

AGENDA
Transit Committee Meeting

March 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

March 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.

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1. Information Relative to Possible Conflict of Interest

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

This item is prepared monthly for review by Board 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

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Receive and file Change Order Report.

Presenter: Victor Lopez

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

DISCUSSION ITEMS

Discussion - Transit

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

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

A. Allocate \$5,638,394 of Low Carbon Transit Operations Program (LCTOP) - Population Share funding to the following projects:

- i. Basin Transit: Free Fare Subsidy – \$33,550; Bus Stop Improvements - \$150,999
- ii. Mountain Transit: Bus Stop Revitalization - \$128,386
- iii. Victor Valley Transit Authority: Fuel Cell Electric Vehicles - \$1,026,683; Fare Media Subsidy - \$40,000; Free Fares K-12 - \$120,000; Free Fares on Special Days - \$50,000; City of Needles Transportation Reimbursement and Information Program - \$12,326
- iv. Omnitrans: Student Fare Subsidy Program – \$2,000,000; West Valley Connector Free Fares - \$20,000; West Valley Connector Weekend Service \$20,000
- v. SBCTA: Gold Line Extension to Montclair - \$1,134,775; Ontario International Airport Connector Project - \$901,675

B. Allocate \$1,033 of LCTOP - Operator Share funds from the City of Needles to Victor Valley Transit Authority for the City of Needles Transportation Reimbursement and Information Program.

Agenda Item No. 3 (Cont.)

C. Adopt Resolution No. 25-062 authorizing the Executive Director, or his designee, to execute Certifications and Assurances for SBCTA projects for LCTOP and nomination of funding requests for listed transit projects.

Presenter: Nancy Strickert

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

4. Memorandum of Understanding 25-1003275 with Southern California Regional Rail Authority for the San Bernardino Line: Lilac-Sycamore Project

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

Approve Memorandum of Understanding No. 25-1003275 with the Southern California Regional Rail Authority for the design phase of the Lilac to Sycamore Double Track Project, in an amount not-to-exceed \$11,847,590 to be funded with State Transit Assistance (STA) and Measure I-Rail funds.

Presenter: Victor Lopez

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the draft Memorandum of Understanding.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Acronym List

Mission Statement

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The next Transit Committee meeting is scheduled for April 10, 2025.

Meeting Procedures and Rules of Conduct

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

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

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

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

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

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

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

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

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

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

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

Your cooperation is appreciated!

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

Attendance.

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

Basic Agenda Item Discussion.

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

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

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

Amendment or Substitute Motion.

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

Call for the Question.

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

The Chair.

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

Courtesy and Decorum.

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

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: *March 13, 2025*

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

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

Background:

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

Item No.	Contract No.	Principals & Agents	Subcontractors
		None	

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

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

Entity: San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 2

Date: *March 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 none have had a Construction Change Order (CCO) approved since the last reporting to the Transit Committee on February 13, 2025.

A. Contract No. 23-1002891 with Griffith Company for the West Valley Connector Project (WVC) Mainline Construction: There are no newly executed CCOs since the last report.

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

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

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

Financial Impact:

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

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: March 13, 2025

Witnessed By:

Entity: San Bernardino County Transportation Authority

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

	CCO Total	\$42,613.63
	Approved Contingency	\$11,995,991.00
	Remaining Contingency	\$11,953,377.37

ZEMU - Arrow Maintenance Facility (AMF) Construction Upgrade Project, Metro Builders & Engineers Group, Ltd. (23-1002922)

	Description	Amount
	CCO Total	\$0.00
	Approved Contingency	\$962,657.10
	Remaining Contingency	\$962,657.10

ZEMU - Arrow Maintenance Facility (AMF) Procurement Upgrade Project, Proterra Builders, Inc. (23-1002961)

	Description	Amount
	CCO Total	\$0.00
	Approved Contingency	\$56,280.21
	Remaining Contingency	\$56,280.21

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 11194 January 2025 (11194 : Transit and Rail Programs Contract Change Orders to On-Going Contracts)

Minute Action

AGENDA ITEM: 3

Date: *March 13, 2025*

Subject:

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

Recommendation:

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

A. Allocate \$5,638,394 of Low Carbon Transit Operations Program (LCTOP) - Population Share funding to the following projects:

