

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

**February 13, 2025**

**9:00 AM**

**Location**

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

***Transit Committee Membership***

**Chair**

John Dutrey, Mayor  
*City of Montclair*

Acquanetta Warren, Mayor  
*City of Fontana*

**Vice Chair**

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

Bill Hussey, Mayor  
*City of Grand Terrace*

Art Bishop, Mayor Pro Tem  
*Town of Apple Valley*

Larry McCallon, Mayor Pro Tem  
*City of Highland*

Eunice Ulloa, Mayor  
*City of Chino*

Alan Wapner, Council Member  
*City of Ontario*

Ray Marquez, Council Member  
*City of Chino Hills*

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

Frank Navarro, Mayor  
*City of Colton*

Rick Denison, Council Member  
*Town of Yucca Valley*

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

**AGENDA**

**Transit Committee Meeting**

**February 13, 2025**

**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 and Committee members.**

## **INFORMATIONAL ITEMS**

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

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

Pg. 12

Receive and file Change Order Report.

**Presenter: Victor Lopez**

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

### **3. Bi-Annual Fiscal Year 2023/2024 Railroad Right-of-Way Grants of Right of Use Report**

Pg. 14

Receive and file the first half of Fiscal Year 2024/2025 (July 2024 through December 2024) Right-of-Way Grants of Right of Use Report.

**Presenter: Ryan Aschenbrenner**

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

### **4. San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2024/2025 First Quarter**

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Receive and file the First Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2024/2025.

**Presenter: Nancy Strickert**

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

## **DISCUSSION ITEMS**

### **Discussion - Transit**

#### **5. Fiscal Year 2024/2025 Operator Allocation - Mountain Transit**

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

A. Allocate an additional \$14,230,000 of Mountain/Desert State Transit Assistance Fund-Population Share to Mountain Transit for the Big Bear Administrative and Maintenance Facility for a new total allocation of \$21,410,000.

B. Approve revisions to Mountain Transit's Short Range Transit Plan revenue assumptions to reflect the revised allocation amounts.

Agenda Item No. 5 (Cont.)

C. Approve a Fiscal Year 2024/2025 Budget Amendment to increase Program 30, Transit, Task No. 0310 – Transit Allocations/Pass-throughs in the amount of \$14,230,000 to be funded with State Transit Assistance Funds.

**Presenter: Nancy Strickert**

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

**6. Amend Victor Valley Transit Authority Allocation for Senate Bill 125 Funding**

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

Approve the revised funding allocations for Victor Valley Transit Authority as identified in Table 1 for the Senate Bill 125 Formula-Based Funding for Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program.

**Presenter: Nancy Strickert**

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

**Discussion - Transportation Programming and Fund Administration**

**7. State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2025/2026**

Pg. 45

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

Approve a State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2025/2026 of \$34,143,598 based on the State Controller's Office estimate on January 31, 2025, to be apportioned \$24,685,163 to the Valley and \$9,458,435 to the Mountain/Desert areas based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2024.

**Presenter: Brianna Martinez**

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

**8. Local Transportation Fund Apportionment for Fiscal Year 2025/2026**

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

A. Maintain Fiscal Year (FY) 2024/2025 Local Transportation Fund (LTF) apportionment of \$171,056,630, as approved by the SBCTA Board of Directors (Board) on March 6, 2024.

B. Approve a FY 2025/2026 Fund Reserve of \$14,992,079, representing 10% of the estimated annual revenues for unexpected financial need per Policy No. 31010.

Agenda Item No. 8 (Cont.)

C. Approve a LTF estimated apportionment of \$160,680,803 for FY 2025/2026, as detailed in Attachment A, based on \$149,920,792 in estimated receipts plus a carryover of \$10,795,196 from actual revenue and interest received in FY 2023/2024 over the estimate the Board approved on March 1, 2023, the return of the unused FY 2024/2025 Fund Reserves, less the Fund Reserves in Recommendation B.

**Presenter: Brianna Martinez**

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

**9. Fiscal Year 2025/2026 State of Good Repair Program Apportionment**

Pg. 54

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

A. Approve a State of Good Repair – Population Share Apportionment for Fiscal Year 2025/2026 of \$4,249,878 based on the State Controller’s Office revised estimate on January 31, 2025, to be apportioned \$3,072,580 to the Valley and \$1,177,298 to the Mountain/Desert areas, based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2024.

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

**Presenter: Vanessa Schoenewald**

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

**10. Fiscal Year 2024/2025 Low Carbon Transit Operations Program Apportionment - Population Share**

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

Approve a Low Carbon Transit Operations Program - Population Share Apportionment for Fiscal Year 2024/2025 in the amount of \$5,824,858 to be apportioned \$4,211,260 to the Valley and \$1,613,598 to the Mountain/Desert areas based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2024.

**Presenter: Vanessa Schoenewald**

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

**Comments from Board Members**

**Brief Comments from Board Members**

**ADJOURNMENT**

## **Additional Information**

Attendance

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Acronym List

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Mission Statement

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**The next Transit Committee meeting is scheduled for March 13, 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](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:** February 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:

<b>Item No.</b>	<b>Contract No.</b>	<b>Principals &amp; Agents</b>	<b>Subcontractors</b>
5	Allocation	Mountain Transit	None
6	Allocation	Victor Valley Transit Authority	None
8	Allocation	San Bernardino County Auditor- Controller/Treasurer/Tax Collector  Southern California Association of Governments	None

**Financial Impact:**

This item has no direct impact on the budget.

**Reviewed By:**

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

**Responsible Staff:**

Victor Lopez, Director of Transit & Rail Programs

Approved  
Transit Committee  
Date: February 13, 2025

Witnessed By:

Entity: San Bernardino County Transportation Authority

## *Minute Action*

AGENDA ITEM: 2

**Date:** *February 13, 2025*

**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 contract and one vehicle procurement contract, of which three had Construction Change Orders (CCO) approved since the last reporting to the Transit Committee on December 12, 2024. The CCOs are listed below:

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

1) CCO 011: Additional Grind & Overlay in the City of Ontario. (\$43,943.10)

B. Contract No. 23-1002922 with Metro Builders & Engineers Group, Ltd. for the Arrow Maintenance Facility (AMF) Hydrogen Fuel Upgrade Project: AMF Retrofit Construction:

1) CCO 001: Desclope Waterline Tie-in at 3<sup>rd</sup> Street (-\$13,521.45)

C. Contract No. 23-1002961 with Proterra Builders, Inc. for the AMF Hydrogen Fuel Upgrade Project: Procurement of Major Equipment:

1) CCO 001: Docking Station Breaker, Omission and Diesel Generator Revisions. (\$22,964.98)

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:**

Victor Lopez, Director of Transit & Rail Programs

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Approved  
Transit Committee  
Date: February 13, 2025

Witnessed By:

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*Entity: San Bernardino County Transportation Authority*

**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)		
	Description	Amount
11	Grind & Overlay Addition in City of Ontario	\$43,943.10
	CCO Total	\$28,196.36
	Approved Contingency	\$11,995,991.00
	Remaining Contingency	\$11,967,794.64
ZEMU - Arrow Maintenance Facility (AMF) Construction Upgrade Project, Metro Builders & Engineers Group, Ltd. (23-1002922)		
	Description	Amount
1	Descope and Revisions for the Waterline Tie-In	(\$13,521.45)
	CCO Total	(\$13,521.45)
	Approved Contingency	\$962,657.10
	Remaining Contingency	\$976,178.55
ZEMU - Arrow Maintenance Facility (AMF) Procurement Upgrade Project, Proterra Builders, Inc. (23-1002961)		
	Description	Amount
1	Docking Station Breaker, Omission and Diesel Generator Revisions	\$22,964.98
	CCO Total	\$22,964.98
	Approved Contingency	\$56,280.21
	Remaining Contingency	\$33,315.23
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 11193 February 2025final (11193 : Transit and Rail Programs Contract Change Orders to On-Going

## *Minute Action*

AGENDA ITEM: 3

***Date:*** February 13, 2025

***Subject:***

Bi-Annual Fiscal Year 2023/2024 Railroad Right-of-Way Grants of Right of Use Report

***Recommendation:***

Receive and file the first half of Fiscal Year 2024/2025 (July 2024 through December 2024) Right-of-Way Grants of Right of Use Report.

***Background:***

The San Bernardino County Transportation Authority Board of Directors (Board) adopted Real Property Policy No. 31602 on July 2, 2014 and approved revisions to Policy No. 31602 on March 6, 2019 and on October 6, 2021. In accordance with Real Property Policy No. 31602, Part VI, Policy Principles and Authority to Execute Grants of Right of Use, Section B, Approved Templates, the Board authorized the Executive Director, or his designee, to approve all Grants of Right of Use documents as approved to form by General Counsel.

Attachment A reports the Grants of Right of Use issued, amended, denied, and/or terminated in the first half of Fiscal Year 2024/2025 in accordance with the reporting requirements of Real Property Policy No. 31602, Part IX, Section H.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025. Presentation of the Bi-Annual Right-of-Way report demonstrates compliance with the Real Property Policy No. 31602.

***Reviewed By:***

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

***Responsible Staff:***

Ryan Aschenbrenner, Right of Way Manager

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Approved  
Transit Committee  
Date: February 13, 2025

Witnessed By:

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*Entity: San Bernardino County Transportation Authority*

### Attachment A

#### Bi-annual Fiscal Year 2024-2025 (July to December 2024) Right-of-Way Grants of Use Report

Action	Vendor Name	Contract No.	Agreement Type	Minute Traq Item	Linked Agreements	Executed Date	Term	Application Fees	Annual Admin Fees	Use Fees	Amendment or Extension Fees	Waived Fees	Type Fees Waived	Waived Fee Comment
Issued	City of Fontana	23-1002970	License Agreement	9662	n/a	7/25/2024	Month to Month	\$ 2,230	\$ 1,200	\$ -	\$ -	\$ -	n/a	n/a
Issued	Lennar Homes of California LLC	24-1003180	Right of Entry Permit	10754	n/a	7/30/2024	12/31/2024	\$ 2,230	\$ -	\$ 709	\$ -	\$ -	n/a	n/a
Issued	Montclair Station Apartments LLC	23-1003020	Right of Entry Permit	9780	n/a	8/8/2024	12/31/2026	\$ 2,230	\$ 1,200	\$ 709	\$ -	\$ -	n/a	n/a
Issued	Cucamonga Valley Water District	23-1002999	Master License Agreement	10516	RSSB-3391	9/10/2024	Month to Month	\$ 2,230	\$ 2,040	\$ 1,354	\$ -	\$ -	n/a	n/a
Amended	City of Redlands	23-1002930	Master License Agreement	10656	n/a	7/25/2024	Month to Month		\$ 10,440	\$ -	\$ 560	\$ -	n/a	n/a
Amended	MCImetro Access Transmission Services	19-1002245	Master License Agreement	10850	n/a	11/4/2024	Month to Month	\$ 2,230	\$ 600	\$ -	\$ -	\$ 2,845	Use Fee	Use Fee Waived for Telecom Uses within public streets.
Amended	Crown Castle Fiber LLC	22-1002702	Master License Agreement	10633	n/a	7/30/2024	Month to Month		\$ 13,560	\$ 2,371	\$ 560	\$ -	n/a	n/a
<b>Grand Total</b>								<b>\$ 11,150</b>	<b>\$ 29,040</b>	<b>\$ 5,143</b>	<b>\$ 1,120</b>	<b>\$ 2,845</b>		

Attachment: Attachment A - Bi-Annual Grant of RW Use Report through 20241231 (11242 : Bi-Annual

## *Minute Action*

AGENDA ITEM: 4

***Date:*** February 13, 2025

***Subject:***

San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2024/2025 First Quarter

***Recommendation:***

Receive and file the First Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2024/2025.

***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).

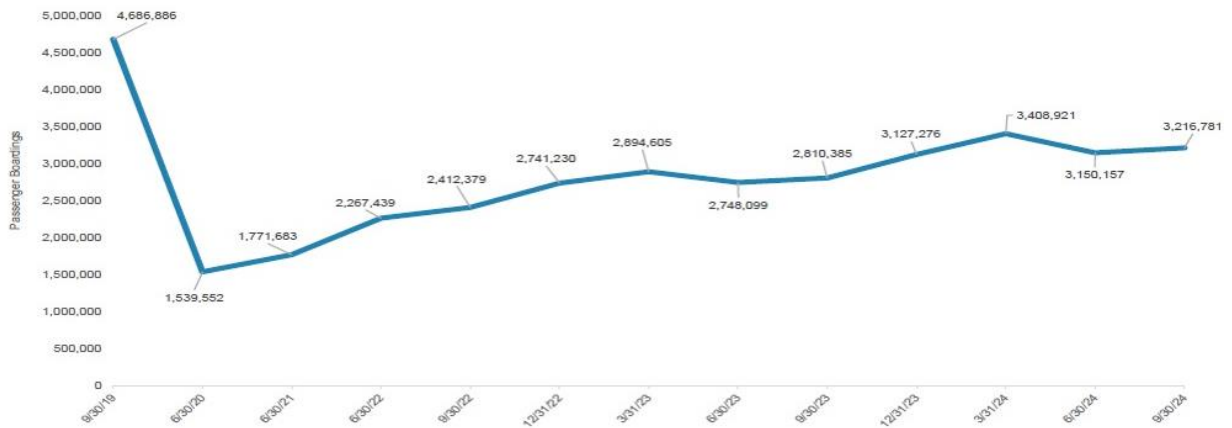
The primary source of data used in the Report is from TransTrack. TransTrack is a countywide transit performance software that the San Bernardino County transit operators, except SCRRA, use to provide operations and financial data every month. This allows SBCTA to pull data reports independently from 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.

For the first quarter of Fiscal Year (FY) 2024/2025, San Bernardino County bus and rail transit operators provided approximately 3.3 million trips system wide (as shown in Exhibit 2 on the following page). This was a 4% increase from the prior quarter.

