

AGENDA
Board of Directors Metro Valley Study Session

March 13, 2025

*****Start Time: 9:15 AM*****

Location

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

Board of Directors

Valley Representatives

Study Session Chair

Helen Tran, Mayor
City of San Bernardino

Study Session Vice-Chair

Jesse Armendarez, Supervisor
Second District

Eunice Ulloa, Mayor
City of Chino

Ray Marquez, Council Member
City of Chino Hills

Frank Navarro, Mayor
City of Colton

Acquanetta Warren, Mayor
City of Fontana

Bill Hussey, Mayor
City of Grand Terrace

Larry McCallon, Mayor Pro Tem
City of Highland

Ronald Dailey, Mayor Pro Tem
City of Loma Linda

John Dutrey, Mayor
City of Montclair

Alan Wapner, Council Member
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Mario Saucedo, Mayor
City of Redlands

Joe Baca, Mayor
City of Rialto

Rudy Zuniga, Mayor Pro Tem
City of Upland

Judy Woolsey, Council Member
City of Yucaipa

Mountain/Desert Representatives

Daniel Ramos, Mayor Pro Tem
City of Adelanto

Art Bishop, Mayor Pro Tem
Town of Apple Valley

Timothy Silva, Mayor
City of Barstow

Rick Herrick, Council Member
City of Big Bear Lake

Josh Pullen, Council Member
City of Hesperia

Janet Jernigan, Mayor
City of Needles

Daniel Mintz, Sr., Mayor Pro Tem
City of Twentynine Palms

Debra Jones, Council Member
City of Victorville

Rick Denison, Council Member
Town of Yucca Valley

County Board of Supervisors

Paul Cook, *First District*

Curt Hagman, *Fourth District*

Dawn Rowe, *Third District*

Joe Baca, Jr., *Fifth District*

Ex-Officio Member – Catalino Pining, Caltrans
Ray Wolfe, Executive Director
Julianna Tillquist, General Counsel

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

AGENDA

Board of Directors Metro Valley Study Session

March 13, 2025

9:15 AM

Location

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 Helen Tran)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications - Daniela Almada

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 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.

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

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Receive and file Change Order Report.

Presenter: Kristi Harris

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

DISCUSSION ITEMS

Discussion - Administrative Matters

3. Overview of the Proposed Budget for Fiscal Year 2025/2026

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Receive a general overview of the proposed Fiscal Year 2025/2026 Budget.

Presenter: Lisa Lazzar

A companion item is also scheduled for review by the Mountain/Desert Policy Committee on March 21, 2025.

Discussion - Project Delivery

4. Interstate 215 Barton Road Interchange Expenditure Authority for Contract No. 20-1002278 for California Department of Toxic Substances Control Remediation

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That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve an increase of \$66,032 to the expenditure authority for Operation and Maintenance Agreement No. 20-1002278 with the California Department of Toxic Substances Control, for a new total not-to-exceed expenditure authority of \$120,012, for remediation review costs for the Interstate 215 Barton Road Interchange Project.

Presenter: Paul Melocoton

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

Discussion - Regional/Subregional Planning

5. Update on Resilience Planning Efforts

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Receive report on the adaptation, climate change and resilience planning efforts currently in progress at San Bernardino County Transportation Authority / San Bernardino Council of Governments.

Presenter: Ryan Graham

This item was reviewed by the Planning and Development Technical Forum on February 26, 2025, the City/County Managers' Technical Advisory Committee on March 6, 2025, and is scheduled for review by the Mountain/Desert Policy Committee on March 21, 2025.

Discussion - Transportation Programming and Fund Administration

6. Measure I Arterial Sub-Program Allocation Planning for Fiscal Year 2025/2026

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That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority (SBCTA), at a regularly scheduled Board meeting:

Approve the following amount for consideration in the SBCTA Fiscal Year 2025/2026 Budget: Valley Major Street Program - Arterial Sub-Program for \$34,124,855.17.

Presenter: Marc Lucius

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

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

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Acronym List

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Mission Statement

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The next Board of Directors Metro Valley Study Session is scheduled for April 9, 2025.

Meeting Procedures and Rules of Conduct

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

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

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

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

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

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

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

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

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

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

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

Your cooperation is appreciated!

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

Attendance.

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

Basic Agenda Item Discussion.

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

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

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

Amendment or Substitute Motion.

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

Call for the Question.

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

The Chair.

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

Courtesy and Decorum.

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

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: March 13, 2025

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

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

Background:

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

Item No.	Contract No.	Principals & Agents	Subcontractors
		None	

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

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

Responsible Staff:

Kristi Harris, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: March 13, 2025

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: *March 13, 2025*

Subject:

Project Delivery Contract Change Orders to On-Going Contracts

Recommendation:

Receive and file Change Order Report.

Background:

San Bernardino County Transportation Authority (SBCTA) Department of Project Delivery has 14 on-going construction contracts, of which six have had Construction Change Orders (CCO) approved since the last reporting to the Board of Directors Metro Valley Study Session on February 13, 2025. The CCOs are listed below:

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

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

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

D. Contract No. 17-1001599 with Lane-Security Paving Joint Venture, for the Interstate 10 (I-10) Corridor Contract 1 Design Build Contract: There are no newly executed CCOs since last report.

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

- 1) CCO 17: Modification to drainage system 4 and drainage system 2a. (\$24,397.80)

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

G. Contract No. 18-1001966 with Traylor-Granite Joint Venture, for the Mount Vernon Avenue Viaduct Project Design Build:

- 1) CCO 22: Extended design management costs. (\$112,299)
- 2) CCO 30.2: Additional formwork at bent 2. (\$150,000)
- 3) CCO 32.1: Span 1 girder delays. (\$195,000)
- 4) CCO 33: Curb realignment for Southern California Edison poles. (\$41,233.50)
- 5) CCO 34: BNSF train delays, November- December 2024. (\$30,000)
- 6) CCO 35: Superstructure activities at span 2. (\$45,000)

Entity: San Bernardino County Transportation Authority

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

I. Contract No. 21-1002620 with Ortiz Enterprises, Inc., for the I-10 Alabama Street Interchange Improvements Project: There are no newly executed CCOs since last report.

J. Contract No. 23-1002919 with Griffith Company, for the Construction of the Metrolink Active Transportation Program Phase II Project: There are no newly executed CCOs since last report.

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

1) CCO 60: Union Pacific Railroad recommendations, stage 1. (\$223,800)

L. Contract No. 24-1003027 with CT&T Concrete Paving, Inc., for the SR 210 Waterman Avenue Interchange Project:

1) CCO 3: Partnering. (\$12,000)

2) CCO 4: Maintain traffic. (\$10,000)

M. Contract No. 23-1002955 with SEMA Construction, Inc., for the I-215 University Parkway Interchange Project:

1) CCO 2: Dispute Resolution Board. (\$15,000)

2) CCO 3: Partnering. (\$20,000)

3) CCO 4: Maintain traffic. (\$78,000)

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

1) CCO 1.1: De-obligation of unused funds. (-\$1,136.59)

2) CCO 3.1: De-obligation of unused funds. (-\$31,858.43)

3) CCO 4.1: De-obligation of unused funds. (-\$10,000)

4) CCO 5.1: De-obligation of unused funds. (-\$556.51)

5) CCO 7.1: De-obligation of unused funds. (-\$10,000)

6) CCO 8.2: De-obligation of unused funds. (-\$12,861)

7) CCO 11.1: Soil nail revisions. (\$985.60)

8) CCO 12.1: Duct ties, deferred time resolution. (\$0)

9) CCO 13.1: Perched water bent 2, 3, 4, deferred time resolution. (\$0)

10) CCO 14.1: De-obligation of unused funds. (-\$20,847.44)

11) CCO 19.3: De-obligation of unused funds. (-\$3,194.69)

San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

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- 12) CCO 23.1: Roadway section changes. (\$30,245.08)
- 13) CCO 28: Balancing change order. (-\$4,843.42)
- 14) CCO 29: Six-to-four-inch striping modifications. (-\$8,575.70)

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025, as all CCOs are within previously approved contingency amounts under: Task No. 0830 Interchange Projects and Task No. 0820 Freeway Projects, Sub-Task No. 0854 I-10 EB TCL, Sub-Task No. 0811 North 1st Avenue over BNSF, Sub-Task No. 0853 I-215 University Parkway Sub-Task No. 0827 Mt. Vernon Viaduct, Sub-Task No. 0814 SR-210 Waterman, and Sub-Task No. 0897 I-10 Cedar.