- i. Basin Transit: Free Fare Subsidy – \$33,550; Bus Stop Improvements - \$150,999
- ii. Mountain Transit: Bus Stop Revitalization - \$128,386
- iii. Victor Valley Transit Authority: Fuel Cell Electric Vehicles - \$1,026,683; Fare Media Subsidy - \$40,000; Free Fares K-12 - \$120,000; Free Fares on Special Days - \$50,000; City of Needles Transportation Reimbursement and Information Program - \$12,326
- iv. Omnitrans: Student Fare Subsidy Program – \$2,000,000; West Valley Connector Free Fares - \$20,000; West Valley Connector Weekend Service \$20,000
- v. SBCTA: Gold Line Extension to Montclair - \$1,134,775; Ontario International Airport Connector Project - \$901,675

B. Allocate \$1,033 of LCTOP - Operator Share funds from the City of Needles to Victor Valley Transit Authority for the City of Needles Transportation Reimbursement and Information Program.

C. Adopt Resolution No. 25-062 authorizing the Executive Director, or his designee, to execute Certifications and Assurances for SBCTA projects for LCTOP and nomination of funding requests for listed transit projects.

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 is 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 new or expanded bus or rail services, expanded intermodal transit facilities, and free or reduced transit fares and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project required to reduce greenhouse gas emissions. For agencies whose service areas include a Disadvantaged Community (DAC), at least 50% of the total monies received shall be expended on projects that will benefit the DAC. Effective this cycle, legislative changes removed the

Entity: San Bernardino County Transportation Authority

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restriction that limited LCTOP for operations projects to five years from the date of implementation.

Administered by the California Department of Transportation (Caltrans), LCTOP funds are apportioned to eligible agencies utilizing the State Transit Assistance (STA) program formula. The formula apportions 50% of LCTOP funds by population and the remaining 50% by operator revenues from the prior fiscal year in accordance with Public Utilities Code (PUC) Section 99313 and PUC Section 99314, respectively. The California State Controller's Office is responsible for determining the estimated funding levels for PUC Section 99313 (Population Share) and PUC Section 99314 (Operator Share) funds. Agencies eligible to receive LCTOP funding include: 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). The transit operators eligible to receive LCTOP - Operator Share funds work directly with Caltrans to receive the funds.

In March 2025, the SBCTA Board of Directors (Board) approved the total Fiscal Year (FY) 2024/2025 LCTOP - Population Share apportionment in the amount of \$5,638,394 based on the auction proceeds resulting from CARB's Cap-and-Trade Program. The Board also approved apportioning the funds to the Valley and Mountain/Desert areas based on California Department of Finance Population Data and further apportioning the Mountain/Desert LCTOP - Population Share apportionment to the Mountain/Desert transit operators in accordance with the population of their respective service areas. The total estimated amount of FY 2024/2025 LCTOP - Population Share funds available to the Valley and Mountain/Desert is \$4,076,450 and \$1,561,944, respectively. With the intent of minimizing the administrative burden on the City of Needles, staff recommends allocating City of Needles LCTOP- Operator and Population Share funds in the total amount of \$13,359 to VVTA to operate the Travel Reimbursement Program for the City of Needles. The total FY 2024/2025 LCTOP allocation for the Valley totals \$4,076,450 and for the Mountain/Desert, including the City of Needles operator share totals \$1,562,977 for a total FY 2024/2025 allocation of \$5,639,427. The Board approved the final apportionments in March 2025 (shown in Table 1).

Table 1 – FY 2024/2025 LCTOP-Population Share Apportionment¹

Apportionment Area	Population ²	Percentage	Total FY 2024/2025 Population Share ³	City of Needles allocation to VVTA ⁴	Total FY 2024/2025 Allocation ³
Valley	1,577,134	72.30%	\$4,076,450		\$4,076,450
Mountain/Desert	604,299	27.70%	\$1,561,944		\$1,562,977
<i>Basin Transit</i>	<i>71,400</i>	<i>11.82%</i>	<i>\$ 184,549</i>		<i>\$ 184,549</i>
<i>Mountain Transit</i>	<i>49,671</i>	<i>8.22%</i>	<i>\$ 128,386</i>		<i>\$ 128,386</i>
VVTA	478,459	79.18%	\$1,236,683	\$13,359	\$1,250,042
<i>City of Needles</i>	<i>4,769</i>	<i>0.79%</i>	<i>\$ 12,326</i>	<i>(\$ 12,326)</i>	<i>\$ 0</i>

¹Due to rounding, some totals may not correspond with the sum of the figures displayed.