*Entity: San Bernardino County Transportation Authority*

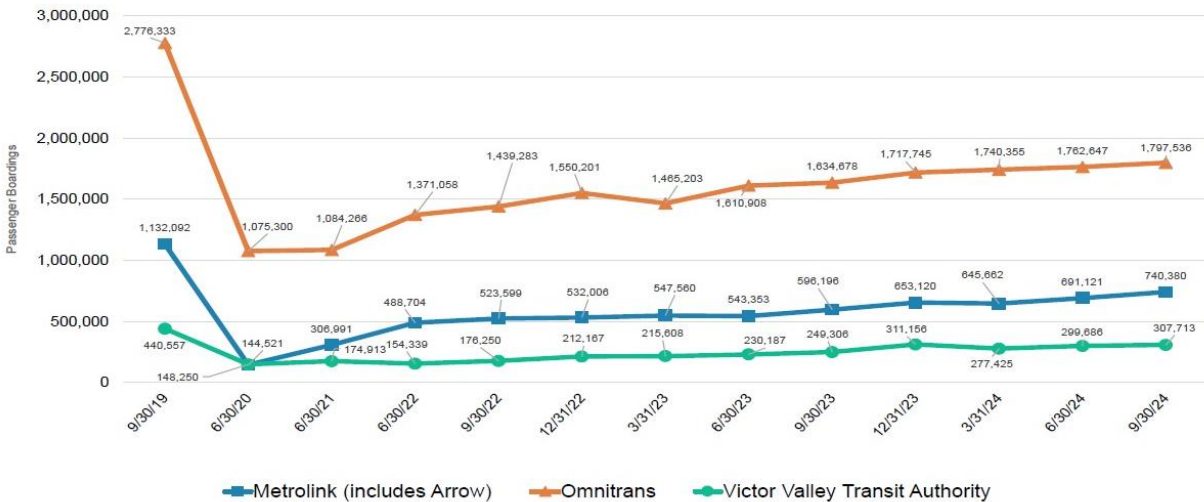


**Exhibit 2, San Bernardino County Passenger Trips by Quarter, Fall 2019 to Fall 2024**



Among the larger operators, Omnitrans continued to show a ridership increase of 2% and the Victor Valley Transit Authority (VVTA) saw a 3% increase in the first quarter. Metrolink ridership for the San Bernardino and Inland Empire Orange County lines, including Arrow, increased by 7%, adding almost 50,000 boardings during this first quarter (as shown in Exhibit 3 below).

**Exhibit 3, Larger Operators' Quarterly Ridership, Fall 2019 to Fall 2024**



For the small operators, Mountain Transit, Basin Transit, and Needles Transit services all saw slight decreases in trips during this quarter but did provide 125,806 trips (as shown in Exhibit 4 on the following page). However, all the small operators did show an increase in this first quarter in a year-over-year comparison.

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

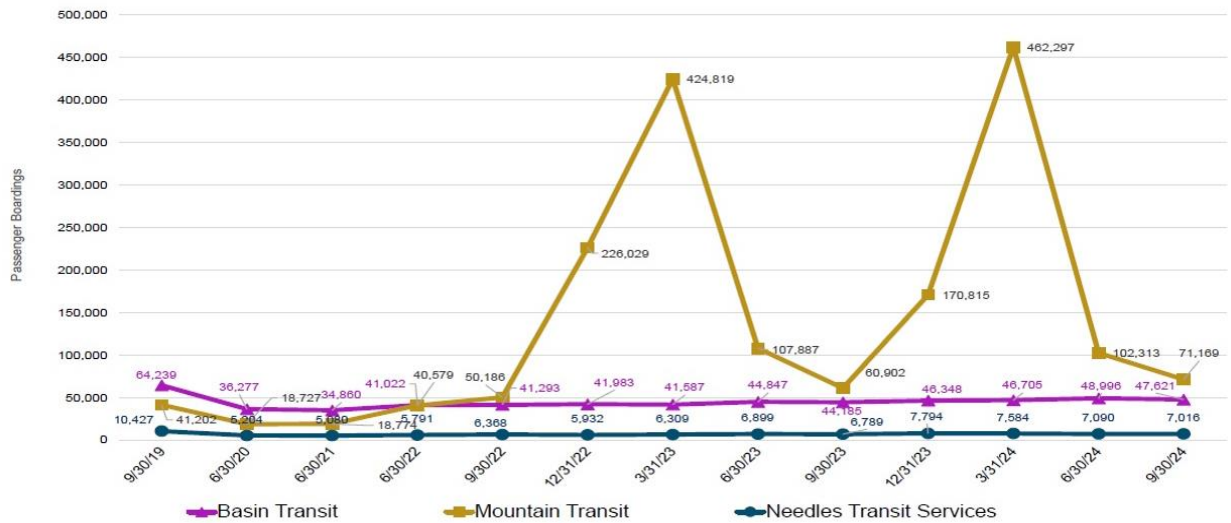
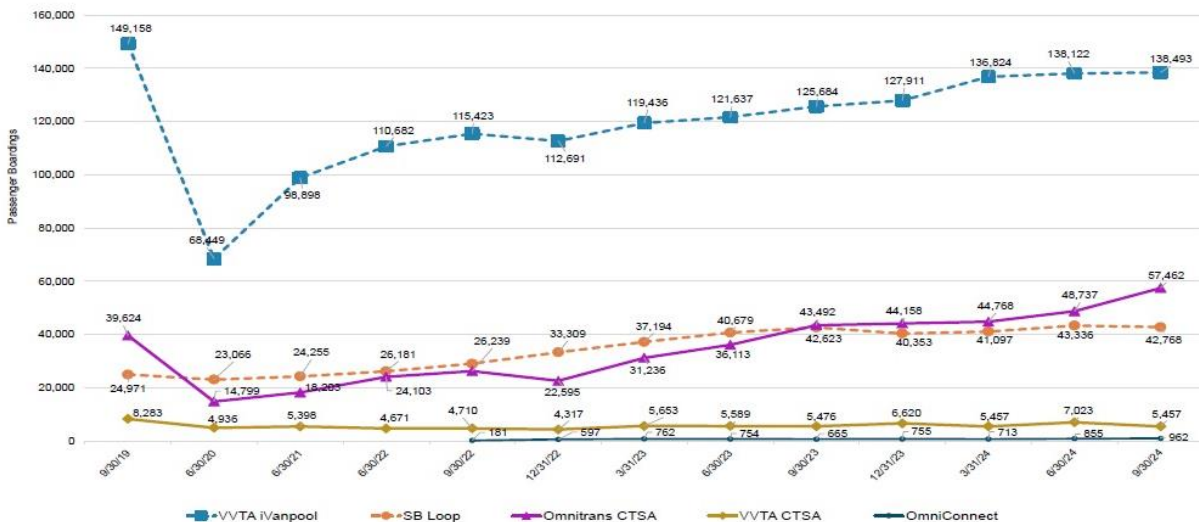


Exhibit 5 below presents the smaller public transportation services operated in San Bernardino County that include the Consolidated Transportation Services Agency (CTSA) programs of Omnitrans and VVTA, the vanpool programs of VVTA's Vanpool and SBCTA's SB Loop, as well as the first-mile, last-mile shuttle services of OmniConnect. Each program is reported on individually in the Report. Collectively, these smaller programs provided 245,142 trips this quarter, contributing to the highest combined ridership in five years.

**Exhibit 5, Smaller Transportation Programs' Quarterly Ridership, Fall 2019 to Fall 2024**



**Current Initiatives Update**

*Ride Happy! & Transit Equity Day*

In collaboration with the San Bernardino County transit operators, SBCTA celebrated Transit Equity Day on February 4th to help bring awareness of transit and transit's history of equity.

San Bernardino County Transportation Authority

Transit Committee Agenda Item  
February 13, 2025  
Page 4

This year was presented in conjunction with the recent release of the Ride Happy! Campaign. Ride Happy! seeks to grow awareness of public transportation by targeting both current and new riders (as shown in Exhibit 6 below). The campaign's upbeat messaging communicates that transit is a safe space and shows how to be **safe, respectful, and kind** while riding. Appropriate behavior is communicated through multiple rider "do's" and a handful of rider "don'ts."

### Exhibit 6, Transit Equity Day Promotions



#### **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

Approved  
Transit Committee  
Date: February 13, 2025

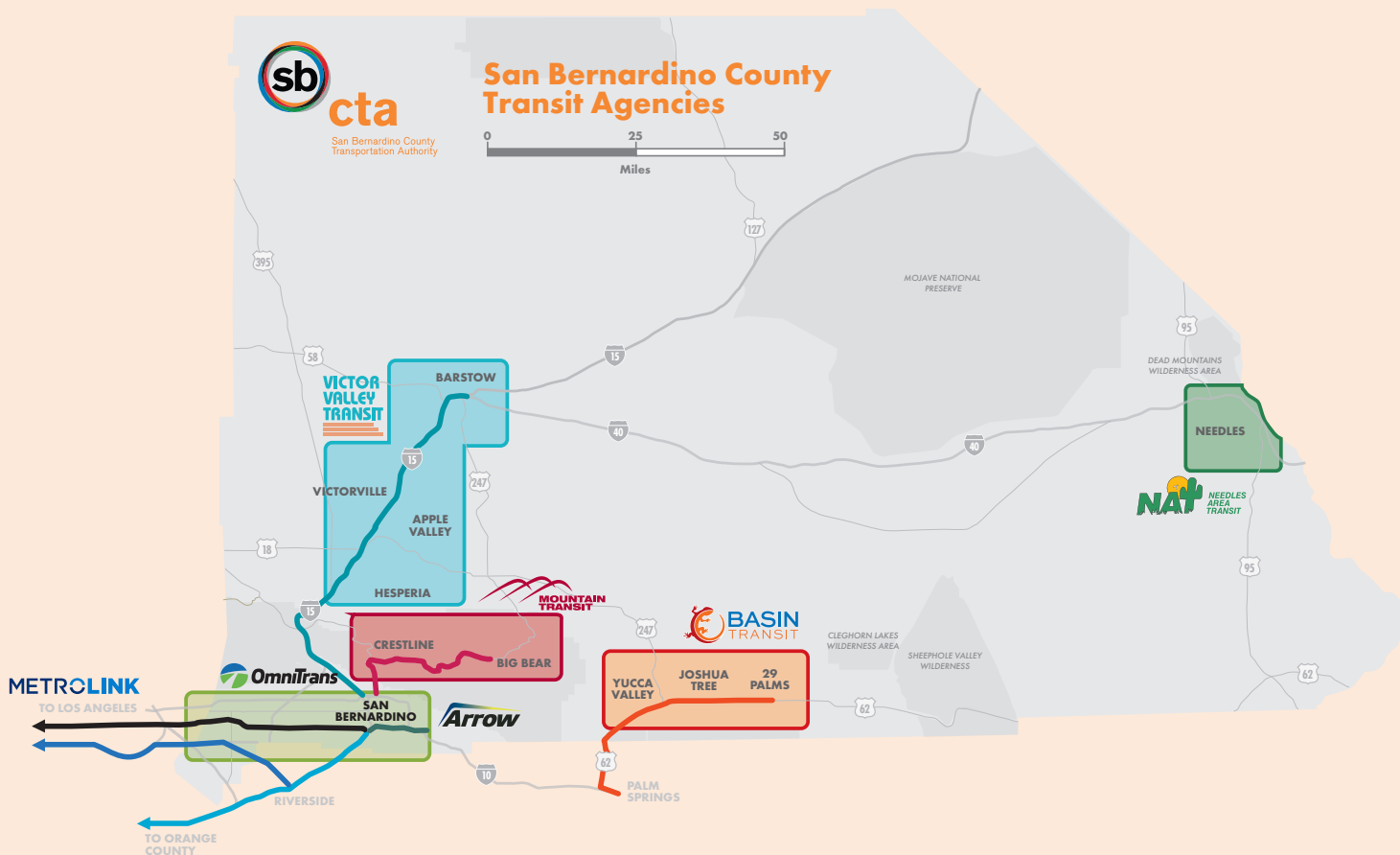
Witnessed By:



cta

San Bernardino County Transportation Authority

# San Bernardino County Multimodal Transportation Quarterly Update



## First Quarter Fiscal Year 2024/2025 Volume 6, Number 1

Attachment: SBCTA Quarterly Report 1st Quarter FY 24-25 013025 (10941 : San Bernardino County Multimodal Transportation Quarterly Update

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# Introduction

Continued progress in rebuilding ridership is reported in this iteration of the SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT (Volume 6, Number 1). The County’s public transportation operators report the first quarter experience of July, August and September 2024 of Fiscal Year 2024/2025 (FY 24/25). A countywide picture of more than five years of public transportation performance is presented. Also reported are current initiatives by San Bernardino County Transportation Authority (SBCTA) and by the County’s operators to grow ridership and enhance community-level and regional transit. Subsequent sections report on each operator’s 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

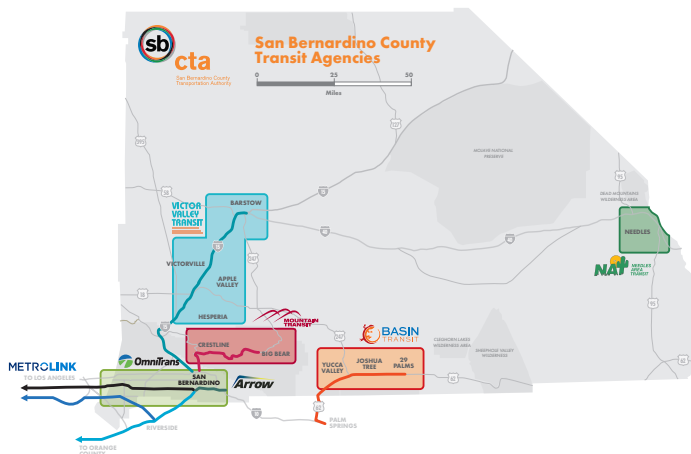
San Bernardino County is served by six public transit operators, providing rail, fixed-route bus services, microtransit and Americans with Disabilities Act (ADA) complementary paratransit services. The new Metrolink Arrow San Bernardino-Redlands train service commenced in October 2022. Its eighth quarter 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 – SB Loop and iVanpool.
- **IE Commuter** – A rideshare program in partnership with SBCTA and the Riverside County Transportation Commission (RCTC).

Exhibit 1, San Bernardino County Public Transit Bus



Attachment: SBCTA Quarterly Report 1st Quarter FY 24-25 013025 (10941 : San Bernardino County Multimodal Transportation Quarterly Update



# Commentary

## Strong Ridership Growth Continues

San Bernardino County experienced an increase in public transit ridership across all modes of service, growing by 2% during the first quarter (as seen in Exhibit 2), following a slight decline in ridership in the previous quarter, due to the seasonal ridership patterns of Mountain Transit. Notable programs with ridership growth were seen on the OmniConnect shuttles and the OmniTrans CTSA program with a 71% increase in TREP mileage reimbursement trips.

