino County Transportation Authority

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### 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
Basin Transit	September '23 K-12 Boardings (1 month)	September '24 K-12 Boardings (1 month)	
	741	1,032	39% increase
Needles	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 is not scheduled for review by any other policy committee or technical advisory committee.

#### **Responsible Staff:**

Nancy Strickert, Transit Manager

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Approved  
Transit Committee  
Date: November 14, 2024

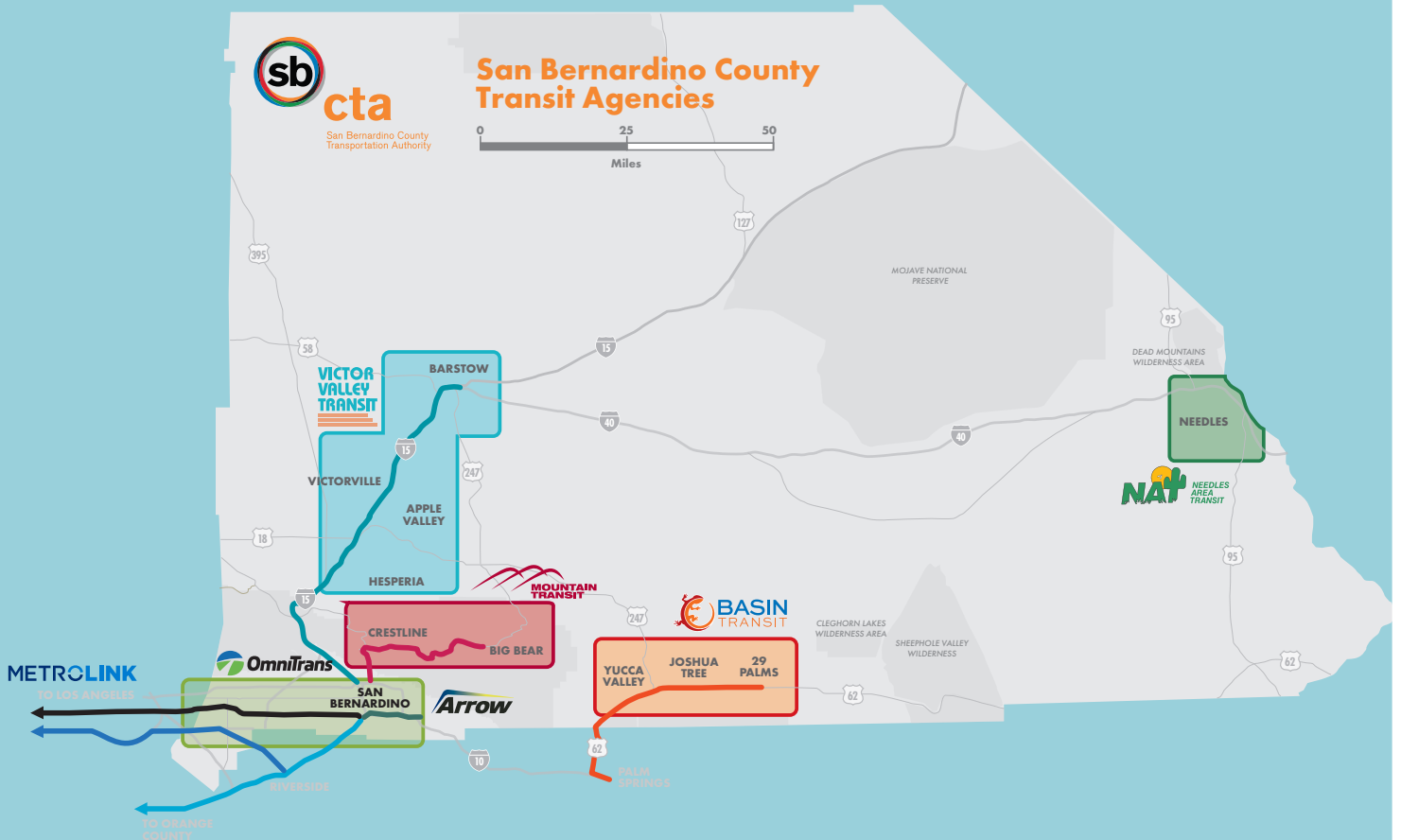
Witnessed By:



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 (11053 : 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 (11053 : 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