Reviewed By:

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

Responsible Staff:

Kristi Harris, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: March 13, 2025

Witnessed By:

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
SR 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation (19-1002078)		
Number	Description	Amount
	CCO Total	\$24,789,630.30
	Approved Contingency	\$34,927,790.07
	Remaining Contingency	\$10,138,159.77
SR 60 Central Avenue Interchange (19-1002196)		
Number	Description	Amount
	CCO Total	\$1,716,074.61
	Approved Contingency	\$2,912,039.00
	Remaining Contingency	\$1,195,964.39
I-215 Segments 1, 2 & 3 Establish Existing Planting (19-1002026)		
Number	Description	Amount
	CCO Total	\$151,291.27
	Approved Contingency	\$1,451,300.00
	Remaining Contingency	\$1,300,008.73
I-10 Corridor Contract 1 (17-1001599)		
Number	Description	Amount
	CCO Total	\$18,034,915.61
	Approved Contingency	\$51,369,000.00
	Remaining Contingency	\$33,334,084.39
I-10 Eastbound Truck Climbing Lane (23-1002869)		
Number	Description	Amount
17	Modification to drainage system 4 and drainage system 2a	\$24,397.80
	CCO Total	\$1,002,722.17
	Approved Contingency	\$3,731,253.00
	Remaining Contingency	\$2,728,530.83

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
Monte Vista Avenue Grade Separation (16-1001461)		
Number	Description	Amount
	CCO Total	\$869,302.95
	Approved Contingency	\$2,498,958.60
	Remaining Contingency	\$1,629,655.65
Mount Vernon Avenue Viaduct (18-1001966)		
Number	Description	Amount
22	Extended design management costs	\$112,299.00
30.2	Additional formwork at bent 2	\$150,000.00
32.1	Span 1 girder delays	\$195,000.00
33	Curb realignment for SCE poles	\$41,233.50
34	BNSF train delays, November-December 2024	\$30,000.00
35	Superstructure activities at span 2	\$45,000.00
	CCO Total	\$16,786,292.33
	Approved Contingency	\$29,230,000.00
	Remaining Contingency	\$12,443,707.67
I-10 University Street Interchange Improvements (20-1002290)		
Number	Description	Amount
	CCO Total	\$1,211,725.45
	Approved Contingency	\$1,500,590.00
	Remaining Contingency	\$288,864.55
I-10 Alabama Street Interchange Improvements (21-1002620)		
Number	Description	Amount
	CCO Total	\$727,529.33
	Approved Contingency	\$1,338,886.33
	Remaining Contingency	\$611,357.00
Metrolink Active Transportation Program Phase II Project (23-1002919)		
Number	Description	Amount
	CCO Total	\$92,436.90
	Approved Contingency	\$900,661.70
	Remaining Contingency	\$808,224.80

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
I-10 Cedar Avenue Improvement (22-1002784)		
Number	Description	Amount
60	UPRR recommendations, stage 1	\$223,800.00
CCO Total		(\$660,167.98)
Approved Contingency		\$8,098,400.00
Remaining Contingency		\$8,758,567.98
SR 210 Waterman Interchange Improvement Project (24-1003027)		
Number	Description	Amount
3	Partnering	\$ 12,000.00
4	Maintain traffic	\$ 10,000.00
CCO Total		\$ 31,000.00
Approved Contingency		\$778,576.63
Remaining Contingency		\$747,576.63
I-215 University Parkway Interchange (23-1002955)		
Number	Description	Amount
2	Dispute Resolution Board	\$ 15,000.00
3	Partnering	\$ 20,000.00
4	Maintain traffic	\$78,000.00
CCO Total		\$113,000.00
Approved Contingency		\$1,129,988.00
Remaining Contingency		\$1,016,988.00
North 1st Avenue Bridge Over BNSF (22-1002780)		
Number	Description	Amount
1.1	De-obligation of unused funds	(\$1,136.59)
3.1	De-obligation of unused funds	(\$31,858.43)
4.1	De-obligation of unused funds	(\$10,000.00)
5.1	De-obligation of unused funds	(\$556.51)
7.1	De-obligation of unused funds	(\$10,000.00)
8.2	De-obligation of unused funds	(\$12,861.00)
11.1	Soil nail revisions	\$985.60
12.1	Duct ties, deferred time resolution	\$0.00
13.1	Perched water bent 2, 3, 4, deferred time resolution	\$0.00
14.1	De-obligation of unused funds	(\$20,847.44)
19.3	De-obligation of unused funds	(\$3,194.69)
23.1	Roadway section changes	\$30,245.08
28	Balancing change order	(\$4,843.42)
29	Six-to-four-inch striping modifications	(\$8,575.70)
CCO Total		\$1,627,885.67
Approved Contingency		\$3,561,922.00
Remaining Contingency		\$1,934,036.33

Attachment: MVSS CCO Log Project Delivery Projects (11409 : Project Delivery Contract Change Orders to On-Going Contracts)

Minute Action

AGENDA ITEM: 3

Date: *March 13, 2025*

Subject:

Overview of the Proposed Budget for Fiscal Year 2025/2026

Recommendation:

Receive a general overview of the proposed Fiscal Year 2025/2026 Budget.

Background:

The budget overview presentation provides general information for each major program for the Valley and Mountain/Desert areas.

This presentation provides a general overview of the current year's goals and objectives and a preliminary list of proposed goals and objectives for the Fiscal Year 2025/2026 Budget for the Valley and Mountain/Desert areas. The overview entails the following programs:

1. General Government
2. Council of Governments
3. Environment & Energy Conservation
4. Commuter and Motorist Assistance
5. Regional and Subregional Planning
6. Fund Administration
7. Transit and Rail
8. Major Projects (Highway and Roadway)
9. Express Lanes
10. Debt Service

Estimated revenues and detailed budgetary information for the various tasks in the proposed Fiscal Year 2025/2026 Budget will be provided at the April 2025 General Policy Committee, Transit Committee, Board of Directors Metro Valley Study Session, and Mountain/Desert Policy Committee meetings.

Financial Impact:

The budget overview has no financial impact on the Fiscal Year 2024/2025 Budget, but is a component of the Fiscal Year 2025/2026 Budget.

Reviewed By:

A companion item is also scheduled for review by the Mountain/Desert Policy Committee on March 21, 2025.