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

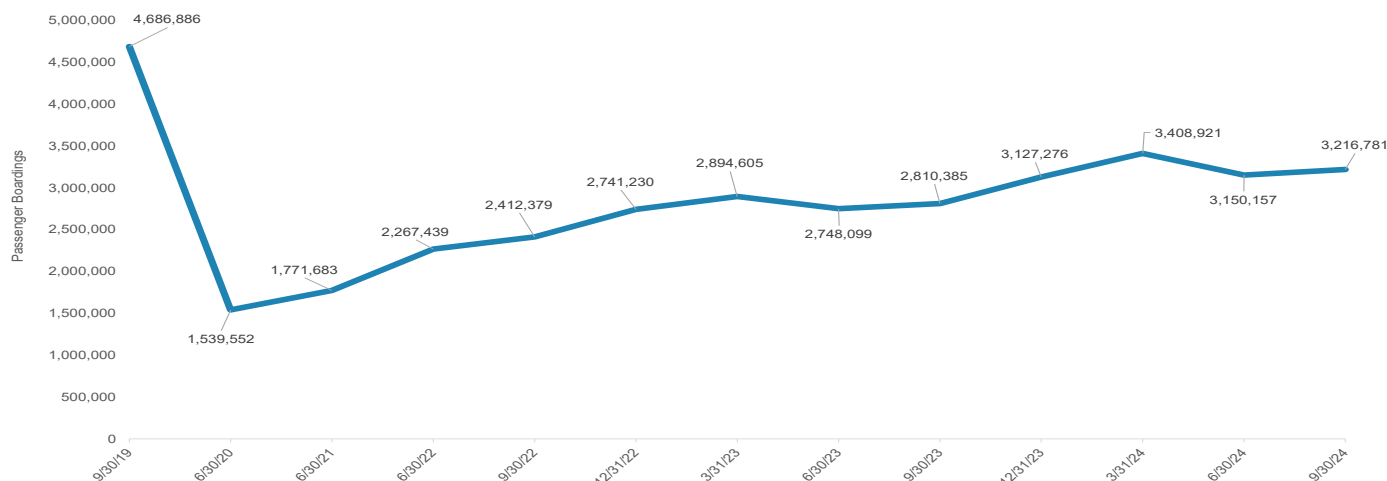
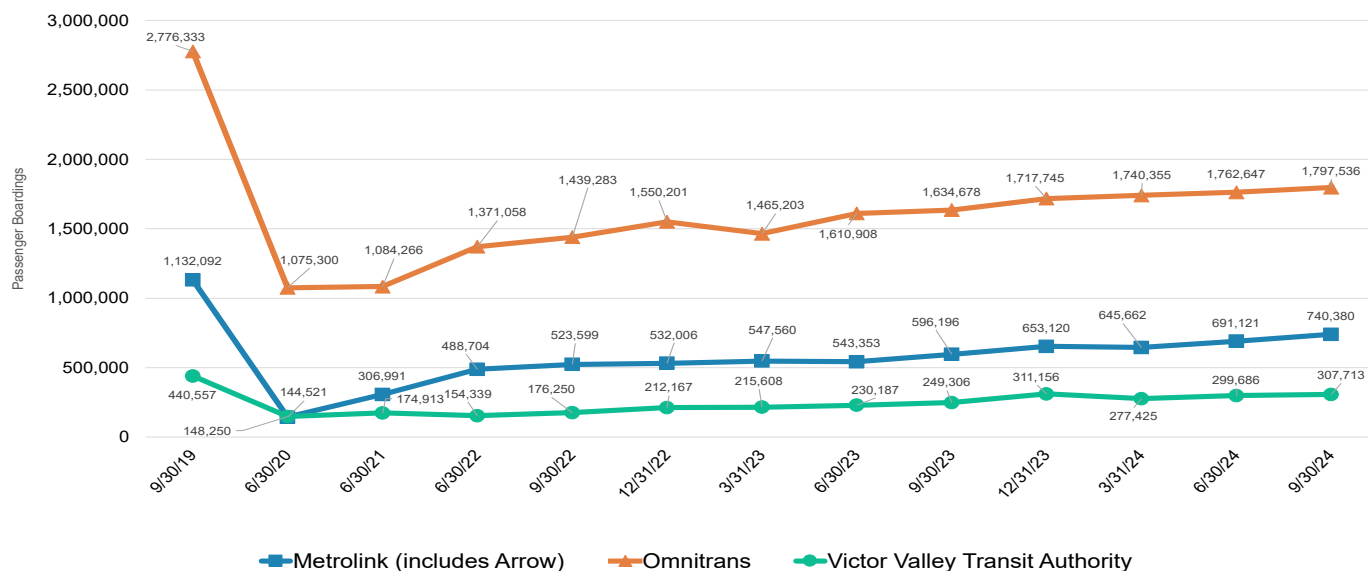


Exhibit 3 depicts first quarter continued growth of the two larger bus operators and Metrolink rail service. Omnitrans' ridership increased by 2% from the prior quarter, while VVTA's ridership grew by 3%. Metrolink ridership for the San Bernardino and Inland Empire Orange County lines, including Arrow, increased by 7%, adding almost 50,000 boardings during this first quarter.

Exhibit 3, Larger Operators' Quarterly Ridership, Fall 2019 to Fall 2024



# Commentary

Exhibit 4 shows the highs and lows of small operator Mountain Transit's 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. Mountain Transit has experienced a 17% increase in the first quarter of FY 24/25 compared to the same period in FY 23/24. However, Mountain Transit experienced a 30% decrease from the 4th quarter. Basin Transit and Needles Transit Services have experienced slight decreases in ridership during the first quarter of FY 24/25 compared to the fourth quarter of FY 23/24, following three years of steady growth since the onset of the COVID-19 pandemic.

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

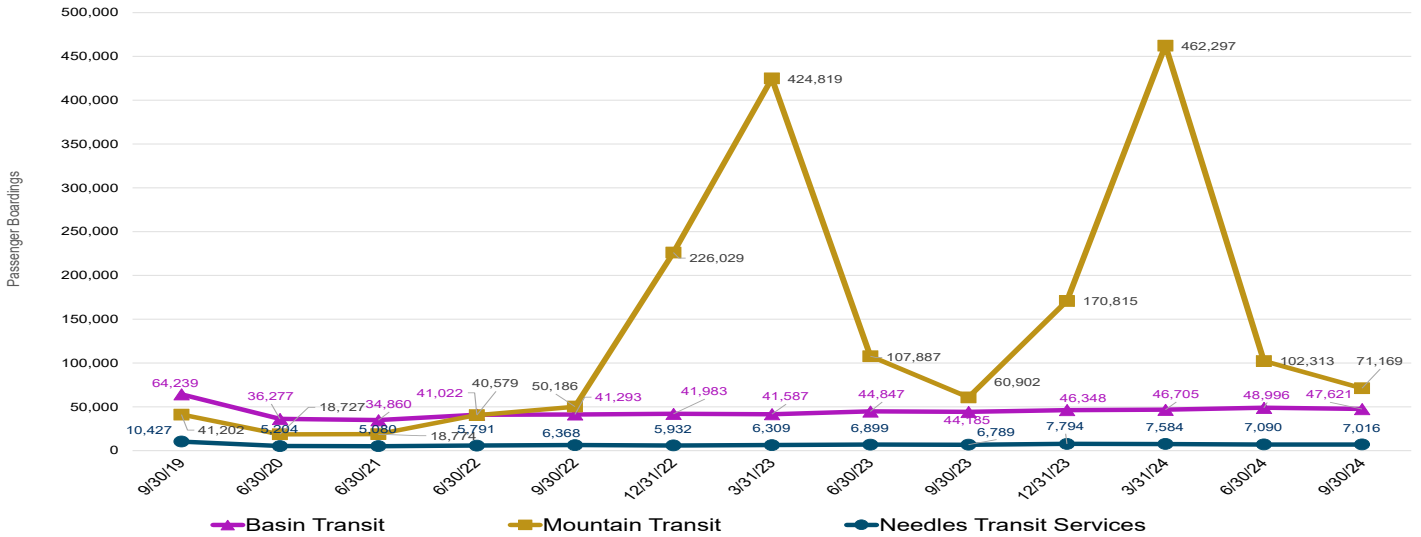
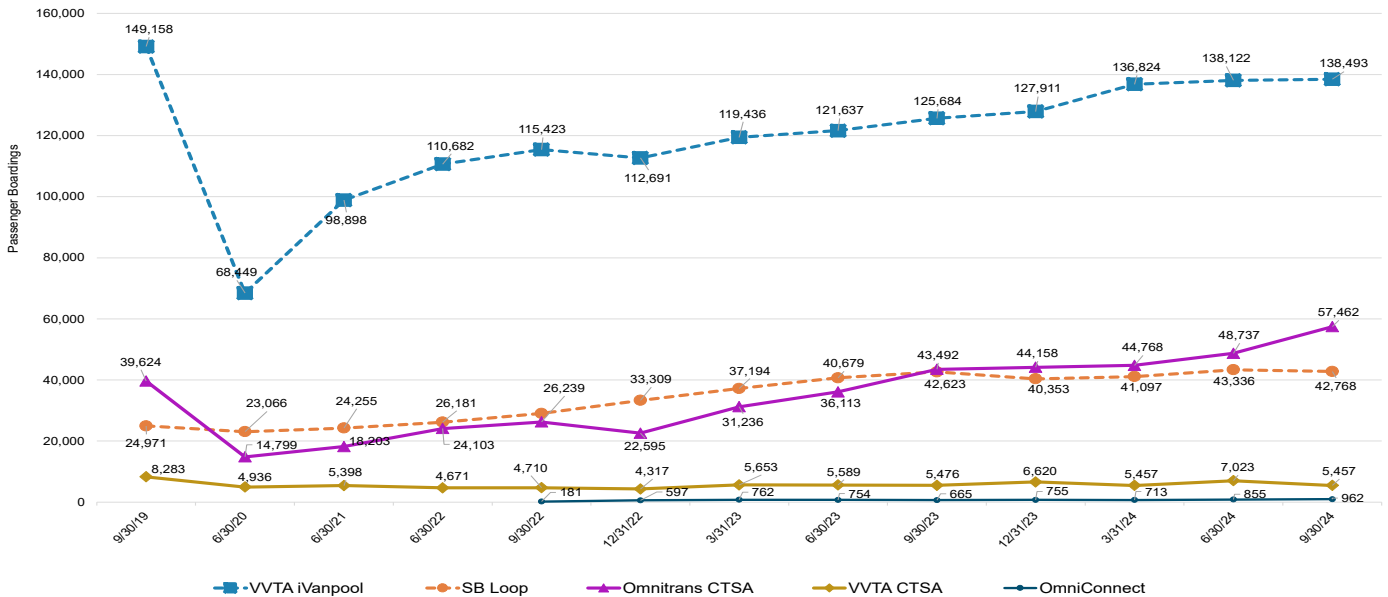


Exhibit 5 presents the smaller public transportation services operated in San Bernardino County that include the Consolidated Transportation Services Agency (CTSA) programs of Omnitrans and VVTA, the vanpool programs of VVTA's iVanpool and SBCTA's SB Loop, as well as the first-mile, last-mile shuttle services of OmniConnect. Each program is reported on individually later in this document. Collectively, these smaller programs provided 245,142 trips this quarter, contributing to the highest combined ridership in five years.

**Exhibit 5, Smaller Transportation Programs' Quarterly Ridership, Fall 2019 to Fall 2024**





# Current Initiatives

## Efforts to Grow Ridership Countywide

To continue recovery from the drastic loss of ridership during the COVID-19 pandemic, SBCTA supports its transit operators with multiple initiatives to encourage previous transit users to return to transit and invite potential new riders to try transit. SBCTA is working with the County’s transit operators to mitigate operational complications that were barriers to riding and to communicate to riders that transit is safe and very much still in operation. Transit promotional campaigns have included free fares on special days of recognition and on other designated days of the year. Improvements to regional transit connectivity are underway, with promotions to present transit’s wide-ranging mobility options to all San Bernardino County travelers. The recent Ride Happy! campaign presents the rules of the road in using public transportation, inviting all to ride and feel happy and secure.

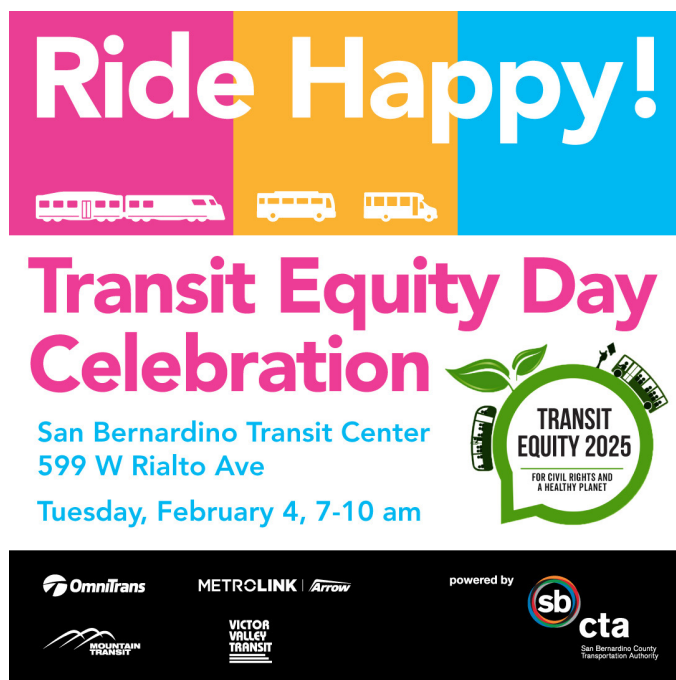
### Transit Equity Day — Tuesday, February 4, 2025

Countywide free fares on Transit Equity Day, February 4th, help to bring awareness of transit and transit’s history of equity, presented this year in conjunction with the recent release of the Ride Happy! campaign. Ride Happy! seeks to grow awareness of public transportation by targeting both current and new riders (Exhibit 6). The campaign’s upbeat messaging communicates that transit is a safe space and how to be **safe, respectful and kind** while riding. Appropriate behavior is communicated through multiple rider “do’s” and a handful of rider “don’ts.”

On February 4th, SBCTA hosted a Ride Happy! Transit Equity Day event to encourage the public to use the free fare opportunity to try transit. The event featured transit operator informational tables at the San Bernardino Transit Center (SBTC) and a ride-along and how-to-ride opportunity with SBCTA’s Board President Ray Marquez.

This event will highlight San Bernardino transit operators that service the SBTC — Metrolink, Omnitrans, VVTA and Mountain Transit — and some Riverside County transit operators. Separate events are planned with Basin Transit, the City of Needles and the West Valley area at later dates.