²Population Source: California Department of Finance and County Demographic Research Unit July 2024.

³Total population share amount is determined by the State Controller's Office.

⁴Allocation to VVTA includes City of Needles Operator share of \$1,033

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To guide staff with project selection, the LCTOP Allocation Principles approved by the Board in July 2015 recommend that staff take a balanced approach in recommending LCTOP fund allocations to capital projects and operating programs. Since each transit operator in the Mountain/Desert is guaranteed an LCTOP - Population Share allocation due to the use of a population formula to apportion funds, SBCTA staff recommends allowing the Mountain/Desert transit operators to determine their funding needs and project and program priorities. The Valley LCTOP - Population Share apportionment is available to SBCTA, Omnitrans, and SCRRA. Using the LCTOP Allocation Principles as guidance, staff recommends LCTOP fund allocations based on an annual determination of the San Bernardino Valley region's priorities and the critical needs of SBCTA, Omnitrans, and SCRRA. Based on staff review and operator discussions, staff is recommending \$5,639,427 be allocated to the following projects:

Free Fare Subsidy – \$33,550

Basin Transit will provide free fares on fixed-route services throughout Morongo Basin.

Bus Stop Improvements – \$150,999

Basin Transit will enhance bus stops for Americans with Disabilities Act (ADA) accessibility.

San Bernardino Mountains Bus Stop Revitalization – \$ 128,386

Mountain Transit will improve existing bus stops that leave patrons exposed to inclement weather and fatigue, and bring the facilities up to current codes and standards, including lighting and ADA compliance.

Fuel Cell Electric Buses - \$1,026,683

VVTA will purchase one new 40', Class H zero-emission fuel cell electric bus.

Fare Media Subsidy - \$40,000

VVTA will collaborate with non-profit human and social service agencies to provide subsidized transportation services to seniors, individuals with disabilities, and low-income populations.

Free Fares for K-12 - \$120,000

VVTA will offer free transit to students in grades K-12. This program authorizes students enrolled in K-12 the opportunity to ride Victor Valley Transit Fixed and County Routes fare-free by simply presenting their current student ID to the bus operator upon boarding.

Free Fare on Special Days - \$50,000

VVTA will offer free fare days on Cinco de Mayo, National Bike to Work Day, Juneteenth, a future free fare day, and for the months of October and December.

City of Needles Transportation Reimbursement and Information Program (TRIP) - \$13,359

VVTA's TRIP provides an incentive for volunteer drivers to assist eligible individuals who are unable to drive or access public transportation by providing necessary escorted transportation. This project will be specifically for the City of Needles residents.

Student Fare Subsidy Program – \$2,000,000

Omnitrans will provide free fares to students in grades K-12 in their service area.

San Bernardino County Transportation Authority

West Valley Connector Free Fares – \$20,000

Omnitrans will provide free fares for the new Bus Rapid Transit – West Valley Connector. LCTOP Funds for FY 2023/2024 and FY 2024/2025 will be accrued with FY 2025/2026 (three-year allocation) and will be used at the start of service implementation in FY 2026/2027.

West Valley Connector Weekend Service – \$20,000

Omnitrans will provide weekend service for the Bus Rapid Transit – West Valley Connector. LCTOP Funds for FY 2023/2024 and FY 2024/2025 will be accrued with FY 2025/2026 (three-year allocation) and will be used at the start of service implementation in FY 2026/2027.

Gold Line Extension to Montclair – \$1,134,775

Also known as Metro Gold Line Foothill Extension Project Phase 2B, this project includes the extension of the Gold Line from Azusa to the Montclair Metrolink Station in the City of Montclair. This will be an LCTOP Rollover Project and funds for FY 2024/2025 will be accrued to FY 2027/2028 (four-year allocation) and will be used in FY 2028/2029.