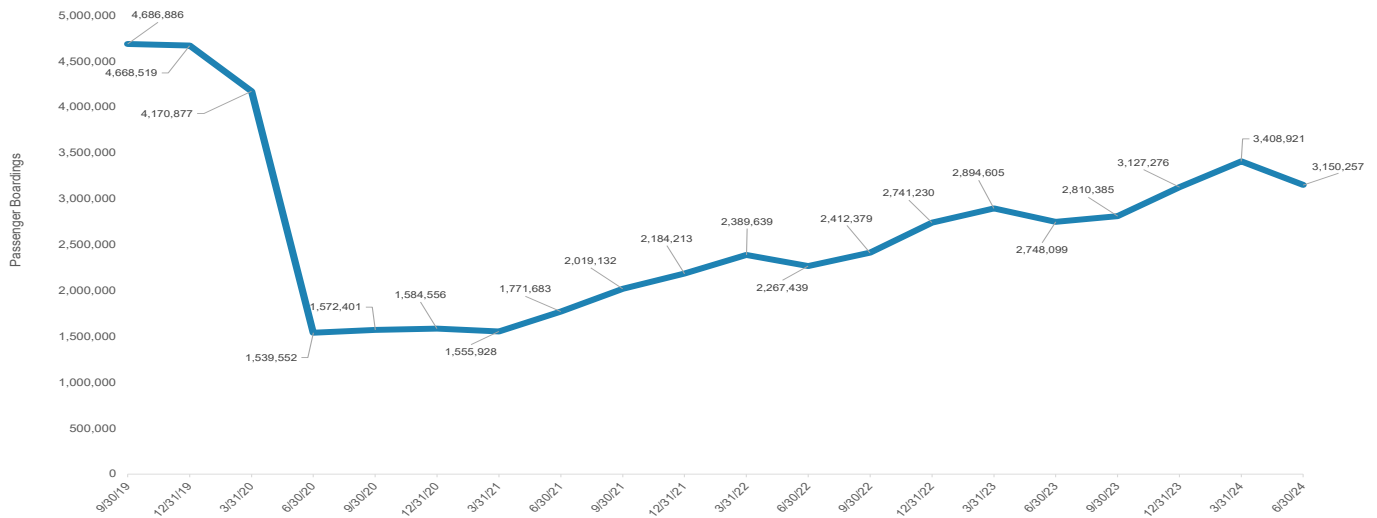
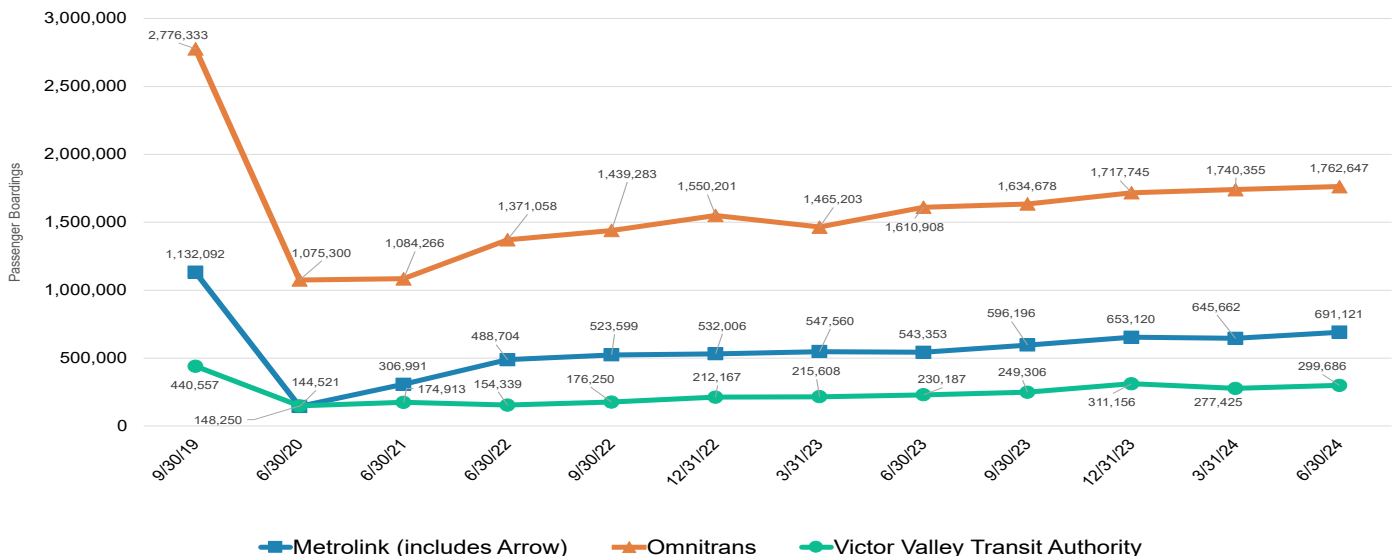


Exhibit 3 depicts the steady ridership growth of the two larger bus operators plus Metrolink. Omnitrans ended the year modestly, up 1% from the prior quarter, while VVTA grew ridership by 8% from the prior quarter, in part due to effective driver recruitment and training, filling out open driver slots. 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**