Exhibit 6, Transit Equity Day Promotions



# Current Initiatives

## Metrolink Schedule Changes and On-Time Performance

As a result of the COVID-19 pandemic, there have been changes in travel patterns and requests from customers and the community to increase frequency on trains. In October 2024, Metrolink increased service by 23%, adding 32 new trains on weekdays systemwide. The service change was an effort to attract the nontraditional Monday through Friday commuter demographic and expand Metrolink’s reach within the community. A similar service change in 2023 on the Antelope Valley Line in conjunction with the launch of the free Student Adventure Pass had positive results, growing ridership by 7% once free student fares were excluded.

An additional desired outcome of the service change was to increase the number of train connections between Metrolink routes by 300%, in an effort to have connection wait times of only 10-20 minutes, and allow easier travel between counties. The Orange County, San Bernardino and Inland Empire lines experienced the greatest service change with 18 new weekday trains introduced on the San Bernardino Line, including 10 additional train trips between Covina and Union Station.

While the service changes were meant to improve service reliability and connections between trains, negative impacts were experienced, especially on the San Bernardino Line where on-time performance dropped below 50% during November 2024. Limited track capacity has caused train congestion and significant delays had a domino effect on service runs throughout the day. The recurring delays have also caused some runs to be canceled.

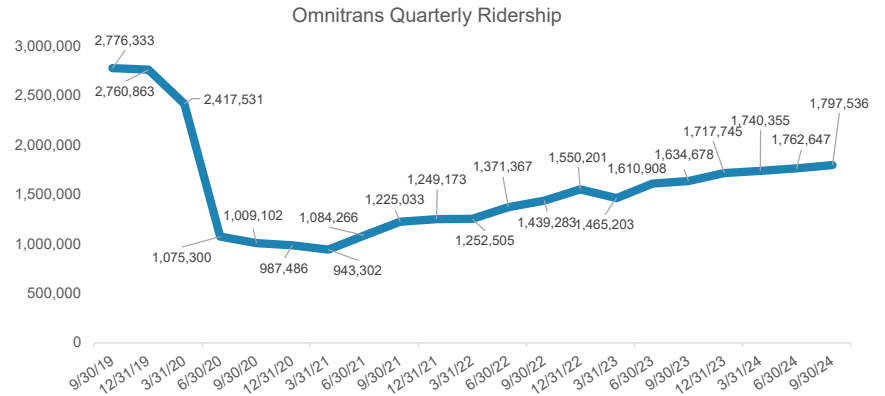
To address the issues of decreasing on-time performance, Metrolink implemented another service change on the San Bernardino Line on January 27, 2025, that reduced the number of Covina trains from 20 to 10 and extended the trips to Montclair. Metrolink kept the existing 17 round trip trains between San Bernardino and Los Angeles however, the two limited stop “express” trains between Redlands and Los Angeles will not serve all stations along the route and the late evening train from Los Angeles to San Bernardino will be reinstated. The express trains were well performing trains and reliable prior to the October schedule change. Removal has increased travel times, impacting long-haul riders from San Bernardino County. In recognition of the on-time performance challenges experienced due to the October changes, Metrolink will be offering a 25% monthly pass discount systemwide through February 2025.

### Commentary and Trends

Omnitrans' fixed-route service showed continued growth during the first quarter of FY 24/25, reaching almost 1.8 million trips, an addition of more than 36,000 trips over the previous quarter.

However, productivity dropped from 12.2 to 11.5 passengers per hour while revenue miles experienced an increase of 8% in the first quarter of FY 24/25.

Total operating costs decreased by 1% while passenger revenue decreased by 47% where year-end Medi-Cal reimbursements are recorded in the 4th quarter. The TDA farebox recovery ratio decreased from 38.8% in the last quarter of FY 23/24 to 23.6% for the first quarter of FY 24/25, inclusive of passenger fares and local revenue.



### Performance\*

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	<b>1,762,647</b>	<b>1,797,536</b>	<b>2%</b>
Fixed-Route Trips**	1,722,212	1,758,187	2%
Demand Response Trips	40,435	39,349	-3%
<b>SYSTEM Performance</b>			
Revenue Hours	144,978	156,900	8%
Passengers per Rev Hour	12.2	11.5	-6%
Revenue Miles	1,978,497	2,131,490	8%
Passengers per Rev Mile	0.89	0.84	-5%
Passenger Miles	8,972,967	9,114,341	2%
Average Trip Length (miles)	5.09	5.07	-0%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$22,418,592	\$22,298,377	-1%
Passenger Revenue	\$3,799,458	\$2,006,267	-47%
Farebox Recovery Ratio	16.9%	9.0%	-47%
Farebox Recovery Ratio (TDA Formula***)	38.8%	23.6%	-39%
Cost per Revenue Mile	\$11.33	\$10.46	-8%
Subsidy/Pass Trip – Systemwide	\$7.79	\$9.48	22%
Fixed-Route Cost per Trip	\$10.12	\$10.85	7%
Demand Response Cost per Trip	\$123.58	\$81.98	-34%

### FLEET Characteristics

	(Includes sbX)	(Includes sbX)
<b>Fixed-Route</b>	<b>110</b>	<b>125</b>
Demand Response	40	40
Total Vehicles in Peak Service	150	165
Battery-Operated Vehicles	4	4

\* Extracted from TransTrack Manager Quarterly Scorecard during January 2025.

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

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

# OmniConnect Shuttle Services:

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

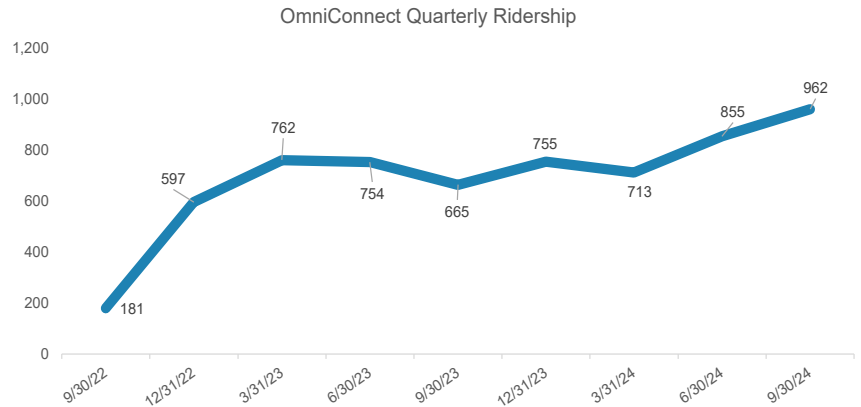


## Commentary and Trends

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 first quarter of FY24/25, SB Connect ridership experienced a significant increase of 37%, gaining 68 additional passenger trips. ONT Connect experienced an increase of 6%, gaining 39 passenger trips from the previous quarter.

Annual revenue hours and revenue miles increased by 8% and 4%, respectively, and productivity remained stable at 0.4 passengers per hour. Total operating costs increased by 2% from the previous quarter, while passenger revenue and farebox recovery decreased by 52% and 53% respectively. Farebox recovery from passenger fares alone represents only 0.2% of total operating cost.



## Performance\*

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter
<b>Total Passenger Trips**</b>	<b>855</b>	<b>962</b>	<b>13%</b>
Route 300 SB Connect	184	252	37%
Route 380 ONT Connect	671	710	6%
<b>Performance</b>			
Revenue Hours	2,177	2,344	8%
Passengers per Rev Hour	0.4	0.4	4%
Revenue Miles	20,895	21,755	4%
Passengers per Rev Mile	0.04	0.04	8%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$281,123	\$287,156	2%
Passenger Revenue	\$1,374	\$653	-52%
Farebox Recovery Ratio	0.5%	0.2%	-53%
Farebox Recovery Ratio (TDA Formula***)	16.7%	16.5%	-1%
Subsidy per Pass Trip	\$274.04	\$249.21	-9%
<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 January 2025.

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

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

# Omnitrans Consolidated Transportation Services Agency (CTSA)

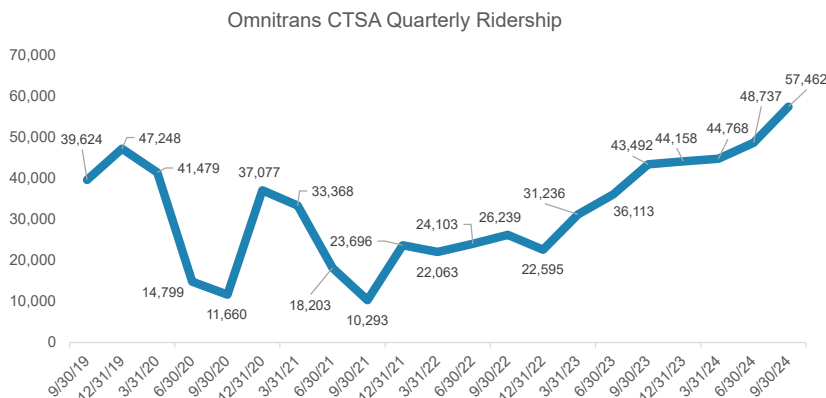


## Commentary and Trends

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

Total CTSA ridership increased by 18% during the first quarter of FY 24/25, marking the highest quarterly ridership total in five years and more than pre-pandemic levels. The largest growth among CTSA programs was seen in TREP mileage reimbursement trips, a 71% increase from last quarter. The increase is attributed to the TREP program expansion which now includes riders in both the East and West Valley of the region. Uber/Taxi Ride Program trips increased 15%, while the Travel Training program saw a decrease within its small volume of participation.

However, within the Regional Mobility Partnership Program, small increases in ridership were realized by the cities of Grand Terrace, Loma Linda and Ontario. This program saw the addition of two new programs — Foothill AIDS Project and VIP Solutions.



## Performance\*

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter
<b>TOTAL TRIPS</b>	<b>48,737</b>	<b>57,462</b>	<b>18%</b>
TREP Mileage Reimbursement Trips	8,458	14,440	71%
Uber/Taxi Ride Program Trips	7,036	8,071	15%
Travel Training Program*	64	36	-44%
Regional Mobility Partnership (RMP) Trips	33,179	34,915	5%
<i>Anthesis</i>	11,294	9,297	-18%
<i>Lutheran Social Services</i>	1,364	1,298	-5%
<i>City of Grand Terrace</i>	278	298	7%
<i>OPARC</i>	8,925	10,116	13%
<i>City of Chino</i>	1,300	2,397	84%
<i>Highland Senior Center</i>	1,378	1,265	-8%
<i>Loma Linda University Adult Day Health</i>	1,055	1,262	20%
<i>City of Ontario</i>	998	2,402	141%
<i>Foothill AIDS Project</i>		1,011	—
<i>VIP Inc.</i>		5,569	—
<i>City of Rialto**</i>			—
<i>AgingNext ***</i>	6,587		—

\* Reporting numbers are for number of individuals trained.

\*\* New Regional Mobility Partner: Contract has been executed. Partner is in the process of starting their program.

\*\*\* Agency is no longer a Regional Mobility Partner as of FY 24/25.





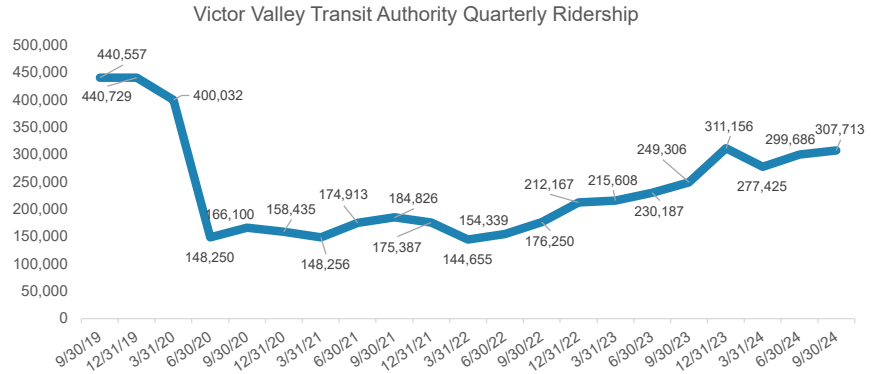
# Victor Valley Transit Authority

## Commentary and Trends

VVTA total ridership increased by 3% during the first quarter of FY 24/25. Specifically, fixed-route and commuter trips both increased by 4%, with demand response ridership decreasing by 5%.

Revenue hours remained roughly the same from the previous quarter, but productivity increased by 3% to 4.8 passengers per hour. Total operating costs decreased by 3% to \$11.4 million; however, the cost per trip increased from \$10.56 to \$11.28 and farebox recovery decreased to 4.1%.

Management direction to return to pre-pandemic service levels increased vehicle utilization by 39%, from 67 to 93 vehicles operated in peak service in FY 23/24. One additional vehicle was brought into service in the first quarter of FY 24/25.



## Performance\*

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	<b>299,686</b>	<b>307,713</b>	<b>3%</b>
Fixed-Route Trips	256,123	265,468	4%
Commuter Bus Trips	8,328	8,632	4%
Demand Response Trips	35,235	33,613	-5%
<b>SYSTEM Performance [excludes vanpool revenue hours &amp; miles]</b>			
Revenue Hours	63,683	63,703	0%
Passengers per Rev Hour	4.7	4.8	3%
Revenue Miles	1,108,566	1,011,886	-9%
Passengers per Rev Mile	0.27	0.30	12%
<b>OPERATIONS Expense [excludes vanpool expense &amp; revenue]</b>			
Total Transit Operating Cost	\$11,709,727	\$11,413,960	-3%
Passenger Revenue	\$500,388	\$462,352	-8%
Farebox Recovery Ratio Systemwide	4.3%	4.1%	-5%
Cost per Revenue Mile	\$10.56	\$11.28	7%
Subsidy/Pass Trip – Systemwide	\$37.40	\$35.59	-5%
Fixed-Route Cost per Trip	\$35.97	\$32.93	-8%
Commuter Bus Cost per Trip	\$46.26	\$37.68	-19%
Demand Response Cost per Trip	\$59.91	\$69.84	17%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service	Includes 12 Electric Vehicles		Includes 12 Electric Vehicles
Fixed-Route	47		49
Commuter	6		6
Demand Response	40		39
<b>Total Vehicles in Peak Service</b>	<b>93</b>		<b>94</b>
Service Area Square Mileage	1,082		1,082
Vehicles per Square Mile	0.07		0.07

\* Extracted from TransTrack Manager Quarterly Scorecard during January 2025.