Responsible Staff:

Lisa Lazzar, Chief Financial Officer

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

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Approved
Board of Directors Metro Valley Study Session
Date: March 13, 2025
Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Metro Valley Study Session Fiscal Year 2025/2026 Budget Overview

cta
San Bernardino County
Transportation Authority

sb

cog
San Bernardino
Council of Governments

General Government

Board of Directors / Executive Administration
 General Counsel
 Financial Management
 Management Services / Human Resources
 Legislative and Public Affairs

sb

2

Attachment: MVSS Budget Overview Presentation March 2025 (11431 : Overview for Proposed Fiscal Year 2025/2026 Budget)

Board / Executive Administration

- Maintain project delivery focus
- Nurture external relationships
- Finalize and implement procedures for records retention/destruction in accordance with policy



3

General Counsel

- Monitor Federal and State legislation related to Express Lanes tolling and operations
- Assist with establishment of Regional Housing Trust Joint Powers Authority
- Continue supporting staff in effecting Brightline West transactions
- Review and update procurement templates



4

Financial Management

- Comply with Government Finance Officers Association requirements for:
 - Annual Comprehensive Financial Report
 - Annual Budget
- Update Debt Management, Investment, and Procurement Policies
- Work with an internal team on implementing a new Enterprise Resource Planning System
- Host Business to Business event



5

Management Services / HR

- Provide IT support for the agency to maintain our hybrid remote/on site work arrangements
- Perform recruitments necessary to keep agency fully staffed
- Office 365 G5 Foundation Implementation
- Capital improvement upgrades to the Depot
 - Retrofit (LED) SBCTA Interior Lights and East Parking Lot Lights
 - HVAC upgrade phase 3 of 3
 - Depot Interior Painting



6

Legislative & Public Affairs

- Represent the interests of SBCTA and SBCOG as new policy, regulatory, and/or funding proposals are considered
- Establish, develop, and maintain relationships with state and federal representatives, agencies, and staff
- Expand communications opportunities and grow SBCTA's media (traditional and social) presence
- Continue to build awareness of SBCTA programs and services and enhance SBCTA image
- Continue Measure I education campaign



7

Council of Governments

- Implement the Five-Year Work Plan
- Develop Housing Trust JPA & Administration Plan
- “Smart County” Master Plan – Now in implementation stage
- Continue I-REN Business Plan Activities guided by I-REN Executive Committee
- REAP 2.0 projects in full swing: Partnering with local jurisdictions
- Provide grants training and assistance
- Implement Equity Framework



8

Environment & Energy Conservation

- Monitor air quality regulation implications for our region (SCAQMD and MDAQMD)
- Work with SCAG and air districts on multiple fronts: clean trucks (SB 671), funding of zero-emission buses, and sustainable communities



9

Commuter & Motorist Assistance

- Maintain 99% customer satisfaction rating with Freeway Service Patrol
- Implementing 5-year funding plan, modifying beats to fit budget
- Complete the removal of call boxes
- Continue delivery of SoCal Regional 511 service with LA, Orange, Riverside, and Ventura Counties



10

Regional & Subregional Planning

Regional level

- RTP/SCS –
 - Begin work with SCAG on 2028 RTP/SCS
 - Work with State/Regional agencies on critical projects
 - Regional coordination on response to state and federal legislation and guidelines
 - Regional freight strategy and zero-emission truck initiative
- Ongoing input to state/federal/regional regulations and guidelines (e.g., SB 1 Cycle 5, CAPTI, Strategic Investment Strategy, etc.)



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Regional & Subregional Planning

County level

- VMT mitigation bank and complete streets projects (REAP 2.0 grants)
- Position projects for SB 1 Cycle 5 grant applications and federal transportation grants
- Work with CHP/Caltrans/locals on Cajon Pass/SR-247/62 emergency bypass and local emergency evacuation/resiliency (SB 99 & AB 747)
- Assist local agencies with Active Transportation Program grants
- Transportation modeling and GIS support agency-wide
- Continue sustainability initiatives: Clean Trucks Program, GHG Reduction Plan EIR
- Review Measure I (MSI) Strategic Plan in support of MSI 3.0 effort



12

Fund Administration

- Submit STBG and CMAQ project proposals for SCAG's FY27-FY28 Call for Projects
- Develop 2026 STIP proposal for adoption by the CTC in March 2026
- Provide technical support to the Finance Department as needed in the issuance of sales tax revenue bonds for the Measure I Valley Freeway and Interchange Programs
- Support development of expenditure plan and revenue projections for potential 2026 Measure I Renewal ballot measure
- Monitor grant awards and revenue trends and develop alternative funding plans for priority projects if necessary



13

Fund Administration

New Revenue for Valley Projects

- Measure I Local Streets – \$41.1M (0%)
- Measure I Arterials – \$34.1M estimated (-7.1%)¹
- Local Transportation Fund – \$108.4M (-6.0%)¹
- State Transit Assistance Fund – \$24.7M (+14.6%)²
- Low Carbon Transit Operations Program – \$4.1M (-2.3%)
- SB 1 State of Good Repair – \$3.1M (+14.8%)²
- SB 125 Transit Operator Formula Funds – \$40.2M³

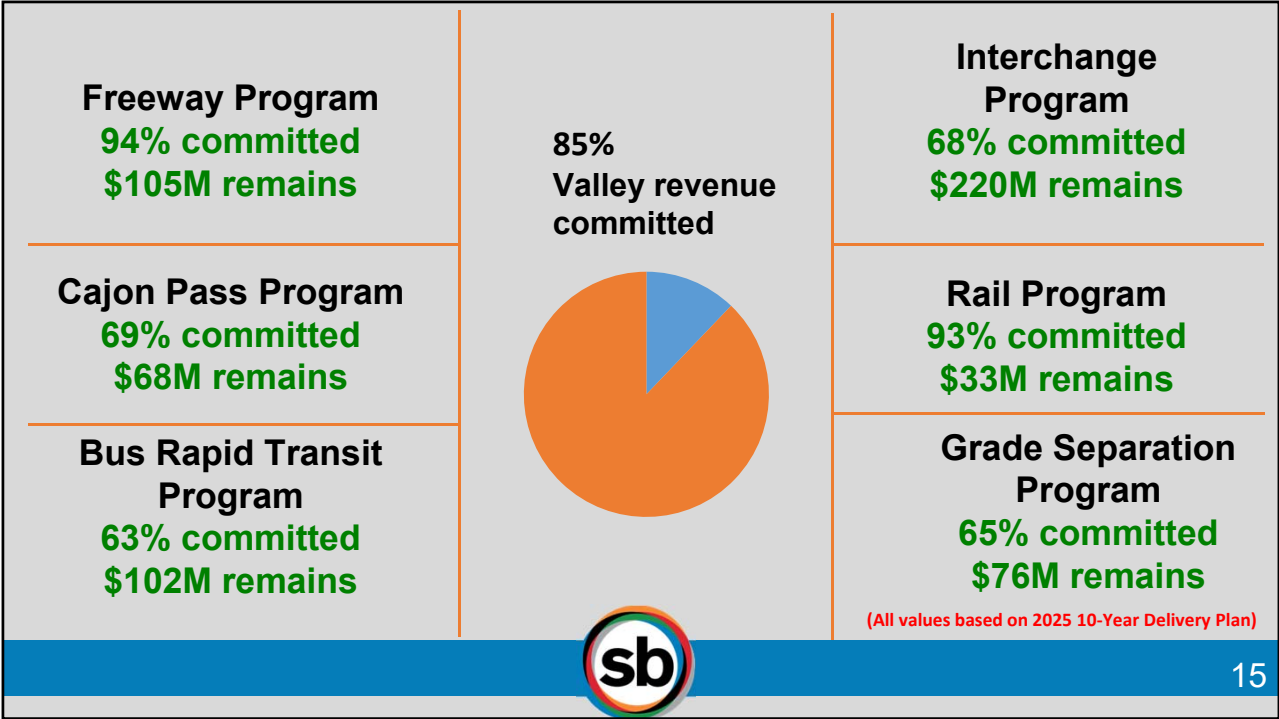
¹ Lower than previous year due to less unapportioned/unallocated carryover funds