Ontario International Airport (ONT) Connector – \$901,675

This proposed ONT Connector project will create an underground transit connection between the Cucamonga Metrolink Station and ONT terminals. This will be an LCTOP Rollover Project and funds for FY 2024/2025 will be accrued with FY 2025/2026 (two-year allocation) and will be used in FY 2025/2026.

Caltrans requires that SBCTA submit an authorizing resolution from its governing board that approves the submission of the Certifications and Assurances, authorizes SBCTA to accept the LCTOP funds allocated to SBCTA, and authorizes SBCTA’s Executive Director, or his designee, to execute the Certifications and Assurances and other relevant documents necessary for funding and completing the LCTOP funded projects. Additionally, SBCTA is required to submit nominations of funding requests for listed operators’ transit projects and does so as part of the resolution. Each agency that receives LCTOP funding is also required to submit an authorizing resolution from its governing board that approves the submission of the Certifications and Assurances, which authorizes their agency to accept the LCTOP funds.

Financial Impact:

This item has no financial impact on the adopted Budget for Fiscal Year (FY) 2024/2025. Any funds allocated to San Bernardino County Transportation Authority and approved by the California Department of Transportation will be received in FY 2025/2026.

Reviewed By:

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

Responsible Staff:

Nancy Strickert, Transit Manager

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

RESOLUTION NO. 25-062

**RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION
AUTHORITY AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND
ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON
TRANSIT OPERATIONS PROGRAM AND FOR THE PROJECTS FUNDED BY LOW
CARBON TRANSIT OPERATIONS PROGRAM FUNDS**

WHEREAS, the San Bernardino County Transportation Authority (SBCTA) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Department's LCTOP guidelines require SBCTA to execute certain documents, including Certifications and Assurances and Authorized Agent documents for SBCTA projects; and

WHEREAS, SBCTA wishes to delegate authorization to execute these documents and any amendments thereto to the SBCTA Executive Director, or their designee; and

WHEREAS, SBCTA wishes to implement the LCTOP Projects listed below.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Bernardino County Transportation Authority, as follows:

Section 1. The fund recipient, SBCTA, agrees to comply with all conditions and requirements set forth in the Certifications and Assurances and the Authorized Agent documents and in applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

Section 2. The SBCTA Executive Director, or their designee, is authorized to execute all required documents of the LCTOP program, and any Amendments thereto with the Department.

Section 3. The submittal of the following project nominations and allocation requests to the Department in Fiscal Year (FY) 2024/2025 for LCTOP funds is hereby authorized:

Project Name: Free Fare Subsidy

Amount of LCTOP Funds Requested: \$33,550

Project Description: Basin Transit will provide free fares on fixed-route services throughout Morongo Basin.

Contributing Sponsor: SBCTA

Project Lead: Basin Transit

Low Income Community Benefit: This project will benefit a low income community.

Project Name: Bus Stop Improvements

Amount of LCTOP Funds Requested: \$150,999

Project Description: Basin Transit will enhance bus stops for Americans with Disabilities Act (ADA) accessibility.

Contributing Sponsor: SBCTA

Project Lead: Basin Transit

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: San Bernardino Mountains Bus Stop Revitalization

Amount of LCTOP Funds Requested: \$128,386

Project Description: Mountain Transit will improve existing bus stops that leave patrons exposed to inclement weather and fatigue and bring the facilities up to current codes and standards including lighting and ADA compliance.

Contributing Sponsor: SBCTA

Project Lead: Mountain Transit

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Fuel Cell Electric Buses

Amount of LCTOP Funds Requested: \$1,026,683

Project Description: Victor Valley Transit Authority will purchase one new 40', Class H zero-emission fuel cell electric bus.

Contributing Sponsor: SBCTA

Project Lead: Victor Valley Transit Authority

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Fare Media Subsidy

Amount of LCTOP Funds Requested: \$40,000

Project Description: Victor Valley Transit Authority will collaborate with non-profit human and social service agencies to provide subsidized transportation services to seniors, individuals with disabilities, and low-income populations.

Contributing Sponsor: SBCTA

Project Lead: Victor Valley Transit Authority

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Free Fares for K-12

Amount of LCTOP Funds Requested: \$120,000

Project Description: Victor Valley Transit Authority will offer free transit to students K-12. This program authorizes students enrolled in K-12 the opportunity to ride Victor Valley Transit Fixed and County Routes fare-free by simply presenting their current student ID to the bus operator upon boarding.