# Victor Valley Transit Consolidated Transportation Services Agency (CTSA)

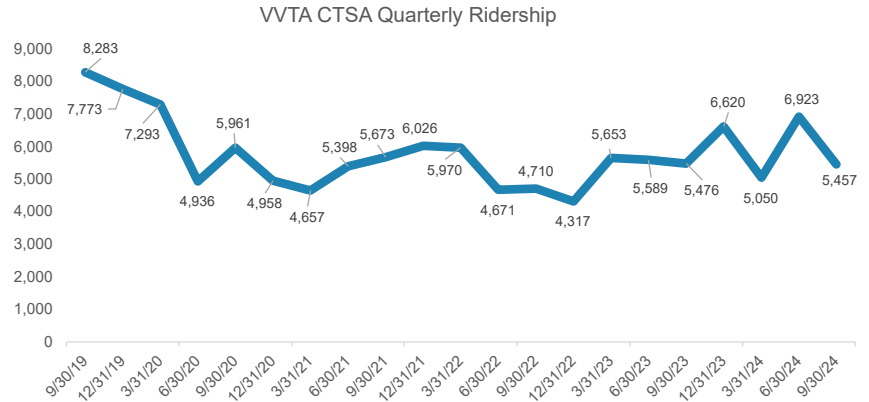
## Commentary and Trends

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

Overall, CTSA ridership experienced a noticeable decrease in trips from 6,923 to 5,457 (a 21% decrease).

VVTA's TRIP mileage reimbursement program declined by 18%, reduced by more than 650 trips during the first quarter. The TRIP program experienced an increase in the number of miles reimbursed, accumulating 5% more miles than the previous quarter, suggesting users may be taking fewer but longer trips.

The Travel Training Program and Fare Media Scholarship Program saw the largest declines in use by 51% and 35%, respectively. However, Trona Community and Senior Center, as well as the Bonnie Baker Senior Center saw a slight increase in participation in the first quarter of FY 24/25.



## Performance

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter
<b>TOTAL TRIPS</b>	<b>6,923</b>	<b>5,457</b>	<b>-21%</b>
TRIP Program	3,620	2,969	-18%
Nonprofit Providers	1,300	1,274	-2%
Foothill AIDS Project	227	213	-6%
Abundant Living Church	533	482	-10%
Heart's Extended	122	94	-23%
Trona Community and Senior Center	372	434	17%
Bonnie Baker Senior Center	46	51	11%
Travel Training Program	511	249	-51%
Fare Media Scholarship Program	1,492	965	-35%
<b>TOTAL MILES</b>	<b>109,399</b>	<b>114,745</b>	<b>5%</b>
TRIP Program	109,399	114,745	5%
<b>TOTAL HOURS</b>	<b>112</b>	<b>108</b>	<b>-4%</b>
Transit Ambassador Program	112	108	-4%

# Victor Valley Transit iVanpool

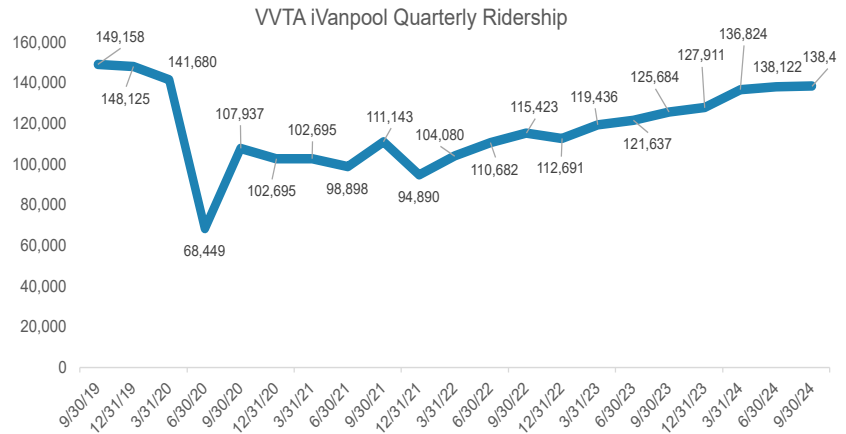


## Commentary and Trends

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 increased two vans during the first quarter of FY 24/25 (211), which is difficult to achieve during the summer months! Reported revenue hours increased by 1% and revenue miles decreased by 1%. Passenger miles increased by 1%, however participation fees decreased by 8%.

All vanpools are eligible to receive up to \$600 per month in program subsidy toward the cost of a vanpool, which was increased from \$400 last fiscal year.



## Performance

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter
<b>Performance</b>			
Number of Vanpools	209	211	1%
Revenue Miles	1,457,802	1,436,324	-1%
Revenue Hours	29,719	29,927	1%
Unlinked Passenger Trips	138,122	138,493	0%
Passenger Miles	7,036,696	7,127,823	1%
Subsidies Disbursed	\$376,339	\$381,430	1%
Participation Fees	\$338,132	\$309,660	-8%





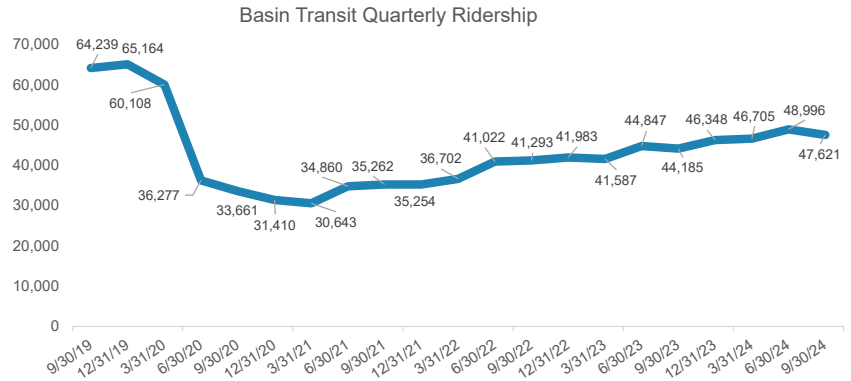
# Basin Transit

## Commentary and Trends

Basin Transit's total ridership decreased by 3% during the first quarter of FY 24/25, mostly attributable to fewer commute trips into Palm Springs.

Revenue hours remained fairly constant for the quarter and productivity remained consistent at six passengers per hour. Total operating costs decreased by 4% while passenger revenue grew by 14%, increasing the farebox recovery ratio to 8% system-wide from 6.7% last quarter.

The TREP mileage reimbursement program gained eight clients, but ridership decreased by 2%, or 20 fewer trips than last quarter.



## Performance\*

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter
<b>SYSTEM Total Passenger Trips</b>	<b>48,996</b>	<b>47,621</b>	<b>-3%</b>
Fixed-Route Trips	42,930	42,562	-1%
Commuter Bus Trips	1,985	1,385	-30%
Demand Response Trips	4,081	3,674	-10%
<b>SYSTEM Performance</b>			
Revenue Hours	8,172	8,003	-2%
Passengers per Rev Hour	6.0	6.0	-1%
Revenue Miles	163,921	161,466	-1%
Passengers per Rev Mile	0.30	0.29	-1%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$1,188,885	\$1,142,244	-4%
Passenger Revenue	\$80,041	\$91,529	14%
Farebox Recovery Ratio Systemwide	6.7%	8.0%	19%
Cost per Revenue Mile	\$7.25	\$7.07	-2%
Subsidy/Pass Trip – Systemwide	\$22.63	\$22.06	-3%
Fixed-Route Cost per Trip	\$19.68	\$19.28	-2%
Commuter Bus Cost per Trip	\$61.01	\$77.31	27%
Demand Response Cost per Trip	\$54.63	\$58.40	7%
<b>TREP Mileage Reimbursement Program</b>			
TREP Clients	121	129	7%
TREP Trips	1,186	1,166	-2%
TREP Miles Reimbursed	25,228	23,851	-5%
Mileage Reimbursement Cost	\$10,091	\$9,540	-5%
<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	

\* Extracted from TransTrack Manager Quarterly Scorecard during January 2025.

# Mountain Transit

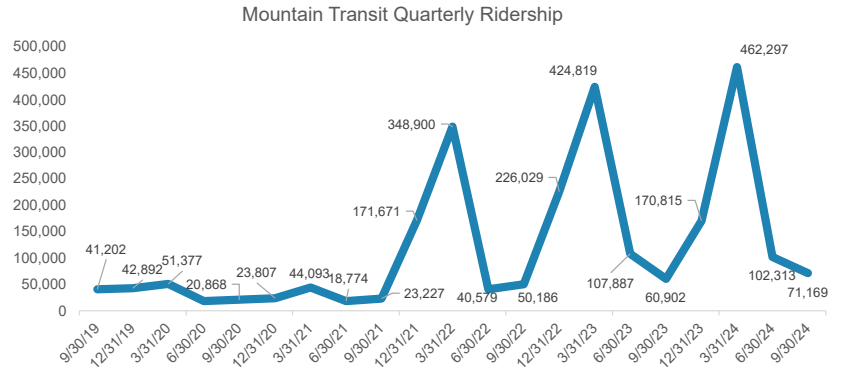


## Commentary and Trends

Mountain Transit's first quarter ridership decreased by 30%, with most of the decrease occurring within fixed-route service. There were slight increases in commuter and demand response trips.

Annual systemwide revenue hours remained relatively the same from the last quarter; however, passengers per hour decreased by 31%.

Operating costs increased by 16% systemwide, while passenger revenue decreased by 35% since the last quarter of FY 23/24. Farebox recovery decreased significantly by 44%, reflecting the loss of the winter season partnership fare contributions.



## Performance\*

	4th Quarter FY 23/24	1st Quarter FY 24/25	% change from 4th Quarter
	Prior Year FY 23/24	Current Year FY 24/25	
<b>SYSTEM Total Passenger Trips</b>	<b>102,313</b>	<b>71,169</b>	<b>-30%</b>
Fixed-Route Trips	96,814	65,150	-33%
Commuter Bus Trips	2,359	2,427	3%
Demand Response Trips	3,140	3,592	14%
<b>SYSTEM Performance</b>			
Revenue Hours	13,267	13,325	0%
Passengers per Rev Hour	7.7	5.3	-31%
Revenue Miles	211,057	211,111	0%
Passengers per Rev Mile	0.48	0.34	-30%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$1,628,654	\$1,890,523	16%
Passenger Revenue	\$397,919	\$257,216	-35%
Farebox Recovery Ratio Systemwide	24.4%	13.6%	-44%
Costs per Revenue Mile	\$7.72	\$8.96	16%
Subsidy/Pass Trip – Systemwide	\$12.03	\$22.95	91%
Fixed-Route Cost per Trip	\$12.96	\$21.91	69%
Commuter Bus Cost per Trip	\$55.06	\$62.71	14%
Demand Response Cost per Trip	\$77.73	\$86.57	11%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service			
Fixed-Route	12	11	
Demand Response	4	2	
Off the Mountain	2	2	
Seasonal Service	16	0	
Airport Shuttle	1	1	
<b>Total Vehicles in Peak Service</b>	<b>35</b>	<b>16</b>	
Service Area Square Mileage	269	269	
Vehicles per Square Mile	0.05	0.05	

\* Extracted from TransTrack Manager Quarterly Scorecard during January 2025.

# Needles Transit Services



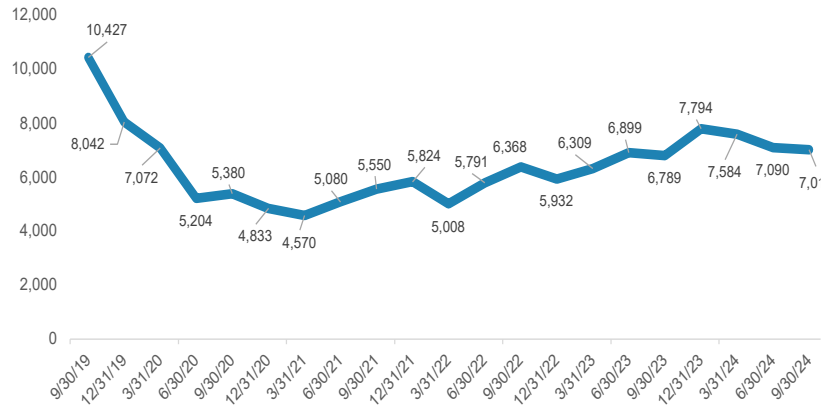
## Commentary and Trends

Needles Transit Services saw a slight decrease in ridership during the first quarter of FY 24/25 (1%), the third consecutive quarter of ridership decline.

There was a slight increase in annual revenue hours of 1%, but a slight decrease in productivity to 5.5 passengers carried per hour.

Operating costs decreased by 1% compared to last quarter, while passenger revenue increased by 43%, bringing the farebox recovery ratio to 7.7% compared to 5.4% in the last quarter.

Needles Transit Services Quarterly Ridership



## Performance\*

	4th Quarter FY 23/24		1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter	
<b>SYSTEM Total Passenger Trips</b>	<b>7,090</b>	<b>7,016</b>	<b>-1%</b>	
Fixed-Route Trips	5,492	5,291	-4%	
Demand Response Trips	1,598	1,725	8%	
<b>SYSTEM Performance</b>				
Revenue Hours	1,263	1,281	1%	
Passengers per Rev Hour	5.6	5.5	-2%	
Revenue Miles	15,826	16,015	1%	
Passengers per Rev Mile	0.45	0.44	-2%	
<b>OPERATIONS Expense</b>				
Total Operating Cost	\$150,534	\$149,563	-1%	
Passenger Revenue	\$8,063	\$11,515	43%	
Farebox Recovery Ratio Systemwide	5.4%	7.7%	44%	
Costs per Revenue Mile	\$9.51	\$9.34	-2%	
Subsidy/Pass Trip – Systemwide	\$20.09	\$19.68	-2%	
Fixed-Route Cost per Trip	\$20.74	\$20.56	-1%	
Demand Response Cost per Trip	\$17.89	\$16.97	-5%	
<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 January 2025.

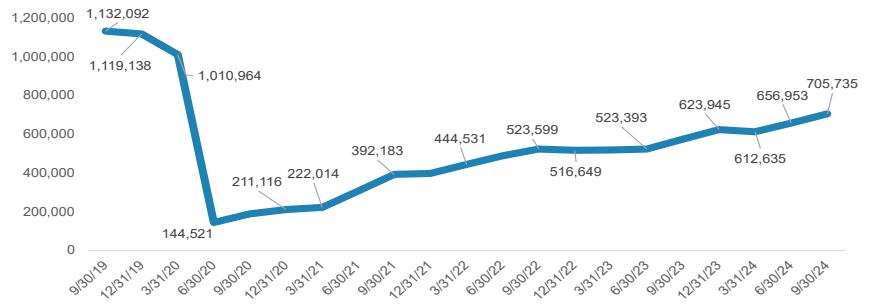


### Commentary and Trends

Metrolink service saw increases of 7% for the San Bernardino Line and by 8% for the Inland Empire Orange County Line compared to last quarter.