² Includes unapportioned/unallocated carryover funds

³ Based on Fiscal Year 2025/2026 appropriations



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Brightline West



ZEMU & Hydrogen Fueler



Transit & Rail
 West Valley Connector






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Transit & Rail


- Start of revenue service operations of ZEMU
- Complete construction of AMF hydrogen infrastructure retrofit
- Continue construction of the West Valley Connector
- Award design-build contract for the ONT Connector & seek grant funds
- Initiate final design for the Metrolink Rancho Double Track Project
- Coordinate with Rancho Cucamonga & Brightline West
- Continued support of Metrolink & SB County Transit Operators
- Continue to manage IE Commuter rideshare program
- Manage SBCTA owned rail right-of-way


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Transit & Rail

Project Name	Current Phase	Total Cost (in millions)	Operational/ Complete
Gold Line to Montclair*	DB Procurement	\$80-?	2031
West Valley Connector (Phase 1)	Construction	\$320	2026
DMU to ZEMU	Testing/ Operations	\$64	2025
Double Track–CP Lilac to Sycamore**	Design	\$84	2029
Tunnel to ONT***	Procurement	\$696	2031/TBD

*Possible funding gap for Montclair extension & ineligible for federal funds.
 **Funding for priority section CP Lilac to Sycamore Ave (Rialto Station) only.
 ***Funding gap.


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Freeways/Highways



Arterial Projects



Major Projects


Interchanges




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Freeway Mainline

Project Name		Current Phase	Total Cost (in millions)	Open to Public
1	I-10 Eastbound Truck Climbing Lane	Construction	\$39	2025
2	I-15 Corridor Express Lanes (Contract 1)	Construction	\$535	2028
3	I-10 Corridor Express Lanes (Contract 1)	Construction	\$963	2024
4	I-10 Corridor Express Lanes (Contract 2A & 2B)	Design / ROW	\$980	2028
5	Cajon Pass Truck Climbing Lane	Planning / Environmental	\$111	2031


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Interchanges

	Project Name	Current Phase	Total Cost (in millions)	Open to Public
1	I-10 / Mount Vernon	Design / ROW	\$94	2028
2	I-215 / University Parkway	Construction	\$26	2025
3	SR 210 / Waterman Interchange	Construction	\$10	2025
4	I-10 / Cedar	Construction	\$113	2026
5	I-10 / Wildwood Canyon (City Lead)	Planning / Environmental	\$115	2031



Arterial/ATP

	Project Name	Current Phase	Total Cost (in millions)	Open to Public
1	Mount Vernon Avenue Viaduct	Construction	\$245	2026
2	North First Ave Bridge Over BNSF	Close Out	\$72	2024
3	Metrolink ATP Phase 2	Construction	\$11	2025
4	Redlands/Highland Connector (ATP)	Environmental / Design	\$9	2027



Express Lanes

- Collect revenue
- Manage I-10 Express Lanes operations
 - Customer service
 - California Highway Patrol enforcement
 - Caltrans maintenance
 - Freeway Service Patrol
- Quarterly reporting
- Manage expansion of toll collection system
 - I-15 Contract 1
 - I-10 Contract 2



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Debt Service

Long-term and Short-term Financing

- Freeway Program
- Interchange Program
- Arterial Projects
- Metrolink-Rail Program
- Express Bus/Rapid Transit Program
- Victor Valley Major Local Highway Program



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Metro Valley Study Session

Fiscal Year 2025/2026

Budget Overview



cta

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Transportation Authority

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San Bernardino
Council of Governments

Attachment: MVSS Budget Overview Presentation March 2025 (11431 : Overview for Proposed Fiscal Year 2025/2026 Budget)

Minute Action

AGENDA ITEM: 4

Date: *March 13, 2025*

Subject:

Interstate 215 Barton Road Interchange Expenditure Authority for Contract No. 20-1002278 for California Department of Toxic Substances Control Remediation

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve an increase of \$66,032 to the expenditure authority for Operation and Maintenance Agreement No. 20-1002278 with the California Department of Toxic Substances Control, for a new total not-to-exceed expenditure authority of \$120,012, for remediation review costs for the Interstate 215 Barton Road Interchange Project.

Background:

Assessor's Parcel Number 0275-231-68 (Caltrans Parcel ID 23323) was acquired by San Bernardino County Transportation Authority (SBCTA) because it was necessary to construct the Interstate 215 Barton Road Interchange Project (Project). The 1.95-acre commercial parcel was located at 21900 Barton Road in Grand Terrace. Previously, this property contained a dry-cleaning business that released Tetrachloroethene (PCE), a cleaning chemical used during dry-cleaning operations, into the soil. A site investigation was performed that confirmed the contamination. As required by the California Land Reuse and Revitalization Act of 2004, SBCTA began remediation measures, which required an agreement with the California Department of Toxic Substances Control (DTSC), who oversees the process through review of an annual testing report until contamination levels are within acceptable levels. DTSC is requiring that SBCTA reimburse actual costs for its staff time to review the report. In 2019, DTSC estimated an amount of \$53,980 for two years of oversight reviews, which lasted for four years. Staff's efficient management of the budget enabled the reviews to continue for the additional two years without the need for an amendment. The original amount allocated for DTSC reviews has been expended. On October 22, 2024, DTSC staff provided an estimate of \$66,032 for an additional year of oversight. Staff recommends an increase to the expenditure authority approved by the SBCTA Board of Directors in October 2019 in the amount of \$66,032, for a total not-to-exceed expenditure authority of \$120,012, so that SBCTA can reimburse DTSC for their review costs until the property is sold or disposed.

A package for final approval to proceed with the sale of the property was submitted to the California Department of Housing and Community Development on February 28, 2025, and typically takes 30 to 60 days. Upon approval, the property can be advertised for sale to the public.

Financial Impact:

This Project is included in the adopted Budget for Fiscal Year 2024/2025 and funded with Valley Freeway Measure I funds in Program 40, Project Delivery under Task 0820 Freeway Projects, Sub Task 0840 I-215 Barton Road Interchange.

Reviewed By:

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

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item
March 13, 2025
Page 2

Responsible Staff:
Paul Melocoton, Project Manager

Approved
Board of Directors Metro Valley Study Session
Date: March 13, 2025
Witnessed By:

General Contract Information

Contract No: 20-1002278 Amendment No.: _____
 Contract Class: Payable Department: Project Delivery
 Vendor No.: 03099 Vendor Name: Department of Toxic Substances Control (DTSC)
 Description: Operation and Maintenance Agreement for I-215 Barton IC Project Parcel
 List Any Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	53,980.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	66,032.00	Current Amendment	\$	-
Total/Revised Contract Value	\$	120,012.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	120,012.00

Contract Authorization

Board of Directors Date: 04/02/2025 Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Capital Project Contracts _____ Sole Source? N/A No Budget Adjustment _____
 Local _____ Right of Way – Permits _____ Quarterly Payments _____

Accounts Payable

Estimated Start Date: 10/02/2019 Expiration Date: 12/31/2039 Revised Expiration Date: _____
 NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:		Total Contingency:	
							\$	120,012.00	\$	-
GL:	4110	40	0820	0840	53750	41110000	4	MSI Valley Freeway	120,012.00	-
GL:									-	-
GL:									-	-
GL:									-	-
GL:									-	-
GL:									-	-
GL:									-	-
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Paul Melocoton Kristi L. Harris
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes: CSS is tracking expenditure authority authorized by the SBCTA Board for the agreement. Original expenditure authority authorized October 2019.