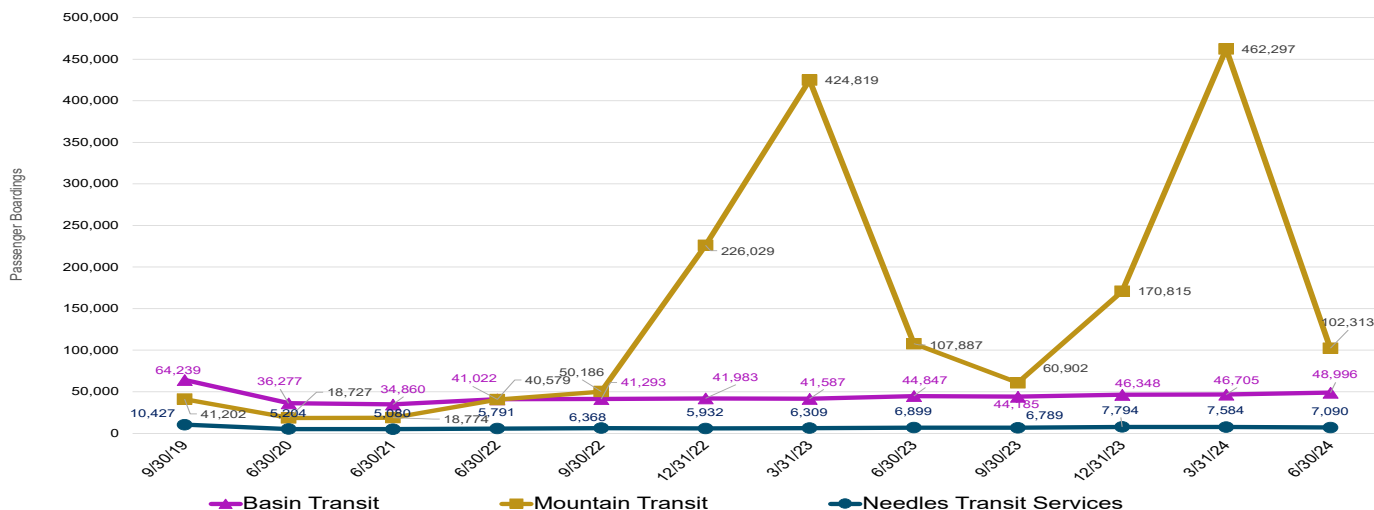
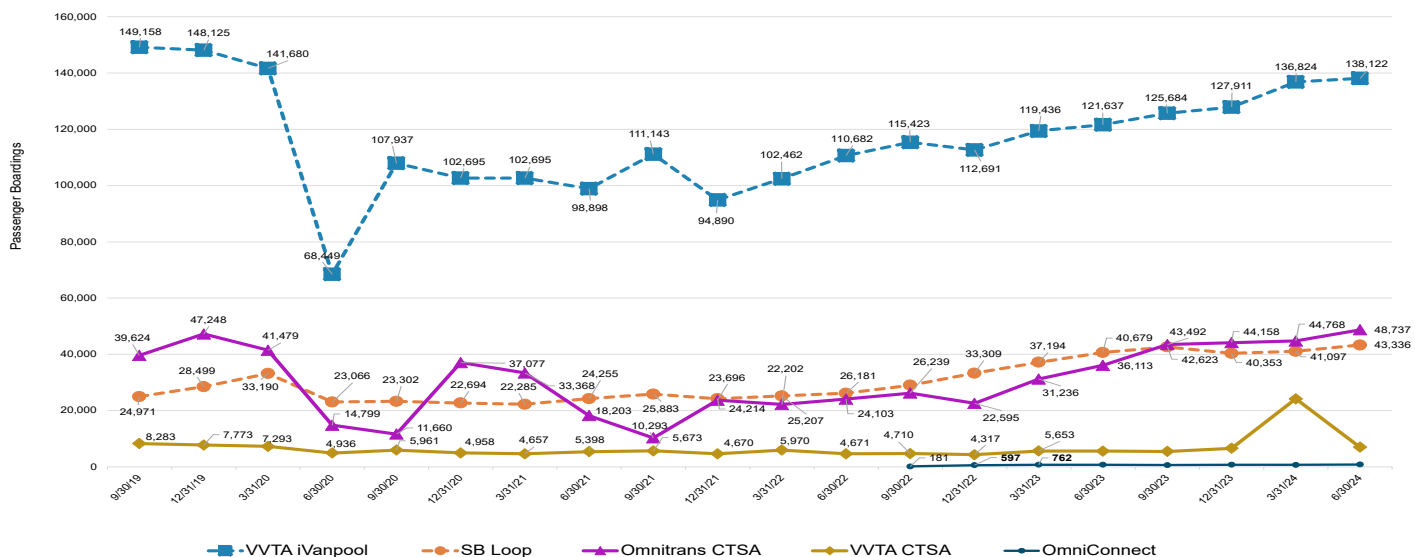


Exhibit 5 presents other public transportation services operated in San Bernardino County that include the CTSA programs of Omnitrans and VVTA, the vanpool programs of VVTA’s iVanpool and the SB Loop, as well as the first-mile, last-mile services of OmniConnect. Each program is reported on individually 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

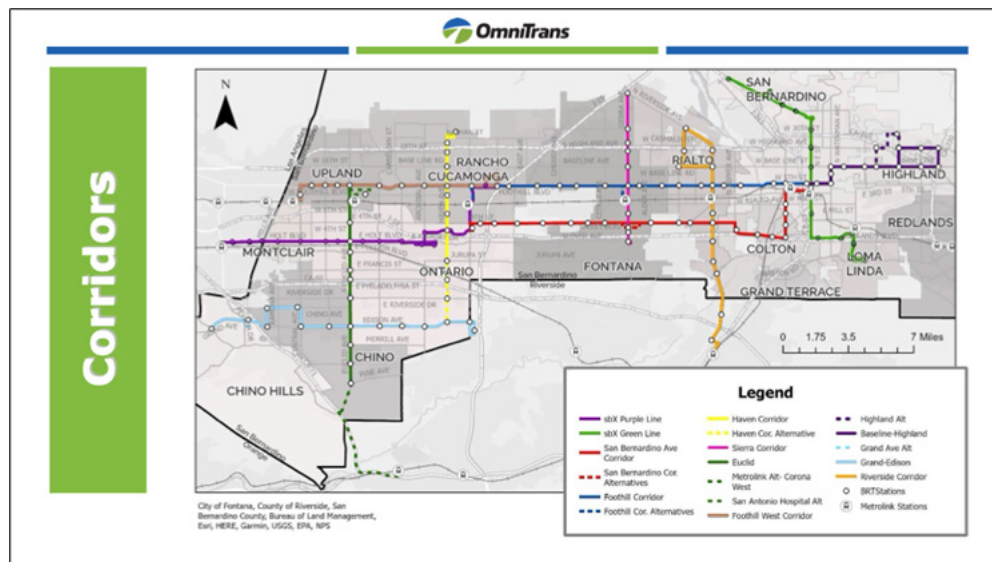
## Transit Operators' Plans for Improving Transit Services

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 Synchromatics, 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