San Bernardino County station annual boardings increased on the San Bernardino and Inland Empire Orange County lines, while the Riverside Line ridership decreased by 2%.

Metrolink Quarterly Ridership



### Performance\*

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter

#### SYSTEM Passenger Boardings by Line

TOTAL San Bernardino Line (SBL)	476,590	510,137	7%
TOTAL Inland Empire Orange County Line (IEOCL)	180,363	195,598	8%
Boardings at San Bernardino County Stations:			
San Bernardino Line	167,318	174,806	4%
IEOC Line	8,467	9,943	17%
Riverside Line	8,349	8,162	-2%

#### FINANCIAL - Total San Bernardino Line w/ MOW1

Operating Cost SB Line			
Farebox Revenue SB Line	N/A	N/A	
Farebox Recovery Ratio SB Line			

#### FINANCIAL - Total IEOC Line w/ MOW1

Operating Cost IEOC Line			
Farebox Revenue IEOC Line	N/A	N/A	
Farebox Recovery Ratio IEOC Line			

#### PERFORMANCE MEASURES - San Bernardino Line

Passenger Miles	17,487,680	18,667,308	7%
Average Passenger Trip Length	36.7	36.6	0%

#### PERFORMANCE MEASURES - IEOC Line

Passenger Miles	5,632,719	7,329,998	30%
Average Passenger Trip Length	35.7	37.3	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.

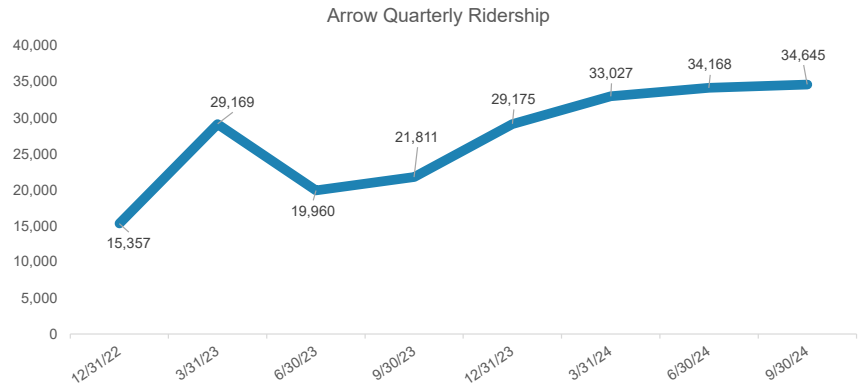
**Commentary and Trends**

Metrolink’s Arrow service launched on October 24, 2022, adding nine miles of track and four new stations between San Bernardino-Downtown and Redlands University.

During the first quarter of FY 24/25, Arrow boardings grew slightly by 1% compared to the previous quarter. Part of the service’s continued success 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, decreased by 2% during FY 24/25, with an average passenger trip length of 6.4 miles.

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



**Performance**

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter
<b>Passenger Boardings</b>			
Total Passenger Boardings	34,168	34,645	1%
<b>FINANCIAL</b>			
Operating Cost			
Farebox Revenue	N/A	N/A	
Farebox Recovery Ratio			
<b>PERFORMANCE MEASURES - Arrow</b>			
Passenger Miles	228,071	223,070	-2%
Average Passenger Trip Length	6.7	6.4	-4%
<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

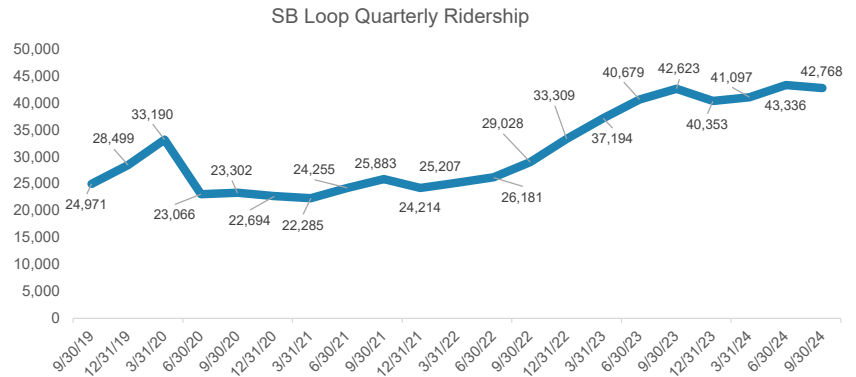


## Commentary and Trends

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 first quarter of FY 24/25, SB Loop vanpool trips decreased by 1% compared to the last quarter.

SBCTA provided \$137,798 in disbursed subsidies during FY 24/25, an increase of 2% over the fourth quarter of FY 23/24, representing a subsidy per passenger trip of \$3.22. Vanpool participants contributed more than \$300,000 toward the cost of operating vanpools. The overall cost per trip during the first quarter of FY 24/25 was \$10.29 per passenger.



## Performance

	4th Quarter FY 23/24	1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter
<b>SYSTEM Totals</b>			
Number of Vanpools	78	80	3%
Vanpool Passenger Trips	43,336	42,768	-1%
<b>SYSTEM Performance</b>			
Passenger Miles	1,645,838	1,589,593	-3%
Passengers/Miles	38.0	37.2	-2%
<b>OPERATIONS Expense</b>			
Subsidies Disbursed	\$135,179	\$137,798	2%
Participation Fees	\$308,349	\$302,380	-2%
Subsidy per Passenger Trip	\$3.12	\$3.22	3%
Average Cost per Passenger Trip	\$10.23	\$10.29	1%

# SBCTA Multimodal Programs

## IE Commuter Rideshare



### Commentary and Trends

IE Commuter is a ridesharing program of the Riverside County Transportation Commission and SBCTA, working to reduce traffic and improve air quality in the region by helping businesses develop employee rideshare programs.

During the first quarter of FY 24/25, IE Commuter lost five employers while serving 45 more work sites than the last quarter. The number of total IE Commuter accounts increased by 3%, while the number of active accounts for ride matching increased by 4%. Survey activities grew by 865% to more than 23,000 commuters surveyed. There was an increase in the number of vehicle trips reduced but decreases in vehicle miles traveled and greenhouse gas emissions. While this report reviews performance data on a quarterly basis, rideshare performance is best analyzed annually for a year over year comparison.

### Performance\*

	4th Quarter FY 23/24		1st Quarter FY 24/25	
	Prior Year FY 23/24	Current Year FY 24/25	% change from 4th Quarter	
<b>PROGRAM Totals</b>				
Total Number of Employers	116	111	-4%	
Total Number of Employer Worksites	1,116	1,161	4%	
Total Number of IE Commuter Accounts	104,194	107,651	3%	
Number of Accounts Active for Ridematching	16,276	16,968	4%	
<b>EMPLOYER Totals</b>				
Total Employers Surveyed	17	7	-59%	
Total Commuters Surveyed	2,404	23,194	865%	
Vehicle Trip Reductions (VTR)	28,717	40,257	40%	
Vehicle Miles Traveled (VMT) Reduced	1,907,646	1,014,505	-47%	
Greenhouse Gas Emissions (GHG) Reduced (lbs)	1,548,118	823,297	-47%	
<b>INCENTIVE Totals</b>				
Total Participants	1,287	1,031	-20%	
Vehicle Trip Reductions (VTR)	17,222	18,892	10%	
Vehicle Miles Traveled (VMT) Reduced	520,155	454,435	-13%	
Greenhouse Gas (GHG) Emissions Reduced (lbs)	422,119	368,787	-13%	

\* Rideshare statistics roll up each quarter, and are best analyzed at year end for a year over year comparison.



## *Minute Action*

AGENDA ITEM: 5

***Date:*** February 13, 2025

***Subject:***

Fiscal Year 2024/2025 Operator Allocation - Mountain Transit

***Recommendation:***

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

- A. Allocate an additional \$14,230,000 of Mountain/Desert State Transit Assistance Fund-Population Share to Mountain Transit for the Big Bear Administrative and Maintenance Facility for a new total allocation of \$21,410,000.
- B. Approve revisions to Mountain Transit's Short Range Transit Plan revenue assumptions to reflect the revised allocation amounts.
- C. Approve a Fiscal Year 2024/2025 Budget Amendment to increase Program 30, Transit, Task No. 0310 – Transit Allocations/Pass-throughs in the amount of \$14,230,000 to be funded with State Transit Assistance Funds.

***Background:***

On January 11, 2019, the Mountain Transit Facility Upgrade Study was completed focusing on Mountain Transit's current facilities (41939 Fox Farm Road, Big Bear Lake & 621 Forest Shade Road, Crestline). The study determined that both facilities were deficient to meet current and future projected service levels and space needs. This ultimately foreshadowed the over 300% increase(s) in ridership realized in calendar years 2022 - 2024, along with Mountain Transit staff that has doubled over the same time frame.

Mountain Transit ultimately purchased two pieces of land recommended from the study to be the future home of the Big Bear maintenance and administration facilities (160 and 170 Business Center Drive, Big Bear Lake) in August 2020. However, due to the drastic supply chain issues and price increases that have occurred globally since this time, along with funding concerns that arose as a result, Mountain Transit decided to only construct the maintenance facility at the recommended site and procured an existing building nearby to serve as the administration facility, resulting in cost savings. The original estimate for the Big Bear administration and maintenance facility was approximately \$33,000,000 and the latest estimate to complete the project is \$21,410,000. The current infrastructure needs of the agency are to finalize the new construction of the Big Bear maintenance facility and renovate the future Big Bear administration building and those improvements are scheduled to be completed by the end of the calendar year.

Staff recommends a supplemental allocation of \$14,230,000 from the Mountain/Desert unallocated fund balance of State Transit Assistance Fund-Population Share to Mountain Transit to complete the construction and renovation of Mountain Transit's administration and maintenance facility located in the City of Big Bear Lake. This recommendation advances the funding already programmed for the project to the current Fiscal Year (FY) since \$9.23 million is programmed for FY 2025/2026 and \$5 million for FY 2026/2027. Staff also recommends an accompanying amendment to the FY 2024/2025 Budget in Task No. 0310 – Transit

*Entity: San Bernardino County Transportation Authority*



Allocations/Pass-throughs. The revised FY 2024/2025 allocation to Mountain Transit is presented (in Table 1 below). Attachment 1 is the recommended amendment for Mountain Transit's Short Range Transit Plan.

**Table 1 – Revised Allocation to Mountain Transit**

<b>Fund Source</b>	<b>Original Allocation</b>	<b>Supplemental Allocation</b>	<b>Revised Allocation</b>
Local Transportation Fund	\$3,936,886		\$3,936,886
State Transit Assistance - Op	\$46,164		\$46,164
State Transit Assistance - Pop	\$7,180,000	<b>\$14,230,000</b>	<b>\$21,410,000</b>
SGR - Op	\$6,414		\$6,414
SGR - Pop	\$86,486		\$86,486
Measure IS & D	\$134,400		\$134,400
FTA Section 5311	\$384,018		\$384,018
SB125 - TIRCP	\$2,579,132		\$2,579,132
SB125 – ZETCP	\$174,849		\$174,849
CMAQ	\$1,469,675		\$1,469,675
LCTOP – Op	\$10,225		\$10,225
LCTOP - Pop	\$132,140		\$132,140
<b>Total Allocation</b>	<b>\$16,140,389</b>	<b>\$14,230,000</b>	<b>\$30,370,389</b>

***Financial Impact:***

A budget amendment is required as described in Recommendation C and 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

Approved  
Transit Committee  
Date: February 13, 2025

Witnessed By:

**Attachment 1**

**Summary of Changes to SRTP Revenue Assumptions for FY 2024/2025<sup>1</sup>**

Operator	FY 2024/2025 Total Revenues	LTF/ LTF Carryover	STA <sup>2</sup>	SGR	LCTOP	Measure I	CMAQ	SB125 (TIRCP & ZETCP)	FTA Non-Stimulus (5307/5310/5311/ 5337/5339) <sup>2</sup>
Mountain Transit Plan	\$ 16,140,389	3,936,886	7,226,164	92,900	142,365	134,400	1,469,675	2,753,981	384,018
<b>Amendment</b>	<b>\$ 14,230,000</b>	-	<b>14,230,000</b>	-	-	-	-	-	-
<b>TOTAL</b>	<b>\$ 30,370,389</b>	<b>\$ 3,936,886</b>	<b>\$ 21,456,164</b>	<b>\$ 92,900</b>	<b>\$ 142,365</b>	<b>\$ 134,400</b>	<b>\$ 1,469,675</b>	<b>\$ 2,753,981</b>	<b>\$ 384,018</b>

<sup>1</sup> Does not include all SRTP revenues (i.e., passenger fares, advertising, directly received federal & other revenues)

<sup>2</sup> The total amount includes STA Op Share of \$46,164.

## *Minute Action*

AGENDA ITEM: 6

***Date:*** February 13, 2025

***Subject:***

Amend Victor Valley Transit Authority Allocation for Senate Bill 125 Funding

***Recommendation:***

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

Approve the revised funding allocations for Victor Valley Transit Authority as identified in Table 1 for the Senate Bill 125 Formula-Based Funding for Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program.

***Background:***

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

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4 billion from the General Fund to the TIRCP over two fiscal years, which was subsequently amended to three fiscal years, as well as \$910 million of GGRF funding and \$190 million of PTA funding over four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP). These funds are formula funds that are to be administered by the San Bernardino County Transportation Authority (SBCTA). The TIRCP portion is distributed to SBCTA based on a population formula and the ZETCP is distributed to SBCTA based on the State Transit Assistance formula, which is 50% based on population and 50% based on transit operator revenues.

In April 2024, the SBCTA Board of Directors (Board) approved project allocations for the Mountain/Desert bus transit operators. Subsequently, Victor Valley Transit Authority (VVTA) has identified a project that needs additional funding. At this time, VVTA is requesting to reallocate \$1,400,000 from their Barstow Transfer Point project to their Hesperia Hydrogen Fuel Station project (as shown in Table 1 on the following page). The reallocation would assist in the completion of the Hesperia Hydrogen Fuel Station. This net-zero change does not impact any other allocations that were previously approved by the SBCTA Board.