Contributing Sponsor: SBCTA

Project Lead: Victor Valley Transit Authority

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Free Fare on Special Days

Amount of LCTOP Funds Requested: \$50,000

Project Description: Victor Valley Transit Authority will offer free fare days on Cinco de Mayo, National Bike to Work day, Juneteenth, a future free fare day, and for the months of October and December.

Contributing Sponsor: SBCTA

Project Lead: Victor Valley Transit Authority

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: City of Needles TRIP Program

Amount of LCTOP Funds Requested: \$13,359

Project Description: VVTA's Transportation Reimbursement and Information Program (TRIP) provides an incentive for volunteer drivers to assist eligible individuals who are unable to drive or access public transportation by providing necessary escorted transportation. This project will be specifically for the City of Needles residents.

Contributing Sponsor: SBCTA and City of Needles

Project Lead: Victor Valley Transit Authority

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Student Fare Subsidy Program

Amount of LCTOP Funds Requested: \$2,000,000

Project Description: Omnitrans will provide free fares to students K-12 in their service area.

Contributing Sponsor: SBCTA

Project Lead: Omnitrans

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: West Valley Connector Free Fares

Amount of LCTOP Funds Requested: \$20,000

Project Description: Omnitrans will provide free fares for the new Bus Rapid Transit – West Valley Connector. LCTOP Funds for FY 2023/2024 and FY 2024/2025 will be accrued with FY 2025/2026 (three-year allocation) and will be used at the start of service implementation in FY 2026/2027.

Contributing Sponsor: SBCTA

Project Lead: Omnitrans

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: West Valley Connector Weekend Service

Amount of LCTOP Funds Requested: \$20,000

Project Description: Omnitrans will provide weekend service for the Bus Rapid Transit – West Valley Connector. LCTOP Funds for FY 2023/2024 and FY 2024/2025 will be accrued with FY 2025/2026 (three-year allocation) and will be used at the start of service implementation in FY 2026/2027.

Contributing Sponsor: SBCTA

Project Lead: Omnitrans

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Gold Line Extension to Montclair

Amount of LCTOP Funds Requested: \$1,134,775

Project Description: Also known as Metro Gold Line Foothill Extension Project Phase 2B, this project includes the extension of the Gold Line from Azusa to the Montclair Metrolink station in the City of Montclair. This will be an LCTOP Rollover Project and funds for FY 2024/2025 will be accrued to FY 2027/2028 (four-year allocation) and will be used in FY 2028/2029.

Contributing Sponsor: SBCTA

Project Lead: SBCTA

Disadvantaged Community Benefit: This project will benefit a disadvantaged community.

Low-Income Community Benefit: This project will benefit a low-income community.

Project Name: Ontario International Airport Connector

Amount of LCTOP Funds Requested: \$901,675

Project Description: This proposed Ontario International Airport (ONT) Connector project will create an underground transit connection between the Cucamonga Metrolink Station and ONT terminals. This will be an LCTOP Rollover Project and funds for FY 2024/2025 will be accrued with FY 2025/2026 (two-year allocation) and will be used in FY 2025/2026.

Contributing Sponsor: SBCTA

Project Lead: SBCTA

Low-Income Community Benefit: This project will benefit a low-income community.

Section 4: This resolution shall take effect immediately upon its adoption.

APPROVED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on April 2, 2025.

Ray Marquez, President
San Bernardino County Transportation Authority

ATTEST:

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

DRAFT



FY 2024-2025 LCTOP Certifications and Assurances

Lead Agency: Lead Agency

Project Title: Project Title

Prepared by: _____

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

A. General

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.
8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).