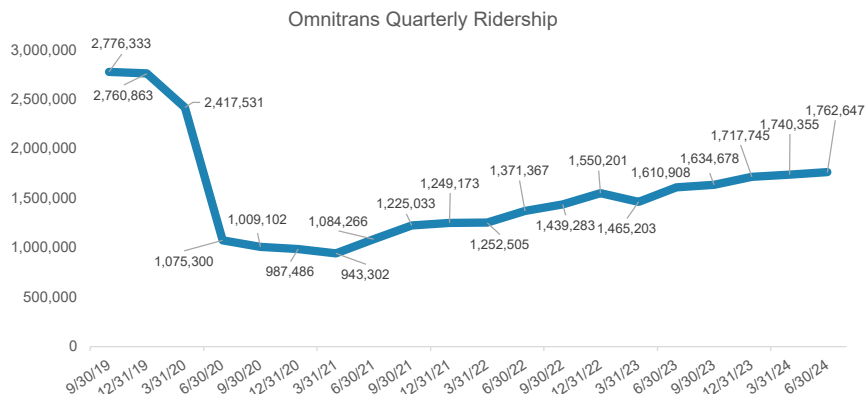
## Commentary and Trends

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	% change from FY 22/23
	Prior Year FY 22/23	Current Year FY 23/24	
<b>SYSTEM Total Passenger Trips</b>	<b>6,101,607</b>	<b>6,803,019</b>	<b>11%</b>
Fixed-Route Trips**	5,958,188	6,646,589	12%
Demand Response Trips	143,419	156,430	9%
<b>SYSTEM Performance</b>			
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%
<b>OPERATIONS Expense</b>			
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%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service	(Includes sbX)	(Includes sbX)	
Fixed-Route	109	110	
Demand Response	40	40	
<b>Total Vehicles in Peak Service</b>	<b>149</b>	<b>150</b>	
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



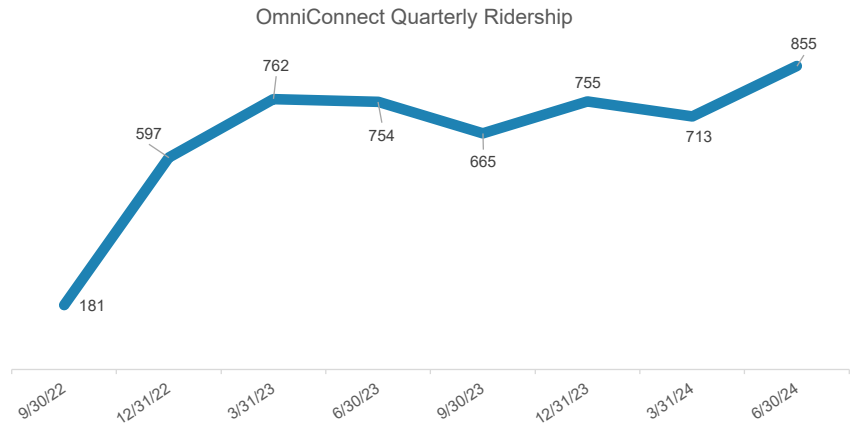
### Commentary and Trends

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
<b>Total Passenger Trips**</b>	<b>2,334</b>	<b>2,983</b>	<b>28%</b>
Route 300 SB Connect	414	583	41%
Route 380 ONT Connect	1,920	2,400	25%
<b>Performance</b>			
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%
<b>OPERATIONS Expense</b>			
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%
<b>FLEET Characteristics</b>			
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)



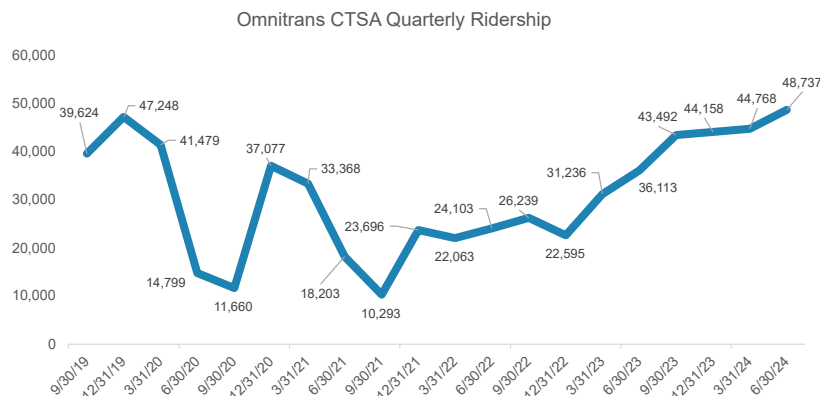
## Commentary and Trends

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	
<b>TOTAL TRIPS</b>	<b>116,183</b>	<b>181,155</b>	<b>56%</b>
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%
Anthesis		34,670	29%
Lutheran Social Services		1,410	180%
City of Grand Terrace		1,593	-57%
AgingNext		18,076	43%
OPARC		22,806	54%
City of Chino		7,730	-9%
Highland Senior Center		4,448	18%
Loma Linda University Adult Day Health		5,951	-18%
City of Ontario		0	0%
City of Rialto**		0	—
FAP**		0	—
City of Redlands - Ended December 2022		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.

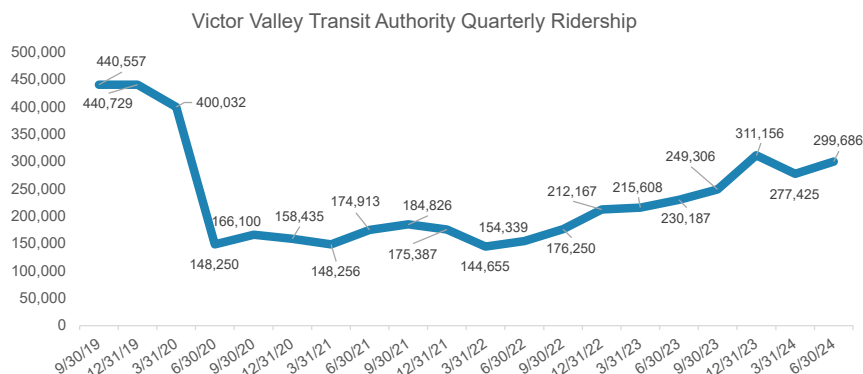
# Victor Valley Transit Authority

## 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
<b>SYSTEM Total Passenger Trips</b>	<b>880,905</b>	<b>1,132,450</b>	<b>29%</b>
Fixed-Route Trips	724,427	956,966	32%
Commuter Bus Trips	39,373	33,564	-15%
Demand Response Trips	117,105	141,920	21%
<b>SYSTEM Performance [excludes vanpool revenue hours &amp; miles]</b>			
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%
<b>OPERATIONS Expense [excludes vanpool expense &amp; revenue]</b>			
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%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service	Includes 12 Electric Vehicles	Includes 12 Electric Vehicles	
Fixed-Route	32	47	
Commuter	6	6	
Demand Response	29	40	
<b>Total Vehicles in Peak Service</b>	<b>67</b>	<b>93</b>	
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)