*Entity: San Bernardino County Transportation Authority*

**Table 1 – SB 125 Project Amendment Request**

<b>Project</b>	<b>Description</b>	<b>Original Allocation</b>	<b>Revised Allocation</b>
Barstow Transfer Point	Build approximately 8 - 10 saw tooth cutouts with shelters and two operator restrooms for the Barstow Transfer Point to increase ridership and improve connectivity.	\$3,650,000	<b>\$2,250,000</b>
Hesperia Hydrogen Fuel Station	Design Build of the Hydrogen Fueling Station located on the property just north of the Hesperia Maintenance and Operations Facility	\$0	<b>\$1,400,000</b>

***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: February 13, 2025

Witnessed By:

## *Minute Action*

AGENDA ITEM: 7

***Date:*** February 13, 2025

***Subject:***

State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2025/2026

***Recommendation:***

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

Approve a State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2025/2026 of \$34,143,598 based on the State Controller's Office estimate on January 31, 2025, to be apportioned \$24,685,163 to the Valley and \$9,458,435 to the Mountain/Desert areas based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2024.

***Background:***

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

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

For annual apportionments, SBCTA uses the estimates published each January by the SCO. For Fiscal Year (FY) 2025/2026, the SCO estimates revenues of \$26,868,678 (\$22.2 million STA-Pop, \$4.7 million STA-Op), which is a decrease of nearly 15% over the previous year's estimate.

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

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

*Entity: San Bernardino County Transportation Authority*

Table 1 below shows the staff-recommended STA-Pop apportionment for FY 2025/2026 of \$34,143,598. The total apportionment includes a STA-Pop revenue estimate of \$22,173,359, consistent with the STA estimate that was made available on January 31, 2025, by the SCO. The prior year audited, unrestricted balance represents the difference between actual revenue received versus the estimate that was approved by the SBCTA Board of Directors (Board) for that FY, including interest. The FY 2025/2026 unrestricted balance is \$11,578,243. It should be noted that the fourth quarter of STA revenue in FY 2022/2023 was received in FY 2023/2024, resulting in an unusually large carryover balance for FY 2025/2026. The apportionment also includes a return of the previous year's reserve, less a new reserve equal to 10% of the current year's STA-Pop revenue estimate per Policy No. 31010 adopted by the Board in December 2017. The resulting apportionments to the Valley and Mountain/Desert areas are based on the population estimates approved by the Board in July 2024.

**TABLE 1**  
**San Bernardino County State Transit Assistance Fund – Population Share**  
Fiscal Year 2025/2026 Apportionment

			<b>APPORTIONMENT</b>
Prior Year Audited Unrestricted Balance <sup>1</sup>			\$ 11,578,243
Estimated Annual STA-Population Receipts <sup>2</sup>			22,173,359
Returned FY 2024/2025 Fund Reserve			2,609,332
Proposed FY 2025/2026 Fund Reserve <sup>3</sup>			(2,217,336)
<b>Total Estimated Funds Available</b>			<b>\$ 34,143,598</b>
<b>Apportionment Area</b>	<b>Population<sup>4</sup></b>	<b>Percentage</b>	<b>APPORTIONMENT</b>
Valley	1,577,134	72.30%	\$ 24,685,163
Mountain/Desert	604,299	27.70%	9,458,435
<b>Total</b>	<b>2,181,433</b>	<b>100.00%</b>	<b>\$ 34,143,598</b>

<sup>1</sup> The difference between actuals and estimates for FY23/24, less the unrestricted fund balance apportioned in FY24/25.

<sup>2</sup> Estimated Annual STA Receipts based on SCO estimate for FY25/26 January 31, 2025.

<sup>3</sup> Reserve is 10% of annual estimated STA revenue per Policy 31010.

<sup>4</sup> Population Source: California Department of Finance January 2024.

<sup>5</sup> Due to rounding, some totals may not sum exactly.

SBCTA is the designated agency responsible for the administration of the STA-Pop Share apportionment for San Bernardino County. Adoption of the STA-Pop Share apportionment will provide SBCTA and the transit operators with revenue estimates to use for FY 2025/2026 budgeting purposes.

***Financial Impact:***

SBCTA is the designated agency responsible for the administration of the STA-Population Share apportionment for San Bernardino County. Adoption of the STA-Population Share apportionment will provide SBCTA and the transit operators with revenue estimates to use for Fiscal Year 2025/2026 budgeting purposes. 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:***

Brianna Martinez, Management Analyst III

San Bernardino County Transportation Authority

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Approved  
Transit Committee  
Date: February 13, 2025  
Witnessed By:

## *Minute Action*

AGENDA ITEM: 8

***Date:*** February 13, 2025

***Subject:***

Local Transportation Fund Apportionment for Fiscal Year 2025/2026

***Recommendation:***

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

A. Maintain Fiscal Year (FY) 2024/2025 Local Transportation Fund (LTF) apportionment of \$171,056,630, as approved by the SBCTA Board of Directors (Board) on March 6, 2024.

B. Approve a FY 2025/2026 Fund Reserve of \$14,992,079, representing 10% of the estimated annual revenues for unexpected financial need per Policy No. 31010.

C. Approve a LTF estimated apportionment of \$160,680,803 for FY 2025/2026, as detailed in Attachment A, based on \$149,920,792 in estimated receipts plus a carryover of \$10,795,196 from actual revenue and interest received in FY 2023/2024 over the estimate the Board approved on March 1, 2023, the return of the unused FY 2024/2025 Fund Reserves, less the Fund Reserves in Recommendation B.

***Background:***

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

Pursuant to Section 6620 of the California Code of Regulations (CCR), the San Bernardino County Auditor/Controller (Auditor) is to provide SBCTA with an estimate of LTF revenue available for apportionment and allocation during the ensuing year, Fiscal Year (FY) 2025/2026, and, if requested, a revised or updated estimate of revenues for current FY 2024/2025 prior to February 1, 2025. Section 6644 of the CCR requires that SBCTA determine and advise all prospective claimants of the amount of all area apportionments for the next FY by March 1, 2025.

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

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

Annually, SBCTA staff analyzes LTF receipts and revenue trends and presents the Auditor with an estimate of current year and subsequent year LTF revenue projections. SBCTA received concurrence with the SBCTA estimate and methodology for FY 2025/2026 from the Auditor on January 29, 2025; therefore, SBCTA staff is recommending the approved FY 2025/2026 revenue estimate of \$149,920,792.

*Entity: San Bernardino County Transportation Authority*



Any difference between actual revenue received versus the estimate that was approved by the SBCTA Board of Directors (Board) for that FY is captured in the second component of the annual apportionment calculation, the prior year audited and unapportioned fund balance. The difference, including interest and investment earnings/losses, is included in the fund balance in the annual financial audit. In this instance, the unapportioned amount of \$10,795,196 is made up of actual revenue plus interest received above the FY 2023/2024 estimate approved by the Board on March 1, 2023.

Finally, the third component of the apportionment is the fund reserve. In the proposed FY 2025/2026 LTF apportionment, staff is recommending a fund reserve of \$14,992,079, calculated as 10% of the annual estimated LTF revenue, consistent with Policy No. 31010 adopted by the Board on December 6, 2017. This reserve is to be maintained for operators based on a population pro-rata share and is intended to remedy an immediate economic shortfall or address extreme or unusual circumstances. The prior year's fund reserve of \$14,956,894 gets returned as part of the overall funds available for apportionment.

The total proposed FY 2025/2026 LTF apportionment is included in Attachment A. The three components of revenue are included at the top of the table. The resulting total apportionment is \$160,680,803, a decrease of \$10.4 million compared to the prior year, which is a result of a lower prior year audited unrestricted fund balance amount in this apportionment. If the total apportionment is approved, the individual amounts of apportionment that would be provided to eligible claimants are outlined in Attachment A. The first section pertains to administration and planning, the second section pertains to non-motorized transportation, and the third section pertains to the Valley and Mountain/Desert jurisdictions for eligible expenditures.

Pursuant to Section 99233.1 of the California Public Utilities Code (CPUC), SBCTA and the Auditor shall allocate such sums as are necessary for the administrative responsibilities under the TDA. The Auditor is requesting an allocation of \$24,192, which is a decrease of \$8,316 from what was allocated in FY 2024/2025. SBCTA's administrative costs include conducting the LTF and State Transit Assistance Funds financial and performance audits; staff time associated with processing allocations and disbursements, fiscal tracking, and conducting Public and Specialized Transportation Advisory and Coordination Council meetings and unmet needs hearings when needed; and a portion of SBCTA's indirect costs. Staff is requesting 1% of the estimated funds available, or \$1,606,808 for SBCTA's administrative costs in FY 2025/2026, consistent with the indirect methodology outlined in Policy No. 20600.

Pursuant to Section 99233.2(b)(1) of the CPUC, up to 3% of the annual LTF revenues may be allocated to SBCTA for its transportation planning and programming functions. The amount of LTF planning funds available for this purpose for FY 2025/2026 is \$4,820,424. This is a critical component of funding for staff activities that are not directly related to Measure I and a portion of SBCTA's administrative costs.

Further, pursuant to Section 99233.2(b)(2) of the CPUC, Southern California Association of Governments (SCAG) is to be allocated up to 3/4% of the annual LTF revenues. For FY 2025/2026, the allocation to SCAG is \$1,205,106.

Lastly, in accordance with Section 99233.3 of the CPUC (Article 3), 2% of the remaining balance following allocations for administration and planning is made available to counties, cities, and transit operators, through a competitive grant process, for facilities provided for the exclusive use of pedestrians and bicycles. The allocation for pedestrian and bicycle related projects for FY 2025/2026 is \$3,060,485. SBCTA conducts an Article 3 call-for-projects every two years. The next call-for-projects is tentatively scheduled for summer 2025.

The balance of LTF is available for apportionment to the Valley and to each individual city and county area in the Mountain/Desert subareas based on the population estimates approved by the Board for FY 2024/2025 in July 2024. While apportionments are made to individual jurisdictions in the Mountain/Desert subareas, the funds are first allocated to the respective transit operators for transit purposes, and any unused apportionment is returned to the local jurisdictions for streets and roads purposes in the subsequent FY. Currently all transit operators are making full use of their allocations for transit purposes.

**Financial Impact:**

SBCTA is the designated agency responsible for the administration of LTF for San Bernardino County. Adoption of the LTF apportionment will provide SBCTA, SCAG, transit agencies, and local jurisdictions with revenue estimates to use for Fiscal Year (FY) 2025/2026 budgeting purposes. This item has no financial impact on the adopted Budget for FY 2025/2026.

**Reviewed By:**

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

**Responsible Staff:**

Brianna Martinez, Management Analyst III

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Approved  
Transit Committee  
Date: February 13, 2025  
Witnessed By:

**San Bernardino County Local Transportation Fund  
Fiscal Year 2025/2026 Apportionment**

			<b>APPORTIONMENT<sup>1</sup></b>
Prior Year Audited Unrestricted Fund Balance <sup>2</sup>			\$ 10,795,196
Estimated Annual LTF Receipts <sup>3</sup>			\$ 149,920,792
Returned FY 2024/2025 Fund Reserve			\$ 14,956,894
Proposed FY 2025/2026 Fund Reserve <sup>4</sup>			\$ (14,992,079)
Proposed Additional Fund Reserve <sup>5</sup>			\$ -
<i>Allocation of Transit Reserves:</i>			
Valley	\$ 10,838,984		
VVTA	\$ 3,288,249		
MARTA	\$ 341,368		
MBTA	\$ 490,702		
City of Needles	\$ 32,775		
<b>Total Estimated Funds Available</b>			<b>\$ 160,680,803</b>
Auditor's Administrative Cost <sup>5</sup>			\$ 24,192
SBCTA's Administrative Cost Set-Aside <sup>6</sup>			\$ 1,606,808
SBCTA Planning <sup>7</sup>			\$ 4,820,424
SCAG Planning <sup>8</sup>			\$ 1,205,106
<b>Resulting Balance</b>			<b>\$ 153,024,273</b>
Article 3 (SB821) Program <sup>9</sup>			\$ 3,060,485
<b>Balance Available for Apportionment</b>			<b>\$ 149,963,788</b>
<b>Apportionment Area</b>	<b>Population<sup>10</sup></b>	<b>Percentage<sup>1</sup></b>	<b>APPORTIONMENT<sup>1</sup></b>
Valley	1,577,134	72.30%	\$ 108,420,927
Adelanto	36,131	1.66%	\$ 2,483,845
Apple Valley	74,322	3.41%	\$ 5,109,306
Barstow	24,669	1.13%	\$ 1,695,884
Big Bear Lake	4,958	0.23%	\$ 340,840
Hesperia	100,087	4.59%	\$ 6,880,535
Needles	4,769	0.22%	\$ 327,847
Twentynine Palms	25,346	1.16%	\$ 1,742,424
Victorville	138,202	6.34%	\$ 9,500,771
Yucca Valley	21,594	0.99%	\$ 1,484,491
County - Unincorporated			
<i>Colorado River (VVTA)</i>	2,157	0.10%	\$ 148,284
<i>Morongo Basin (MBTA)</i>	24,460	1.12%	\$ 1,681,516
<i>Mountains (MARTA)</i>	44,713	2.05%	\$ 3,073,819
<i>North Desert (VVTA)</i>	33,197	1.52%	\$ 2,282,146
<i>Victor Valley (VVTA)</i>	69,694	3.19%	\$ 4,791,152
<b>Total</b>	<b>2,181,433</b>	<b>100.00%</b>	<b>\$ 149,963,788</b>

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

<sup>2</sup> Difference between the FY 2023/2024 revenue estimate and the actual amount received + interest.

<sup>3</sup> Estimate calculated as 1% escalation over actual FY 2023/2024 revenue received.

<sup>4</sup> Reserve is 10% of annual estimated LTF revenue per Policy 31010.

<sup>5</sup> Estimate provided by County Auditor in January 2025.

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

<sup>7</sup> SBCTA Planning set-aside is 3% of Total Estimated Funds Available.