Attachment: CSS 20-1002278 [Revision 1] (10967 : Interstate 215 Barton Road Interchange Expenditure Authority for Contract No. 20-1002278)

Minute Action

AGENDA ITEM: 5

Date: *March 13, 2025*

Subject:

Update on Resilience Planning Efforts

Recommendation:

Receive report on the adaptation, climate change and resilience planning efforts currently in progress at San Bernardino County Transportation Authority / San Bernardino Council of Governments.

Background:

Natural disasters are nothing new in the State of California. Historically, planners, engineers, and first responders have focused on earthquakes for good reason. The Loma Prieta (1989) and Northridge (1994) earthquakes resulted in widespread damage resulting in casualties, property damage, and collapsed infrastructure, including portions of the transportation system. In San Bernardino County, the San Andreas Fault poses a significant risk to our communities and runs directly through one of the most significant interregional corridors of Southern California. Should the epicenter of catastrophic earthquake happen in this location, the consequences would be widespread and significant.

More recently, natural and human assisted disasters have again taken center stage in the form of hurricanes and wildfire. In 2024, three hurricanes made landfall in Florida, two as major hurricanes. Hurricane Helene was the more destructive of the two, impacting parts of Florida, Georgia, Tennessee, and North Carolina. It is estimated that Hurricane Helene caused \$78.7 billion in damage. In January 2025, the Palisades and Eaton fires tore through parts of Los Angeles County resulting in a combined 37,728 acres burned, 16,255 lost structures, and 29 dead. Initial estimates provided by JP Morgan put the damage in the approximately \$50 billion range, but more recent estimates published by the Los Angeles Times projects damages ballooning to \$250 billion plus. That would make the Palisades and Eaton wildfires the costliest natural disaster in U.S. history, surpassing Hurricane Katrina.

The financial implications of these events have prompted some, including the Federal Reserve Chair Jerome Powell, to testify in front of congress that banks are pulling out of coastal areas as well as wildfire prone regions. His testimony further suggested that within the next 10 or 15 years, there are going to be regions of the country where homeowners will not be able to obtain a mortgage. In California, those that cannot obtain homeowner's insurance are increasingly reliant on the California FAIR Plan, the insurer of last resort, which some argue is over exposed.

To counteract the infrastructure and human impacts of wildfire and other hazards, the State has enacted a number of recent laws that create additional requirements for local jurisdictions. Among a number of new state laws, the most salient for current purposes include:

- The mandate for General Plans to include a Safety Element (Senate Bill (SB) 379).
- That a local jurisdiction Safety Element identify hazard areas that do not have at least two emergency evacuation routes (SB 99).

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

- That a General Plan Safety Element update be triggered by an update to a Housing Element at a minimum of every eight years (SB 99).
- That all jurisdictions identify evacuation routes with information on their capacity, safety, and viability under a variety of emergency scenarios (Assembly Bill (AB) 747).

These new regulatory requirements by the State highlight the increased awareness that resilience and natural disaster planning has garnered in Sacramento. However, at a regional level, San Bernardino County Transportation Authority (SBCTA) / San Bernardino Council of Governments (SBCOG) have long been active in the resilience and adaptation planning space. SBCTA/SBCOG's focus is emergency preparedness and planning for system, as well as infrastructure adaptation and resiliency in our built environment. It is this reason, as an example, that staff is preparing the State Route 247/62 (SR 247/62) Emergency Bypass Study as highlighted below. But resilience planning and emergency preparedness efforts require close collaboration and consultation with our partners in the response and disaster management and recovery fields. As such SBCTA/SBCOG's efforts include direct communication with these stakeholders for feedback and review.

This item is being presented to give information about recent past projects and updates on currently active projects that highlight how SBCTA continues to be at the forefront of these efforts.

Resilient IE

In 2017 Western Riverside Council of Governments (WRCOG) received funding from the California Department of Transportation (Caltrans) Climate Adaptation Planning Grant Program to support a multi-county planning effort in collaboration with SBCTA. Resilient IE examined ways to prepare for and mitigate the risks associated with climate change. The types of hazards analyzed as part of Resilient IE included heat, wildfire, flooding, drought, air quality, severe wind, and mudslides/landslides. Deliverables for Resilient IE included vulnerability assessments, adaptation strategies, hazard, and evacuation maps for San Bernardino County and Western Riverside County, as well as a tool kit. The documents related to Resilient IE, including the Resilient IE Toolkit can be found here: <https://wrcog.us/285/Resilient-IE>.

SR 247/62 Emergency Bypass Study

In 2022, SBCTA received a \$1,000,000 earmark from the Priority Legislative Budget Projects Program (PLBP) to conduct the SR 247/62 Emergency Bypass Study. This is a two-part project with an overall emphasis on improving the usefulness of SR 247 and SR 62 as a more viable alternative to Interstate 15 (I-15) through the Cajon Pass in the event of an emergency such as an earthquake, wildfire, major incident, or other disaster.

The contract for the project was awarded at the May 2024 Board of Directors meeting to WSP USA Inc. (WSP). As previously mentioned, the project is anticipated to be conducted in two parts. Parts 1 and 2 are outlined below:

- Part 1- The consultant will prepare an area-wide Emergency Bypass Strategy that can build on the existing efforts of California Highway Patrol (CHP), Caltrans, and other emergency service agencies as the basis for managing traffic for periods when the I-15 through the Cajon Pass is closed. This will look at the history of traffic flows, both in the

Valley and High Desert during closures and major incidents to determine how to improve network resiliency regionally.

- Part 2- The consultant will prepare a feasibility study for potential geometric and operational improvements on portions of SR 247 from Barstow to Yucca Valley, on SR 62 from Yucca Valley to Interstate 10 (I-10) in Palm Springs, and in the Cajon Pass. The information generated in Part 1 of the study will feed into the project development process that will allow for strategic improvement to areas on SR 247, SR 62, and other routes that will better prepare agencies in dealing with local and regional traffic that has been redistributed throughout Riverside and San Bernardino Counties during an emergency scenario.

Currently the consultant, SR 247/62 Project Technical Advisory Committee (TAC), and staff are working through Part 1 of the project. WSP held the project kickoff meeting on October 28, 2024. The meeting was attended by representatives from Caltrans, CHP, the County of San Bernardino Department of Public Works, and San Bernardino County Fire. The critical path for Part 1 of the project is the identification of incidents and events from the past 10 years in the Cajon Pass, which could be considered representative of types of incidents likely to happen again in the future. The consultant will then use these events to capture the shift in historical regional traffic patterns and use them to simulate the impacts of events in the Cajon Pass on SR 247 and SR 62. The analysis to be performed by WSP will also include a simulation of a catastrophic event, such as a major earthquake that causes sufficient damage to close I-15 in the Cajon Pass for a prolonged period of time.