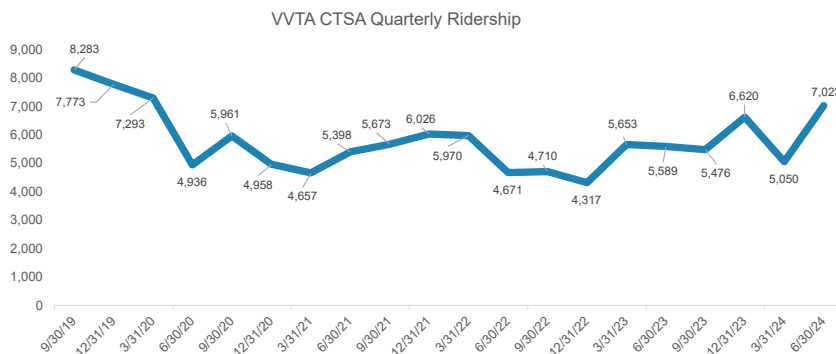
## Commentary and Trends

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
<b>TOTAL TRIPS</b>	<b>20,169</b>	<b>24,169</b>	<b>20%</b>
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%
<b>TOTAL MILES</b>	<b>316,947</b>	<b>368,752</b>	<b>16%</b>
TRIP Program	316,947	368,752	16%
<b>TOTAL HOURS</b>	<b>250</b>	<b>301</b>	<b>20%</b>
Transit Ambassador Program	250	301	20%



# Victor Valley Transit iVanpool

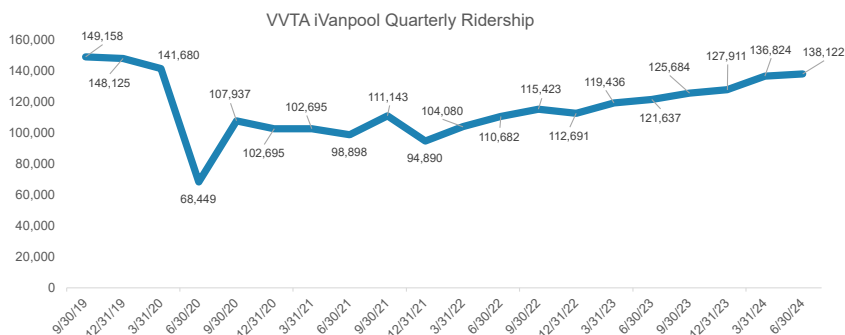


## Commentary and Trends

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
<b>Performance</b>			
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

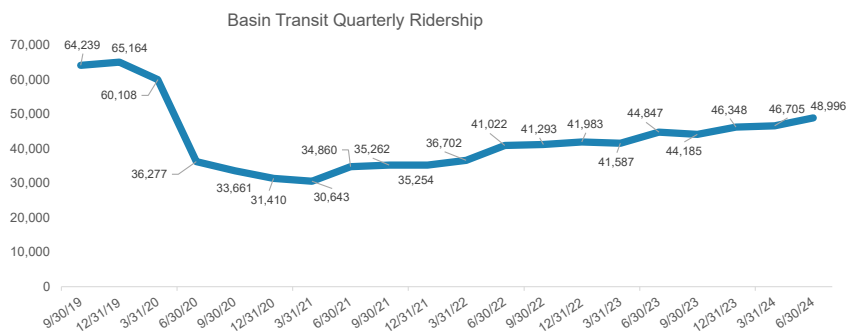


## Commentary and Trends

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\*

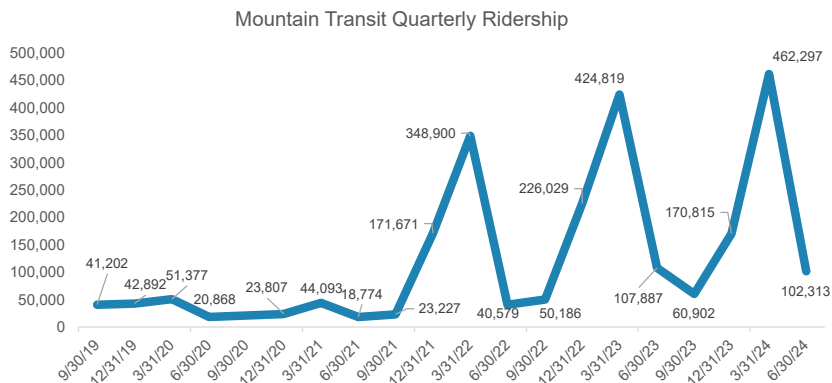
	Year End FY 22/23	Year End FY 23/24	% change from FY 22/23
	Prior Year FY 22/23	Current Year FY 23/24	
<b>SYSTEM Total Passenger Trips</b>	<b>169,714</b>	<b>186,234</b>	<b>10%</b>
Fixed-Route Trips	147,218	162,818	11%
Commuter Bus Trips	8,860	8,251	-7%
Demand Response Trips	13,636	15,165	11%
<b>SYSTEM Performance</b>			
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%
<b>OPERATIONS Expense</b>			
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%
<b>TREP Mileage Reimbursement Program</b>			
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%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service			
Fixed-Route/Commuter	9	9	
Demand Response	4	4	
<b>Total Vehicles in Peak Service</b>	<b>13</b>	<b>13</b>	
Service Area Square Mileage	1,300	1,300	

# 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	
<b>SYSTEM Total Passenger Trips</b>	<b>838,867</b>	<b>796,308</b>	<b>-5%</b>
Fixed-Route Trips	816,510	774,937	-5%
Commuter Bus Trips	8,627	8,503	-1%
Demand Response Trips	13,730	12,868	-6%
<b>SYSTEM Performance</b>			
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%
<b>OPERATIONS Expense</b>			
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%
<b>FLEET Characteristics</b>			
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	
<b>Total Vehicles in Peak Service</b>	<b>31</b>	<b>35</b>	
Service Area Square Mileage	269	269	
Vehicles per Square Mile	0.05	0.05	

\* Extracted from TransTrack Manager Quarterly Scorecard during September 2024.