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

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

<sup>10</sup> Population Source: California Department of Finance and County Demographic Research Unit January 2024

Annual Updates - Enter Data in Green cells

<http://portal.sanbag.ca.gov/mgmt/workgroups/transit/TDA/Shared%20Documents/LTF%20-%20Prior%20Year%20Audited%20Unrestricted%20>

See Cashflow Worksheet (1 sheets to right), starting at row 45 (this workbook); Needs Andrea input/ATC Blessing

Carryover:

- 72.298%
- 21.933%
- 2.277%
- 3.273%
- 0.219%

Send Request letter for signed Auditor concurrence in December annually

**Updated to 1% of estimated funds available per new indirect methodology**

link to old Adm method: <http://portal.sanbag.ca.gov/mgmt/workgroups/plan/Planning%20%20Programming%20Workgrou>

\$ 171,056,630

-6.1% \$ (10,375,826)

\$ 173,609,713.66

Reserves

- \$ 10,838,984
- \$ 248,313
- \$ 510,784
- \$ 169,540
- \$ 34,074
- \$ 687,856
- \$ 32,775
- \$ 174,192
- \$ 949,805
- \$ 148,407
- \$ -
- \$ 14,824
- \$ 168,103
- \$ 307,294
- \$ 228,149
- \$ 478,978

VVTA  
MBTA  
MARTA  
VVTA  
VVTA

The higher we go with the rev estimate, the need for an additional reserve.  
VVTA is the wildcard. Need to discuss with Transit & VVTA about holding for ZEB. Get buy in.  
Don't want to make it worse or never catch up.  
SBCTA Adm & Plng go hi, SCAG capped at \$1M  
Needles won't need STA, some savings there  
MT could use for new facility & save STA  
All agencies have needs for ZEBs

UPDATED July 2024: Update based on 7/2024 Board Item Pop item

County Area	Pop	%	\$
Colorado River	2,157	1.24%	\$ 148,284
Morongo Basin	24,460	14.04%	\$ 1,681,516
Mountains	44,713	25.66%	\$ 3,073,819
North Desert	33,197	19.05%	\$ 2,282,146
Victor Valley	69,694	40.00%	\$ 4,791,152
	174,221	100.00%	\$ 11,976,917

This Year	OTM (Off the Mtn)	MARTA Total
VVTA \$ 32,891,922		
MBTA \$ 4,908,431		
MARTA \$ 3,414,660	\$ 295,727	\$ 3,710,387
Needles \$ 327,847		
Total M/D (w/o OTM for M) \$ 41,542,861		
Check \$ 41,542,861		

)/Fund%20Balance%20Calculation%20Workbook.xlsx

p/LTF%20Admin%20Estimated%20Need%20FY2018.xlsx

Comparison to prior year			
	Prior Year	Change	% Change
	\$ 35,077,895	\$ (2,185,973)	-6%
	\$ 5,279,722	\$ (371,290)	-7%
	\$ 3,649,773	\$ (235,113)	-6%
	\$ 347,953	\$ (20,105)	-6%
	\$ 44,355,342	\$ (2,812,481)	
Check	\$ 159,640,953		

## *Minute Action*

AGENDA ITEM: 9

***Date:*** February 13, 2025

***Subject:***

Fiscal Year 2025/2026 State of Good Repair Program Apportionment

***Recommendation:***

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

A. Approve a State of Good Repair – Population Share Apportionment for Fiscal Year 2025/2026 of \$4,249,878 based on the State Controller’s Office revised estimate on January 31, 2025, to be apportioned \$3,072,580 to the Valley and \$1,177,298 to the Mountain/Desert areas, based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2024.

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

***Background:***

Senate Bill (SB) 1, also known as the Road Repair and Accountability Act of 2017, was approved on April 28, 2017, and is estimated to provide over \$50 billion in new transportation funding over a decade to improve transit service and repair highways, bridges, and local roads. The State of Good Repair (SGR) Program, derived from the approval of SB1, is funded from a portion of a Transportation Improvement Fee on vehicle registrations and provides approximately \$105 million annually to transit operators in California for eligible maintenance, rehabilitation, and capital projects. While SB1 addresses a variety of transportation needs, the SGR Program has a specific goal of keeping transit systems in a state of good repair, including the maintenance and rehabilitation of transit facilities and vehicles and the purchase of new transit vehicles.

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

The SCO estimates a FY 2025/2026 apportionment of \$3,845,507 in Population Share funds and \$814,305 in Operator Share funds, for a total of \$4,659,812. An additional \$404,371 will be

*Entity: San Bernardino County Transportation Authority*

added to the Population Share, composed of \$131,263 from excess FY 2023/2024 Population Share revenue when compared to the estimated apportionment and \$273,108 from interest earned on the SGR fund balance in FY 2023/2024. Consistent with the Population Share funding formula used by the SCO, staff recommends apportioning FY 2025/2026 SGR-Population Share funds to the Valley and Mountain/Desert subareas based on the ratio of the population of these subareas to the total population of San Bernardino County. Staff recommends further apportioning the Mountain/Desert SGR-Population Share apportionment to the Mountain/Desert transit operators in accordance with the population of their respective service areas. The Valley SGR-Population Share apportionment is available to Omnitrans, SBCTA, and SCRRA. Project recommendations for the Valley Share are based on identified need, project schedules, and the availability of alternate fund sources and will be presented to the SBCTA Board of Directors at a later date. Table 1 below indicates the total SGR amount available for allocation for the FY 2025/2026 apportionment, including the additional \$404,371.

**Table 1 – FY 2025/2026 SGR-Population Share Apportionment**

Prior Year Excess Population Revenue & Accrued Interest <sup>1</sup>			\$404,371
Estimated FY 2025/2026 Population Formula Share <sup>2</sup>			\$3,845,507
<b>Total Estimated Funds Available</b>			<b>\$4,249,878</b>
<b>Apportionment Area</b>	<b>Population<sup>3</sup></b>	<b>Percentage</b>	<b>Apportionment</b>
Valley	1,577,134	72.30%	\$3,072,580
Mountain/Desert	604,299	27.70%	\$1,177,298
<i>Basin Transit</i>	71,400	11.82%	\$139,102
<i>Mountain Transit</i>	49,671	8.22%	\$96,769
VVTA	478,459	79.18%	\$932,136
<i>City of Needles</i>	4,769	0.79%	\$9,291
<b>Total<sup>4</sup></b>	<b>2,181,433</b>	<b>100.00%</b>	<b>\$4,249,878</b>

<sup>1</sup> Apportionment includes revenue over the FY 2023/2024 estimate + interest.

<sup>2</sup> Formula Share amount is determined by the SCO.

<sup>3</sup> Population Source: California Department of Finance and County Demographic Research Unit January 2024.

<sup>4</sup> Numbers may not foot due to rounding.

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

**Table 2 – FY 2025/2026 SGR-Operator Share Allocations  
(Provided by SCO)**

<b>Operator</b>	<b>Operator Share Estimate</b>
Omnitrans	\$415,076
SCRRA	\$324,386
VVTA	\$54,855
Basin Transit	\$12,445
Mountain Transit	\$6,838
City of Needles	\$705
<b>Total</b>	<b>\$814,305</b>

Because the apportionment amounts are estimates, there will be variances in the final amounts received. If Population Share apportionments are less than the estimate, every allocation will be reduced proportionally, and the operator will have the option to backfill the amount with a future year allocation. Any Population Share apportionments received in excess of the estimate will be apportioned and allocated in a subsequent FY. As in previous years, staff recommends that any Operator Share apportionments received in excess of the estimate be immediately released to the operators as SBCTA has no discretion in the apportionment of these funds. Additionally, Caltrans does not require revised allocation documents to account for differences between estimates and actuals; any variances are noted in required annual reports. The original and final FY 2023/2024 allocations are presented in Table 3 below for information.

**Table 3 – FY 2023/2024 SGR-Population Share and Operator Share Allocations**

Agency	Approved FY 2023/2024 SGR Allocations			Actual FY 2023/2024 SGR Allocations		
	Population Share	Operator Share	Total Allocation	Actual Population Share	Actual Operator Share	Total Actual Allocation
Omnitrans	\$0	\$377,966	\$377,966	\$0	\$392,115	\$392,115
SCRRA	\$0	\$295,384	\$295,384	\$0	\$306,442	\$306,442
SBCTA	\$2,563,589	\$0	\$2,563,589	\$2,563,589	\$0	\$2,563,589
VVTA	\$769,475	\$49,950	\$819,425	\$769,475	\$51,820	\$821,295
Basin Transit	\$116,204	\$11,332	\$127,536	\$116,204	\$11,758	\$127,962
Mountain Transit	\$82,348	\$6,227	\$88,575	\$82,348	\$6,461	\$88,809
City of Needles	\$7,889	\$642	\$8,531	\$7,889	\$665	\$8,554
<b>Total</b>	<b>\$3,539,505</b>	<b>\$741,501</b>	<b>\$4,281,006</b>	<b>\$3,539,505</b>	<b>\$769,261</b>	<b>\$4,308,766</b>

**Financial Impact:**

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025. Disbursement or expenditure of these funds will be based on allocations approved by the SBCTA Board of Directors at a future meeting.

**Reviewed By:**

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

**Responsible Staff:**

Vanessa Schoenewald, Chief of Fund Administration

Approved  
 Transit Committee  
 Date: February 13, 2025  
 Witnessed By:



## *Minute Action*

AGENDA ITEM: 10

***Date:*** February 13, 2025

***Subject:***

Fiscal Year 2024/2025 Low Carbon Transit Operations Program Apportionment - Population Share

***Recommendation:***

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

Approve a Low Carbon Transit Operations Program - Population Share Apportionment for Fiscal Year 2024/2025 in the amount of \$5,824,858 to be apportioned \$4,211,260 to the Valley and \$1,613,598 to the Mountain/Desert areas based on the population estimates approved by the San Bernardino County Transportation Authority Board of Directors in July 2024.

***Background:***

The Low Carbon Transit Operations Program (LCTOP), established by the California Legislature in 2014 by Senate Bill 862, is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program. The LCTOP was created to provide transit operating and capital assistance to eligible agencies in an effort to reduce greenhouse gas emissions and improve mobility with an emphasis on serving disadvantaged communities. Auction proceeds from the California Air Resources Board (CARB) Cap-and-Trade Program are deposited into the Greenhouse Gas Reduction Fund (GGRF), which provides funding for a variety of programs designed to provide economic, environmental, and public health co-benefits. Five percent of the proceeds deposited into the GGRF are continually appropriated to fund the LCTOP.

Eligible projects funded by the LCTOP include expenditures that support new or expanded transit services or expanded intermodal transit facilities, operational expenditures that increase transit mode share, free or reduced transit fares, and expenditures related to the purchase of zero-emission buses or infrastructure. Projects are required to reduce greenhouse gas emissions. For agencies whose service area includes a Disadvantaged Community (DAC), at least 50 percent of the total monies received shall be expended on projects that will benefit the DAC.

Administered by the California Department of Transportation (Caltrans), LCTOP funds are apportioned to eligible agencies using the State Transit Assistance Program formula. The formula apportions 50 percent of LCTOP funds by population and the remaining 50 percent by operator revenues from the prior Fiscal Year (FY) in accordance with California Public Utilities Code (CPUC) section 99313 and CPUC section 99314, respectively. The State Controller's Office (SCO) is responsible for determining the funding levels for CPUC section 99313 (Population Share) and CPUC section 99314 (Operator Share) funds. Agencies eligible to receive LCTOP funding include the San Bernardino County Transportation Authority (SBCTA), Basin Transit, Mountain Transit, Victor Valley Transit Authority (VVTA), City of Needles, Omnitrans, and Southern California Regional Rail Authority (SCRRA). While SBCTA is responsible for allocating LCTOP-Population Share funds to projects in the San Bernardino region, the transit operators eligible to receive LCTOP-Operator Share funds must work directly with Caltrans to receive their LCTOP-Operator Share allocations.

*Entity: San Bernardino County Transportation Authority*

## Transit Committee Agenda Item

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Although the SCO had not released the final apportionment amounts as of the preparation of this agenda item, the amount of FY 2024/2025 LCTOP-Population Share funds available to SBCTA is estimated at \$5,824,858 based on auction proceeds resulting from the CARB Cap-and-Trade Program. Should the Transit Committee recommend that the SBCTA Board of Directors (Board) approve this item and the SCO final apportionments become available prior to the upcoming March Board meeting, staff will update the apportionment estimates. Otherwise, final SCO apportionments will be included as part of the subsequent LCTOP Allocations and Project List item slated for Board consideration later this year. In accordance with the LCTOP Allocation Principles approved by the Board in July 2015 at the inception of the LCTOP, SBCTA staff is recommending that these funds be apportioned to the Valley and Mountain/Desert subareas based on population. Additionally, while not included in the LCTOP Allocation Principles, SBCTA staff also recommends further apportioning of the Mountain/Desert LCTOP-Population Share apportionment to the Mountain/Desert transit operators in accordance with the population of their respective service areas, which is consistent with past apportionment formula practices for other fund sources such as the Local Transportation Fund and Senate Bill 1 State of Good Repair funding. Final proposed apportionments based on a population formula are shown below in Table 1.

**Table 1 – FY 2024/2025 LCTOP-Population Share Apportionment<sup>1</sup>**

<b>Apportionment Area_Population<sup>2</sup></b>	<b>Population</b>	<b>Percentage</b>	<b>Total FY 2024/2025 Apportionment<sup>3</sup></b>
Valley	1,577,134	72.30%	\$4,211,260
Mountain/Desert	604,299	27.70%	\$1,613,598
<i>Basin Transit</i>	71,400	11.82%	\$190,652
<i>Mountain Transit</i>	49,671	8.22%	\$132,632
VVTA	478,459	79.18%	\$1,277,580
<i>City of Needles</i>	4,769	0.79%	\$12,734
<b>Total</b>	<b>2,181,433</b>	<b>100.00%</b>	<b>\$5,824,858</b>
<sup>1</sup> Due to rounding, some totals may not correspond with the sum and/or products of the figures displayed.			
<sup>2</sup> Population Source: California Department of Finance and County Demographic Research Unit July 2024.			
<sup>3</sup> Total population share amount is determined by the State Controller's Office.			

For information, the Operator Share Estimate for all operators is shown below in Table 2.

**Table 2 – FY 2024/2025 LCTOP-Operator Share Estimate (Provided by SCO)**

<b>Operator_</b>	<b>Operator Share Estimate</b>
Omnitrans	\$628,724
SCRRA	\$491,353
Basin Transit	\$18,851
Mountain Transit	\$10,358
VVTA	\$83,090
City of Needles	\$1,067
<b>Total</b>	<b>\$1,233,443</b>

The total FY 2024/2025 LCTOP-Population Share apportionment for the Valley totals \$4,211,260 and for the Mountain/Desert totals \$1,613,598 for a total FY 2024/2025 Population Share apportionment of \$5,824,858.

**Financial Impact:**

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025. Disbursement or expenditure of these funds will be based on allocations approved by the SBCTA Board of Directors at a future meeting.

**Reviewed By:**

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

**Responsible Staff:**

Vanessa Schoenewald, Chief of Fund Administration

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Approved  
Transit Committee  
Date: February 13, 2025

Witnessed By:

# Additional Information

## TRANSIT COMMITTEE ATTENDANCE RECORD – 2025

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

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