The current schedule for completion of Part 1 of this project is in the summer of 2025. The draft I-15 Emergency Bypass Strategy will be presented to SBCTA committees in mid-2025. Any comments or guidance provided at that time would then be included in the Final I-15 Emergency Bypass Strategy. Part 2 of the project is estimated to be completed by June 2026.

Emergency Evacuation Network Resilience (EENR)

The EENR builds on the recently completed Resilient IE study that was mentioned above. Similarly, EENR is another bi-county effort being conducted in collaboration with WRCOG. The EENR will take the previously created hazard and evacuation maps from Resilient IE, and provide analysis of local-level evacuation systems and produce estimates of time needed to evacuate selected cities or subareas.

EENR is being funded by a \$1.5 million Sustainable Transportation Planning Grant, with WRCOG and SBCTA contributing a combined \$194,341 in matching funds (in-kind or cash) for a total of \$1,694,341.

SBCTA is the lead agency on this project and Jacobs Engineering Group, Inc. was awarded the contract at the November 2024 Board of Directors meeting. The project kicked off in December 2024, and since that time the consultant has been working on data collection and integrating the Riverside and San Bernardino County Transportation Models.

The key deliverables for this project include:

- Information provided to local jurisdictions that will help support their SB 99 & AB 747 compliance assessment requirements.

San Bernardino County Transportation Authority

- Network assessment for each of SBCTA and WRCOG's agencies to look at the distance each neighborhood would have to travel during an evacuation.
- Emergency response time assessment.
- Identification and prioritization of key improvements that address redundancy/resiliency constraints in Western Riverside and San Bernardino Counties.
- Roadmap for additional infrastructure resilience improvement recommendations that include the electrical network, transportation network (including transit vehicle charging systems), transit shelters, and vehicle redundancy.

The largest undertaking of the EENR effort will be to generate the information and analysis that can be used by local jurisdiction to comply with State emergency and evacuation assessments. Due to the large number of compliance assessments to be created by this study, the consultant is working to develop a prototype to share with the TAC for the project. Once the prototype is finalized, the consultant will begin producing the content on a rolling basis throughout the period of April 2025 to July 2025. Concurrent to this effort, the consultant will be identifying parts of the bi-county project area that could benefit from added redundancy and resiliency to the transportation network.

Evacuation and Resilience Center Design Study (ERCD)

SBCTA is preparing to undertake a companion effort to the EENR project. The ERCD effort is focused only on communities within San Bernardino County and will provide additional planning support focusing on:

- Identification of up to five communities within San Bernardino County in high-hazard areas lacking multiple ingress/egress routes for emergencies.
- Evacuation planning and scenario analysis for these five communities, with special emphasis on areas that have only single-access roads between two and seven miles in length, as well as are identified by the statewide SB 99 CalFire Hazard Severity Zones as very high or high hazard.
- Conducting a feasibility study of alternative evacuation strategies, including Class 1 bike lanes constructed with sufficient width and support to accommodate vehicles for emergency evacuations.
- Planning and designing conceptual drawings of new resilience centers equipped with microgrids in vulnerable evacuation corridors.

The ERCD project is funded by a \$725,000 allocation of Caltrans Sustainable Transportation Planning Grant funds and a \$101,250 local match, for a total of \$826,250. The project is currently in the contracting phase with Caltrans providing the Restricted Grant Agreement between SBCTA and Caltrans on February 24, 2025.

Following execution of the Restricted Grant Funding Agreement, SBCTA will be permitted to release the Request for Proposals for development of the Study. Once proposals are received, SBCTA will engage a panel to review and evaluate the proposals to select the most qualified consulting firm for the planning effort. Based on current timelines, staff anticipates presenting the recommended firm for approval at the July 2025 Board of Directors meeting.

Energy Resilience Sustainability Infrastructure Projects

Resilience planning is a proactive approach that aims to prepare and adapt communities to withstand and recover from various shocks, including but not limited to natural disasters and evacuation planning. Some environmental stressors such as extreme heat can overload the power grid and corresponding electrical systems.

Energy resilience is an important element of SBCTA's proactive approach to regional planning. The idea of microgrids is a component of the ERCD project mentioned above, namely in the context of microgrids at resilience centers. During the Palisades and Eaton fires, some 278,000 Southern California Edison customers were affected by power outages due to weather, fire-related damage, or because of pre-emptive safety shutoffs. Communities within San Bernardino County experienced multiple day service disruptions.

SBCTA issued a contract task order to Placeworks on December 11, 2024 to assist in the identification of public energy and sustainability infrastructure projects and to support future grant funding opportunities. The project began in February 2025, and the core elements will focus on the following:

- Identification of member agency led energy infrastructure projects.
- Prioritization of projects based on member agency goals, timing, and community needs.
- Compilation of grant funding opportunities for energy and energy resilience projects.
- Support for staff applying for grants to implement projects.

As part of this effort, SBCTA is looking to create a countywide consolidated list of projects that include:

- Renewable energy generation (solar, wind, geothermal, other).
- Municipal energy efficiency upgrades.
- Municipal facility and infrastructure electrification.
- Public and municipal zero emission vehicle fueling/charging infrastructure.
- Resilience centers/cooling centers.
- Municipal infrastructure/facility resiliency retrofits or hardening, and microgrids.

Similar to other program areas, staff anticipates using this information to help prioritize projects close to implementation and begin prioritizing the projects for near term grant applications. Planning for energy resilience will help the region minimize service delivery interruptions during extreme weather events, while also building into the system redundancies for vulnerable populations. This effort is projected to extend into the fall of 2025.

Financial Impact:

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

Reviewed By:

This item was reviewed by the Planning and Development Technical Forum on February 26, 2025, the City/County Managers' Technical Advisory Committee on March 6, 2025, and is scheduled for review by the Mountain/Desert Policy Committee on March 21, 2025.

Responsible Staff:

Ryan Graham, Planning Manager

San Bernardino County Transportation Authority

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Approved
Board of Directors Metro Valley Study Session
Date: March 13, 2025
Witnessed By:

Minute Action

AGENDA ITEM: 6

Date: March 13, 2025

Subject:

Measure I Arterial Sub-Program Allocation Planning for Fiscal Year 2025/2026

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority (SBCTA), at a regularly scheduled Board meeting:

Approve the following amount for consideration in the SBCTA Fiscal Year 2025/2026 Budget: Valley Major Street Program - Arterial Sub-Program for \$34,124,855.17.

Background:

San Bernardino County Transportation Authority (SBCTA) staff is engaged in the Measure I Major Street Projects Program allocation planning process for Fiscal Year (FY) 2025/2026. This process provides information that both SBCTA and its member agencies will use in the preparation of their capital budgets. One of the allocation planning activities is to calculate the fair-share distribution of Valley Major Street Program - Arterial Sub-Program (Arterial Sub-Program) funds among Valley member jurisdictions. Attachment 1 summarizes the Arterial Sub-Program prior years' allocations, the proposed FY 2025/2026 allocations, invoiced reimbursements, and arterial loans as of February 21, 2025.

On June 3, 2020, after a reconciliation of the Arterial Sub-Program, three jurisdictions had allocations exceeding their equitable share of revenue, and the SBCTA Board of Directors (Board) approved a 15-year allocation adjustment strategy to adjust future allocations among jurisdictions and restore jurisdictional equity to the Arterial Sub-Program. FY 2025/2026 includes the fifth of 15 years of allocation adjustments.