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9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

C. Reporting

1. The Lead Agency must submit the following LCTOP reports:

- a. **Annual Project Activity Reports October 27th each year.**
 - b. **A Close Out Report within six months of project completion.**
 - c. **The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.**
 - d. **Project Outcome Reporting as defined by CARB Funding Guidelines.**
 - e. **Jobs Reporting as defined by CARB Funding Guidelines.**
2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with



FY 2024-2025 LCTOP

Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

A. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the Lead Agency’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times



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during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

- 3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

Print Authorized Agents Name. _____

(Print Authorized Agent)

(Title)

(Signature)

(Date)



FY 2021-2022 LCTOP Authorized Agent

AS THE Executive Director
(Chief Executive Officer/Director/President/Secretary)

OF THE San Bernardino County Transportation Authority
(Name of County/City/Transit Organization)

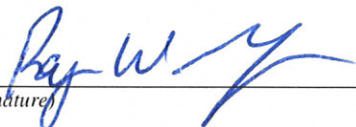
I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Victor Lopez, Director of Transit and Rail Programs OR
(Name and Title of Authorized Agent)

Carrie Schindler, Deputy Executive Director OR
(Name and Title of Authorized Agent)

Andrea Zureick, Director of Fund Administration OR
(Name and Title of Authorized Agent)

Dr. Raymond W. Wolfe Executive Director
(Print Name) (Title)


(Signature)

Approved this 14th day of June, 2022

Attachment: Print_ FY21.22 LCTOP Authorized Agent Form_signed 06.14.22 (10933 : Fiscal Year 2024/2025 Low Carbon Transit Operations

Minute Action

AGENDA ITEM: 4

Date: *March 13, 2025*

Subject:

Memorandum of Understanding 25-1003275 with Southern California Regional Rail Authority for the San Bernardino Line: Lilac-Sycamore Project

Recommendation:

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

Approve Memorandum of Understanding No. 25-1003275 with the Southern California Regional Rail Authority for the design phase of the Lilac to Sycamore Double Track Project, in an amount not-to-exceed \$11,847,590 to be funded with State Transit Assistance and Measure I-Rail funds.

Background:

The Lilac to Rancho Double Track Project (Project) was initially identified in the Metrolink San Bernardino Line Infrastructure Improvement Strategic Study, completed in September 2014 by the San Bernardino County Transportation Authority (SBCTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA). The goal of the study was to identify cost effective infrastructure improvements that would lead to increased average commuter train speeds, reduced travel times, and enhanced overall capacity of the Metrolink San Bernardino Line. The study recommended constructing priority second mainline track sections to meet these goals, including a segment from Control Point (CP) Lilac to CP Rancho in the Cities of Rialto and San Bernardino.

The environmental clearance was then initiated in early 2016 and completed in October 2018, when the SBCTA Board of Directors (Board) adopted Resolution No. 19-005, adopting the final Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Lilac to Rancho Double Tracking Project. Since that time, the Southern California Regional Rail Authority (SCRRA), through their work under the Southern California Optimized Rail Expansion (SCORE) Program, refined the modeling of the San Bernardino Line corridor and determined four projects could represent an initial phase investment to achieve increased service frequency on the San Bernardino Line at a lower cost. One of the projects identified included a priority portion of the Lilac to Rancho Project from CP Lilac, through the Rialto Metrolink Station, to Sycamore Avenue (Lilac to Sycamore Project). The Lilac to Sycamore Project provides many benefits of the larger Lilac to Rancho Project, such as improved rail service efficiency and reliability, improved station accessibility, and safety improvements for pedestrians and cyclists, which also support quiet zone readiness along the corridor.

The SBCTA 2025 Update to the 10-Year Delivery Plan includes the shorter project limits as well as the latest funding plan, which shows a fully funded project with funding from Measure I-Rail, State Transit Assistance (STA), State Transportation Improvement Program (STIP), and Senate Bill (SB) 125. The STIP funds are programmed for the construction phase and programmed for Fiscal Year 2027/2028.

Now that the overall project is fully funded, staff recommends advancing the project by initiating the design phase and approving the Memorandum of Understanding (MOU) with SCRRA.

Entity: San Bernardino County Transportation Authority

The MOU defines the roles and responsibilities for the next phase of the project, in which SCRRA agrees to be the lead agency for the design and construction phase of the project and deliver the project as part of the overall SCORE program. A separate Construction and Maintenance Agreement will be needed for the construction phase of the project and will be developed during the design phase.

Financial Impact:

The Project is included in the adopted Budget for Fiscal Year 2024/2025 and funded with State Transit Assistance and Measure I-Rail funds in Program 30, Transit.