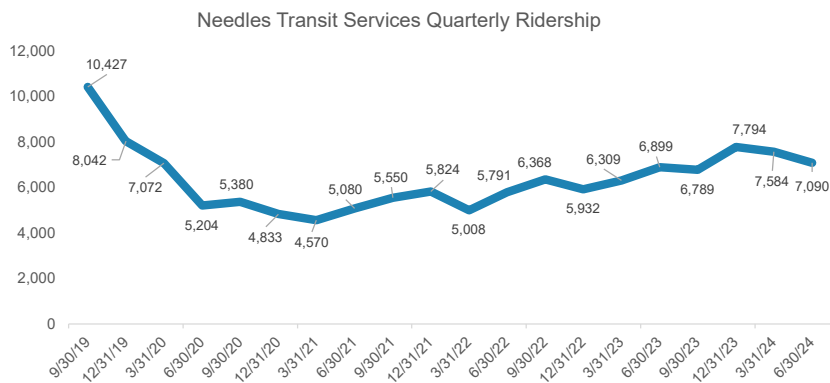
# Needles Transit Services



## 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	
<b>SYSTEM Total Passenger Trips</b>	<b>25,508</b>	<b>29,257</b>	<b>15%</b>
Fixed-Route Trips	19,201	23,174	21%
Demand Response Trips	6,307	6,083	-4%
<b>SYSTEM Performance</b>			
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%
<b>OPERATIONS Expense</b>			
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%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service			
Fixed-Route		1	
Demand Response		1	
<b>Total Vehicles in Peak Service</b>		<b>2</b>	
Service Area Square Mileage		31	
Vehicles per Square Mile		0.06	

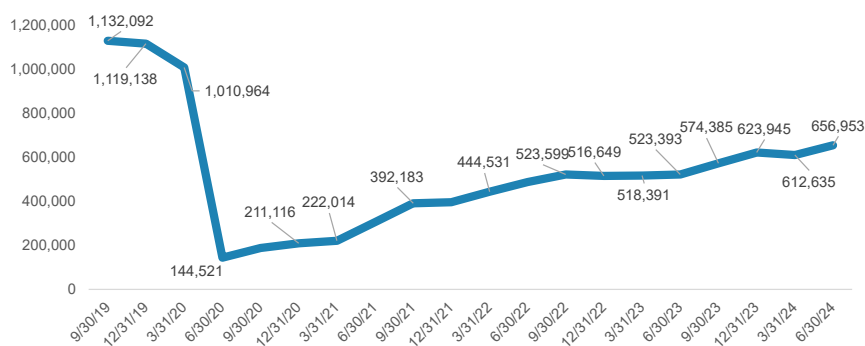
\* Extracted from TransTrack Manager Quarterly Scorecard during September 2024.

## 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 22/23Year End  
FY 23/24Prior Year  
FY 22/23Current 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



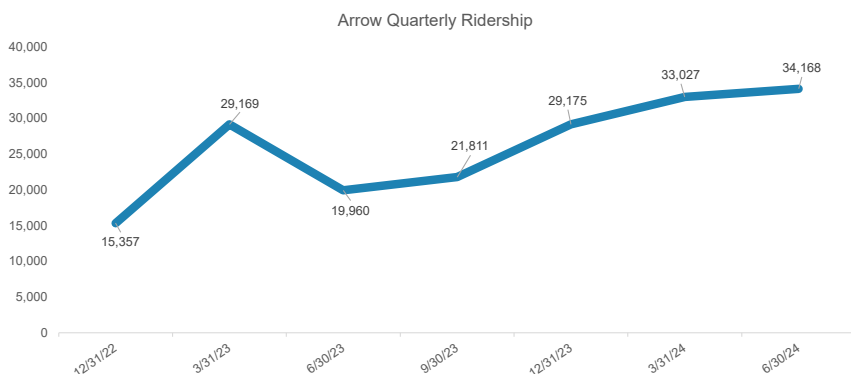
## Commentary and Trends

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
<b>Passenger Boardings</b>			
Total Passenger Boardings	94,572	118,181	25%
<b>FINANCIAL</b>			
Operating Cost			
Farebox Revenue	N/A	N/A	
Farebox Recovery Ratio			
<b>PERFORMANCE MEASURES - Arrow</b>			
Passenger Miles	464,818	847,261	82%
Average Passenger Trip Length	8.0	7.4	-7%
<b>SERVICE LEVELS</b>			
# 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

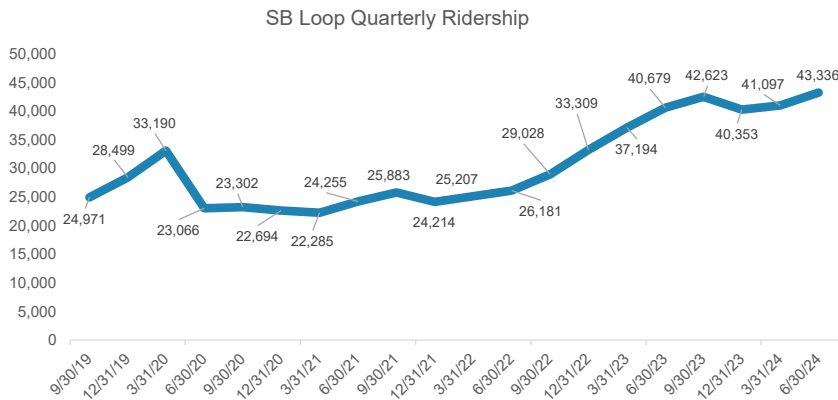


## Commentary and Trends

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
<b>SYSTEM Totals</b>			
Number of Vanpools	79	79	0%
Vanpool Passenger Trips	140,210	167,409	19%
<b>SYSTEM Performance</b>			
Passenger Miles	5,680,036	6,544,666	15%
Passengers/Miles	40.5	39.1	-3%
<b>OPERATIONS Expense</b>			
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 (11053 : 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	
<b>PROGRAM Totals</b>			
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%
<b>EMPLOYER Totals</b>			
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%
<b>INCENTIVE Totals</b>			
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