Table 1 below and on the following page shows the overall proposed FY 2025/2026 Arterial Sub-Program allocations by jurisdiction, as well as the cumulative allocation from FY 2009/2010 through FY 2025/2026, and the invoices processed or processing as of February 21, 2025. An expanded table showing how the recommended allocations were derived is provided in Attachment 1. The cumulative allocation already includes the adjustments from the 15-year allocation adjustment strategy. Each jurisdiction will have access to their cumulative total, less what they have already invoiced. Jurisdictions with negative balances have Board-approved advances.

Table 1 - Arterial Sub-Program FY 2025/2026 Allocation Proposal and Status

Jurisdiction and Share		Allocations and Invoicing			
A	B	C	D	E	F
Jurisdiction	Equitable Share	<u>Proposed</u> FY25/26 Allocation Est * Equitable Share + Equitable Share Adjustment	Proposed Cumulative Allocations FY10/11-25/26	Arterial Invoicing Reimbursements thru FY24/25 (at 2/21/25)	Balance of Allocation Available thru FY25/26 Col D - Col E
Chino	7.591%	\$ 2,735,940.10	\$ 26,704,314.07	\$2,708,725.43	\$23,995,588.64
Chino Hills	2.194%	\$ 141,860.36	\$ 11,872,922.74	\$8,687,344.18	\$3,185,578.56
Colton	2.534%	\$ 949,451.78	\$ 8,590,873.65	\$419,427.15	\$8,171,446.50
Fontana	19.400%	\$ 5,253,945.08	\$ 85,237,580.77	\$42,563,217.70	\$42,674,363.07

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

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Jurisdiction and Share		Allocations and Invoicing			
A	B	C	D	E	F
Jurisdiction	Equitable Share	Proposed FY25/26 Allocation Est * Equitable Share + Equitable Share Adjustment	Proposed Cumulative Allocations FY10/11-25/26	Arterial Invoicing Reimbursements thru FY24/25 (at 2/21/25)	Balance of Allocation Available thru FY25/26 Col D - Col E
Grand Terrace	1.389%	\$ 520,437.46	\$ 4,709,046.37	\$151,461.76	\$4,557,584.61
Highland	6.777%	\$ 2,533,815.63	\$ 23,024,209.17	\$6,367,091.95	\$16,657,117.22
Loma Linda	4.074%	\$ 1,526,466.68	\$ 13,811,846.59	\$5,243,316.41	\$8,568,530.18
Montclair	0.597%	\$ 223,686.94	\$ 2,023,974.57	\$1,913,734.40	\$110,240.17
Ontario	12.272%	\$ 4,598,134.29	\$ 41,605,051.87	\$17,381,859.48	\$24,223,192.39
Rancho Cucamonga	5.044%	\$ 1,518,013.59	\$ 20,641,892.33	\$12,201,187.56	\$8,440,704.77
Redlands	4.854%	\$ 1,818,720.98	\$ 16,456,235.48	\$2,112,512.00	\$14,343,723.48
Rialto	3.831%	\$ 1,394,984.95	\$ 13,349,804.82	\$9,045,928.79	\$4,303,876.03
San Bernardino	7.857%	\$ 2,943,900.03	\$ 26,637,132.71	\$11,337,115.94	\$15,300,016.77
Upland	2.743%	\$ 1,027,760.95	\$ 9,299,434.27	\$3,158,456.91	\$6,140,977.36
Yucaipa	5.965%	\$ 2,112,542.97	\$ 21,318,474.49	\$18,310,282.32	\$3,008,192.17
County	12.878%	\$ 4,825,193.40	\$ 43,659,538.62	\$6,247,171.00	\$37,412,367.62
TOTALS	100.00%	\$ 34,124,855.17	\$ 368,942,332.52	\$147,848,832.98	\$221,093,499.54

Table 2 below shows the remaining balances to be adjusted after this fifth adjustment in the 15-year strategy.

Table 2 – FY 2025/2026 – Fifth Year of 15-year Equitable Share Adjustments and Balances

Jurisdiction	FY 24/25 Total Allocation (Over)/Under Revenue Share	FY 25/26 Proposed Allocation Adjustment	Remaining Allocation (Over)/Under Revenue Share
Chino	\$1,447,620.73	\$145,522.34	\$1,302,098.39
Chino Hills	-\$4,385,166.93	-\$606,838.96	-\$3,778,327.96
Colton	\$842,853.01	\$84,727.95	\$758,125.06
Fontana	-\$15,029,045.09	-\$1,366,276.83	-\$13,662,768.26
Grand Terrace	\$462,005.85	\$46,443.22	\$415,562.63
Highland	\$2,200,186.90	\$221,174.19	\$1,979,012.71
Loma Linda	\$1,355,084.12	\$136,220.08	\$1,218,864.04
Montclair	\$198,572.71	\$19,961.56	\$178,611.15
Ontario	\$4,081,883.24	\$410,332.06	\$3,671,551.18
Rancho Cucamonga	-\$2,235,685.19	-\$203,244.11	-\$2,032,441.08
Redlands	\$1,614,525.85	\$162,300.51	\$1,452,225.34
Rialto	\$872,037.68	\$87,661.75	\$784,375.94
San Bernardino	\$2,613,376.52	\$262,710.15	\$2,350,666.36
Upland	\$912,370.09	\$91,716.17	\$820,653.92
Yucaipa	\$765,931.00	\$76,995.35	\$688,935.64
County	\$4,283,449.51	\$430,594.55	\$3,852,854.96
TOTALS	\$0.00	\$0.00	\$0.00

Board of Directors Metro Valley Study Session Agenda Item

March 13, 2025

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It should also be noted that on January 9, 2019, the SBCTA Board approved an increased allocation to the Express Bus/Bus Rapid Transit Service Program from 2% to 5%, with the corresponding 3% reduction coming from the Arterial Sub-Program effective on April 1, 2020. Those percentages are taken into account in the numbers in the above tables and Attachment 1. Additionally, Policy No. 40006, Valley Major Street Program Measure I 2010-2040 Strategic Plan, states that beginning in FY 2018/2019, the Valley Major Street Program funding would be split 80% to the Arterial Sub-Program and 20% to the Grade Separation Sub-Program. Those same percentages were continued by Policy into FY 2025/2026.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025. The information is provided to assist local jurisdictions in their budget planning for Fiscal Year 2025/2026.

Reviewed By:

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

Responsible Staff:

Marc Lucius, Management Analyst II

Approved
Board of Directors Metro Valley Study Session
Date: March 13, 2025

Witnessed By:

FY 2025/2026 Proposed Allocations Measure I Major Street Projects Program

ATTACHMENT 1

Estimated FY 25/26 Major Streets Revenue	\$ 34,948,000.00
Excess FY 23/24 Major Streets Revenue ⁽¹⁾	-\$ 522,668.00
FY 25/26 Major Streets Allocation	\$ 34,425,332.00
Arterial Portion (80%)	\$ 27,540,265.60
Adjustment for FY 23/24 Interest Allocation	\$ 6,636,897.57
Adjustment for final FY 24/25 Indirect Allocation	\$ 0.00
Adjustment for estimated FY 25/26 Indirect Allocation	(\$ 52,308.00)
FY 25/26 Arterial Allocation Estimate	\$ 34,124,855.17
FY 25/26 Grade Separation Allocation Estimate (20%)	\$ 6,885,066.40