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: March 13, 2025

Witnessed By:

General Contract Information

Contract No: 25-1003275 Amendment No.: _____
 Contract Class: Payable Department: Transit
 Vendor No.: 02003 Vendor Name: Southern California Regional Rail Authority
 Description: Lilac to Sycamore Double Track Project MOU with SCRRA

List Any Related Contract Nos.: _____

Dollar Amount

Original Contract	\$ 11,847,590.00	Original Contingency	\$ -
Prior Amendments	\$ -	Prior Amendments	\$ -
Current Amendment	\$ -	Current Amendment	\$ -
Total/Revised Contract Value	\$ 11,847,590.00	Total Contingency Value	\$ -
Total Dollar Authority (Contract Value and Contingency)		\$ 11,847,590.00	

Contract Authorization

Board of Directors _____ Date: 4/2/2025 Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? N/A No Budget Adjustment _____

State/Local _____ Funding Allocation _____ N/A _____

Accounts Payable

Estimated Start Date: 4/2/2025 Expiration Date: 12/31/2030 Revised Expiration Date: _____
 NHS: N/A OMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:	Total Contingency:	
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL:	1050	30	0315	0328	52001		42218001	11,847,590.00	-
							STA Rail	10,208,000.00	-
GL:	4150	30	0315	0328	52001		41100000	1,639,590.00	-
							MSI Rail		-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-

Victor Lopez

Project Manager (Print Name)

Victor Lopez

Task Manager (Print Name)

Additional Notes:

Attachment: Print_ CSS 25-1003275 [Revision 1] (10134 : MOU 25-1003275 with SCRRA for the San Bernardino Line: Lilac-Sycamore Project)

SBCTA CONTRACT No. 25-1003275

MEMORANDUM OF UNDERSTANDING BETWEEN THE

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

FOR THE

LILAC TO SYCAMORE DOUBLE TRACK PROJECT

This Memorandum of Understanding ("MOU") is executed and entered into this ____ day of _____, 2025 (Effective Date) by the San Bernardino County Transportation Authority (SBCTA) and the Southern California Regional Rail Authority (SCRRA), which may be referred to individually as "PARTY" or collectively as "PARTIES".

The Term of this MOU will commence on the date first specified above and terminate six (6) months after completion of construction, or December 31, 2030, whichever is earlier.

RECITALS

WHEREAS, SBCTA is the transportation commission, local transportation authority and transportation planning agency for San Bernardino County, California, with the power to contract for the services described in this MOU;

WHEREAS, SCRRA is a joint powers authority that provides rail services, including capital improvements, project management, railroad protective services (e.g., "flagging") and railroad facilities inspections in Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties pursuant to a Joint Exercise of Powers Agreement among the Los Angeles County Metropolitan Transportation (as successor to the Los Angeles County Transportation Commission), the Orange County Transportation Authority, the Riverside County Transportation Commission, San Bernardino County Transportation Authority (as successor to the San Bernardino Associated Governments), and the Ventura County Transportation Commission;

WHEREAS, SCRRA and its Member Agencies, in partnership with BNSF, California High Speed Rail Authority (CHSRA) and the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), submitted a request to California State Transportation Agency (CalSTA) for \$3.7 billion of 2018 Transit and Intercity Rail Capital Program (TIRCP) grant

funding for a program of Projects known as the Southern California Optimized Rail Expansion (SCORE) Program. The SCORE Program is a series of system wide improvement Projects that, combined, will allow increases to service across the Metrolink System. In April 2018, SCRRA was awarded an \$875,708,000 TIRCP grant by CalSTA for the SCORE Program;

WHEREAS, SBCTA developed a capacity improvement project on a segment of the Metrolink San Bernardino Line within SBCTA's territory, namely the Lilac to Sycamore Double Track Project (the "PROJECT"). The PROJECT consists of the addition of approximately 0.7 miles of second main line railroad track along the San Gabriel Subdivision corridor between Control Point (CP) Lilac at Mile Post (MP) 52.4 and MP 53.07 just before Sycamore Avenue. In addition, the PROJECT will add an underpass and a second platform on the south side of the tracks at Rialto Station. Within the PROJECT limits, the PROJECT will upgrade existing grade crossings at Cactus Avenue, Lilac Avenue, Willow Avenue, Riverside Avenue, Sycamore Avenue, Acacia Avenue, Eucalyptus Avenue, and Pepper Avenue to SCRRA's current grade crossing safety standards, thus making the grade crossings quiet-zone-ready, as well as introducing near-side signal technology to significantly reduce gate-down time at these grade crossings.