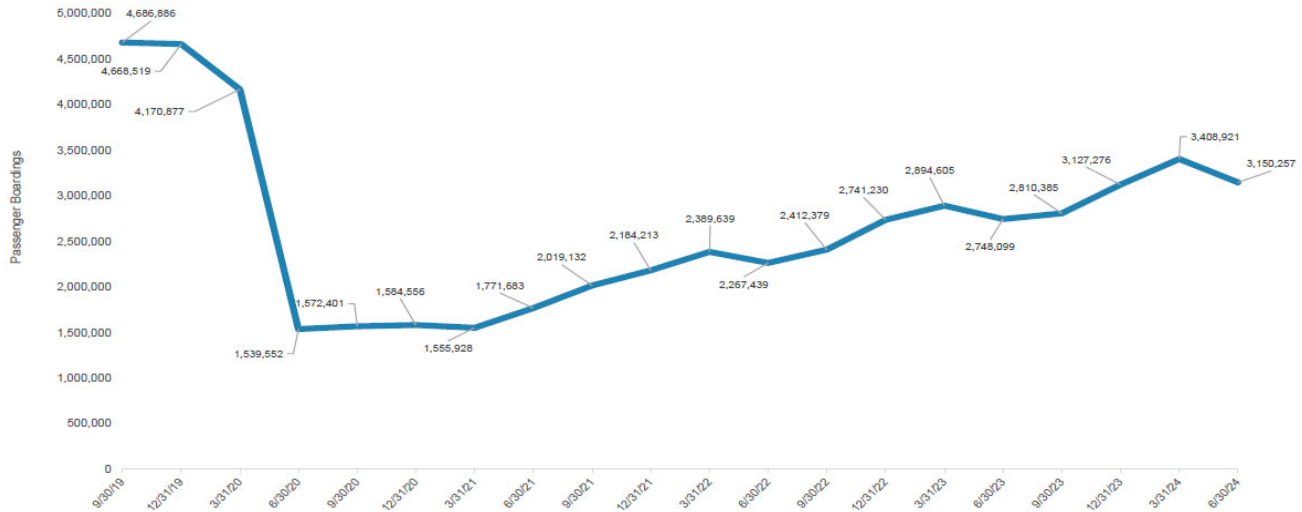


cta

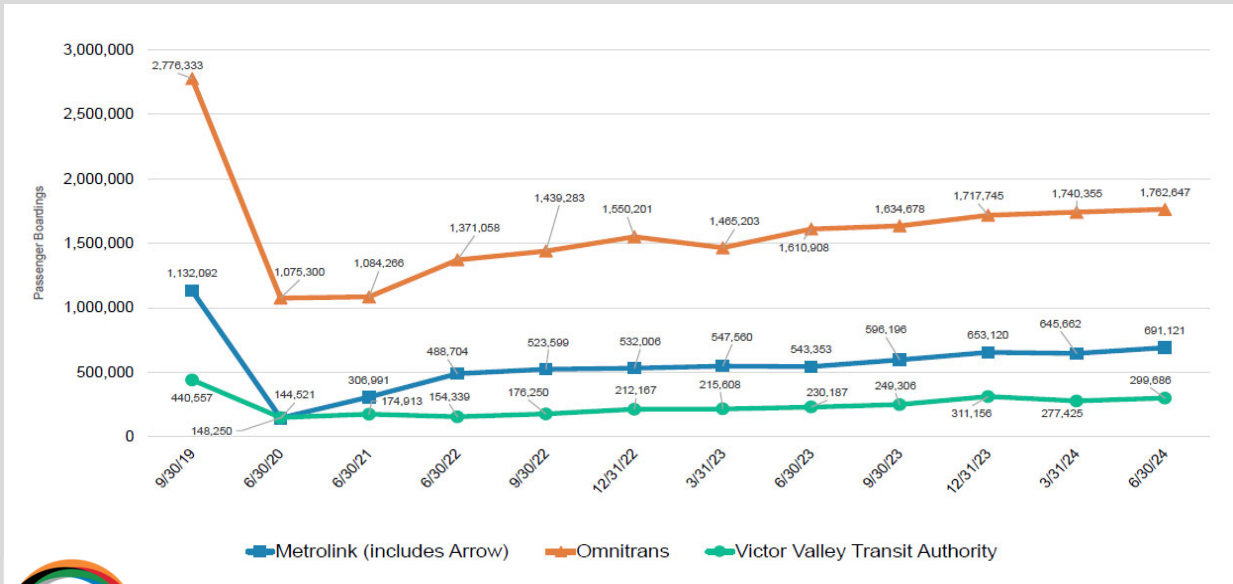
San Bernardino County  
Transportation Authority

Attachment: 2324 4th Quarter Multimodal PDF PP (11053 : San Bernardino County Multimodal Transportation Quarterly Update)