Jurisdiction and Share		Allocations and Invoicing									Additional Information
A	B	C	D	E	F	G	H	I	J	K	L
Jurisdiction	Equitable Share	Cumulative Allocations ⁽²⁾ FY10/11-24/25	Unadjusted FY25/26 Allocation	Allocation Adjustment ⁽³⁾	Proposed FY25/26 Allocation	Cumulative Allocations FY10/11-25/26	Project Advancement Agreement Final Reimbursements	Outstanding Arterial Loan Draws at 2/21/2025	Arterial Invoicing Reimbursements at 2/21/2025 ⁽⁴⁾	Balance of Allocation Available thru FY25/26	Arterial Loan Available at 2/21/2025
			Est * Equitable Share			Sum (Col C & Col F)	PAA Database	Eden Financial system	Invoice Tracking Log	Col G - Sum (Col H to Col J)	
Chino	7.591%	\$23,968,373.97	\$ 2,590,417.76	\$ 145,522.34	\$ 2,735,940.10	\$26,704,314.07	\$2,409,779.49		\$298,945.94	\$23,995,588.64	
Chino Hills	2.194%	\$11,731,062.38	\$ 748,699.32	-\$ 606,838.96	\$ 141,860.36	\$11,872,922.74	\$8,687,344.18		\$0.00	\$3,185,578.56	
Colton	2.534%	\$7,641,421.87	\$ 864,723.83	\$ 84,727.95	\$ 949,451.78	\$8,590,873.65			\$419,427.15	\$8,171,446.50	
Fontana	19.400%	\$79,983,635.70	\$ 6,620,221.90	-\$ 1,366,276.83	\$ 5,253,945.08	\$85,237,580.77	\$34,928,457.14		\$7,634,760.56	\$42,674,363.07	
Grand Terrace	1.389%	\$4,188,608.91	\$ 473,994.24	\$ 46,443.22	\$ 520,437.46	\$4,709,046.37			\$151,461.76	\$4,557,584.61	
Highland	6.777%	\$20,490,393.54	\$ 2,312,641.43	\$ 221,174.19	\$ 2,533,815.63	\$23,024,209.17	\$120,709.61	\$6,246,382.34	\$0.00	\$16,657,117.22	\$ 2,435,980.66
Loma Linda	4.074%	\$12,285,379.91	\$ 1,390,246.60	\$ 136,220.08	\$ 1,526,466.68	\$13,811,846.59			\$5,243,316.41	\$8,568,530.18	
Montclair	0.597%	\$1,800,287.63	\$ 203,725.39	\$ 19,961.56	\$ 223,686.94	\$2,023,974.57		\$1,907,426.00	\$6,308.40	\$110,240.17	\$ 1,990,241.00
Ontario	12.272%	\$37,006,917.58	\$ 4,187,802.23	\$ 410,332.06	\$ 4,598,134.29	\$41,605,051.87			\$17,381,859.48	\$24,223,192.39	
Rancho Cucamonga	5.044%	\$19,123,878.75	\$ 1,721,257.69	-\$ 203,244.11	\$ 1,518,013.59	\$20,641,892.33	\$6,771,580.86		\$5,429,606.70	\$8,440,704.77	
Redlands	4.854%	\$14,637,514.50	\$ 1,656,420.47	\$ 162,300.51	\$ 1,818,720.98	\$16,456,235.48			\$2,112,512.00	\$14,343,723.48	
Rialto	3.831%	\$11,954,819.87	\$ 1,307,323.20	\$ 87,661.75	\$ 1,394,984.95	\$13,349,804.82	\$899,731.56		\$8,146,197.23	\$4,303,876.03	
San Bernardino	7.857%	\$23,693,232.68	\$ 2,681,189.87	\$ 262,710.15	\$ 2,943,900.03	\$26,637,132.71			\$11,337,115.94	\$15,300,016.77	
Upland	2.743%	\$8,271,673.32	\$ 936,044.78	\$ 91,716.17	\$ 1,027,760.95	\$9,299,434.27			\$3,158,456.91	\$6,140,977.36	
Yucaipa	5.965%	\$19,205,931.53	\$ 2,035,547.61	\$ 76,995.35	\$ 2,112,542.97	\$21,318,474.49	\$2,724,856.41		\$15,585,425.91	\$3,008,192.17	
County	12.878%	\$38,834,345.23	\$ 4,394,598.85	\$ 430,594.55	\$ 4,825,193.40	\$43,659,538.62			\$6,247,171.00	\$37,412,367.62	
TOTALS	100.00%	\$334,817,477.35	\$34,124,855.17	\$0.00	\$34,124,855.17	\$368,942,332.52	\$56,542,459.25	\$8,153,808.34	\$83,152,565.39	\$221,093,499.54	\$4,426,221.66

NOTES:

- (1) Split is Arterial 80% and Grade Separation 20% as of FY18/19
- (2) Includes Project Advancement Agreement reimbursements from Major Street Arterial subprogram dollars.
- (3) 15 Year adjustments to allocations to bring all Valley jurisdictions to their equitable share (per SBCTA Board June 3, 2020)
- (4) Arterial Invoicing Reimbursements paid out per SBCTA financial system; includes project payments for projects for which SBCTA is lead (i.e., Mt Vernon Viaduct and 4th Street Bridge)

<u>Excess Revenue Calculations</u>	
FY 23/24 actual Major Streets Revenue	\$ 35,033,332.00
FY 23/24 planned Major Streets	<u>\$ 35,556,000.00</u>
Excess actual over planned	-\$ 522,668.00

Attachment: Attachment 1 FY25-26 Arterial Allocations [Revision 1] (11326 : Measure I Arterial Sub-

Additional Information

**BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE – 2025
VALLEY BOARD MEMBER ATTENDANCE**

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Eunice Ulloa City of Chino		X										
Ray Marquez City of Chino Hills												
Frank Navarro City of Colton												
Aquanetta Warren City of Fontana												
Bill Hussey City of Grand Terrace												
Larry McCallon City of Highland												
Ronald Dailey City of Loma Linda		*										
John Dutrey City of Montclair												
Alan Wapner City of Ontario		X										
L. Dennis Michael City of Rancho Cucamonga												
Mario Saucedo City of Redlands												
Joe Baca City of Rialto												
Helen Tran City of San Bernardino												
Rudy Zuniga City of Upland		X										
Judy Woosley City of Yucaipa												
Curt Hagman Board of Supervisors												

X = member attended meeting. * = alternate member attended meeting. Empty box = Did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box = No meeting

Communication: Attendance (Additional Information)

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE – 2025

VALLEY BOARD MEMBER ATTENDANCE (Cont.)

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Dawn Rowe Board of Supervisors												
Jesse Armendarez Board of Supervisors		X										
Joe Baca, Jr. Board of Supervisors												

MOUNTAIN/DESERT BOARD MEMBER ATTENDANCE

Daniel Ramos City of Adelanto		X										
Art Bishop Town of Apple Valley												
Timothy Silva City of Barstow												
Rick Herrick City of Big Bear Lake		X										
Josh Pullen City of Hesperia		*										
Janet Jernigan City of Needles		X										
Daniel Mintz, Sr. City of Twentynine Palms		X										
Debra Jones City of Victorville		X										
Rick Denison Town of Yucca Valley		X										
Paul Cook Board of Supervisors												

X = member attended meeting. * = alternate member attended meeting. Empty box = Did not attend meeting. Crossed out box = not a Board Member at the time.
 MVSSatt24 Shaded box = No meeting

Communication: Attendance (Additional Information)

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

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

Acronym List

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



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