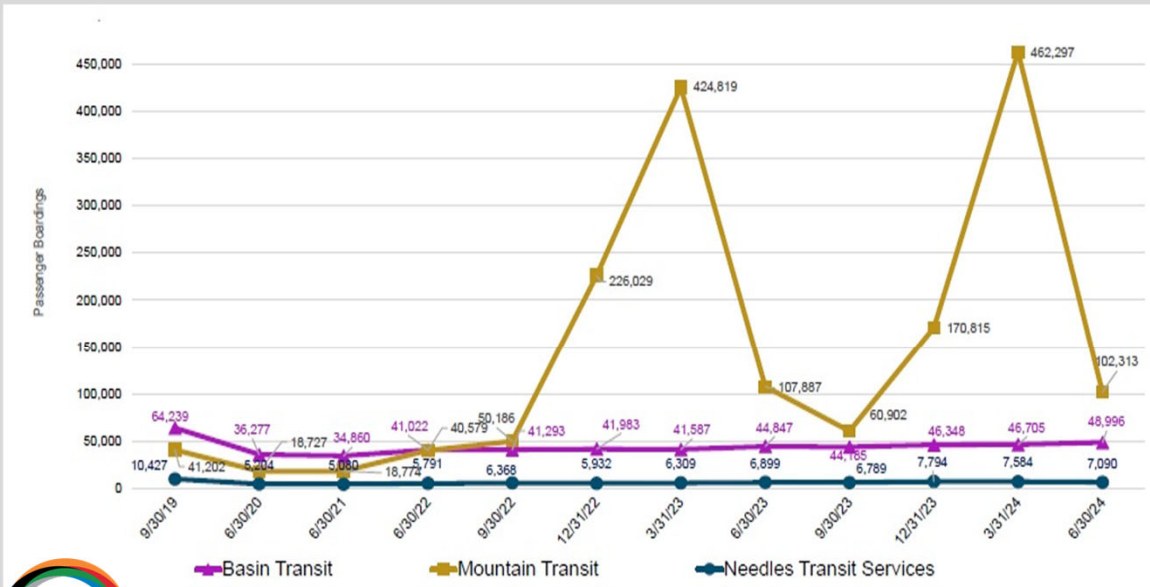
## Countywide Quarterly Ridership Total (All Modes)



### Large Operators Quarterly Ridership

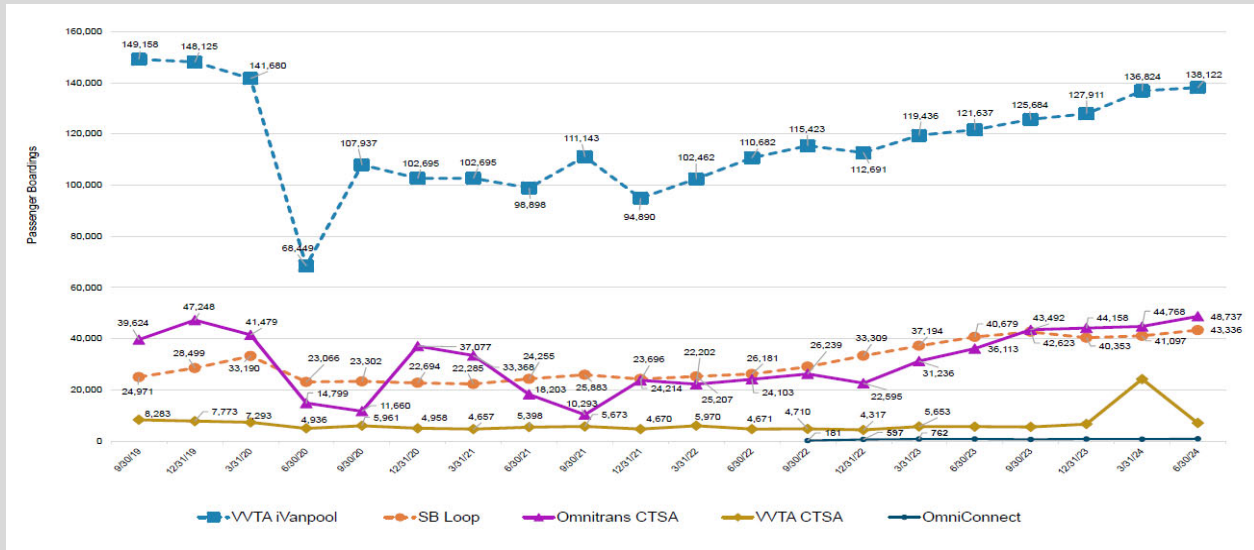


### Small Operators Quarterly Ridership



Attachment: 2324 4th Quarter Multimodal PDF PP (11053 : 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	



# Additional Information

## TRANSIT COMMITTEE ATTENDANCE RECORD – 2024

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Eunice Ulloa</b> City of Chino		X	X	X	X	X		X	X	X		
<b>Ray Marquez</b> City of Chino Hills		X	X	X	X	X		X	X	X		
<b>Frank Navarro</b> City of Colton		X	X	X		X		X	X	X		
<b>Aquanetta Warren</b> City of Fontana		X	X	X	X			X		X		
<b>Larry McCallon</b> City of Highland		X	X	X	X	X		X	X	X		
<b>John Dutrey</b> City of Montclair		X	X	X	X				X	X		
<b>Alan Wapner</b> City of Ontario				X	X			X	X	X		
<b>L. Dennis Michael</b> City of Rancho Cucamonga				X				X	X	X		
<b>Sylvia Robles</b> City of Grand Terrace				X	X	X		X	X	X	X	X
<b>Bobby Duncan</b> City of Yucaipa		X	X	X	X			X				
<b>Rick Denison</b> Town of Yucca Valley		X	X	X	X	X		X	X	X		
<b>Dawn Rowe</b> Board of Supervisors		X		X		X				X		
<b>Joe Baca, Jr.</b> Board of Supervisors		X	X	X	X	X		X	X	X		

Communication: Attendance (Additional Information)

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

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

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

**Acronym List**

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



## MISSION STATEMENT

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

We achieve this by:

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

Approved December 4, 2019