WHEREAS, SBCTA served as lead agency for the Environmental Clearance and 30% Preliminary Design (or Project Approval & Environmental Document / PA&ED) Phase for the PROJECT, which encompassed a wider project footprint between CP Lilac at MP 52.4 and CP Rancho at MP 53.07 within which the PROJECT is located. SBCTA completed the PA&ED Phase on October 3, 2018.

WHEREAS, SBCTA and SCRRA agree that the PROJECT will become a component of the SCRRA SCORE Program, and that SCRRA will be lead agency for the Design (or Plans, Specifications & Estimates / PS&E) Phase of the PROJECT. SCRRA will develop the Design (PS&E) from the 30% Preliminary Design stage to the 100% Final Design / Camera-Ready stage. SBCTA will provide support to SCRRA throughout the Design (PS&E) Phase.

WHEREAS, SBCTA has established a total budget of \$70.5 Million for the PROJECT and has elected to utilize Local Sales Tax Funding (Measure I) as well as State Transit Assistance (STA) funds for the purpose of funding the Design (PS&E) Phase to be performed by SCRRA for the PROJECT. These design services are set forth under Attachment A – SCRRA Scope of Services ("DESIGN SERVICES"), attached hereto and incorporated herein.

WHEREAS, SBCTA and SCRRRA acknowledge that SCRRRA shall serve as lead agency for the Construction Phase of the PROJECT. A separate Construction and Maintenance ("C&M") Agreement will be negotiated and entered into by the PARTIES for the funding of the Construction Phase of the PROJECT, which will include the actual construction and maintenance of the PROJECT. The PARTIES agree to enter into the C&M Agreement after the Design (PS&E) Phase is completed, but before construction begins. The C&M Agreement will identify the PARTIES' respective obligations during and after the construction of the PROJECT.

WHEREAS, the PARTIES desire to enter into this MOU for the purpose of documenting the terms and conditions of cooperation between the PARTIES with regard to the Design (PS&E) Phase of the PROJECT.

NOW, THEREFORE, it is mutually understood and agreed by SBCTA and SCRRRA as follows:

I. SCRRRA'S RESPONSIBILITIES

- A. SCRRRA will be the lead agency for the delivery of the Design (PS&E) Phase for the PROJECT and will designate a Project Manager as its single point of contact to manage the PROJECT and coordinate with SBCTA for all DESIGN SERVICES under this MOU.
- B. SCRRRA will comply, and require its consultants/contractors, if applicable, to comply, with all SCRRRA standards, recommended practices, operating rules, and safety requirements, and to comply with all requirements of the SCRRRA system configuration management program;
- C. SCRRRA will be responsible for all aspects of the Design (PS&E) Phase of the Project, including but not limited to the retention of consultants and contractors; the preparation of detailed plans, specifications, and estimates (PS&E); ensure the design of grade crossings meets quiet-zone ready standards; obtain any encroachments, easements, and other entitlements necessary during the undertaking of the DESIGN SERVICES; and prepare all necessary construction engineering for the PROJECT in accordance with all applicable state, federal and local laws, regulations, policies, standards and procedures.

- D. SCRRA will identify all right-of-way needs and utility conflicts, and will undertake the due diligence to document and estimate the costs of the right-of-way acquisitions and utility relocations required, during the undertaking of the DESIGN SERVICES. Upon the determination of the right-of-way acquisitions and utility relocations costs, SCRRA and SBCTA will subsequently negotiate and enter into an amendment to this MOU, if and as necessary, for the costs specific to purchasing the right-of-way acquisitions and designing and constructing the utility relocations.
- E. SCRRA will undertake the coordination necessary to develop the Design (PS&E) among all third parties, including public and private agencies, and will be solely responsible for obtaining all licenses, permits, rights-of-entry, and any statutorily required permissions during the undertaking of the DESIGN SERVICES. SCRRA will have sole responsibility for issuance of all notifications and for obtaining all necessary agreements and approvals for any and all grade crossing modifications through the California Public Utilities Commission (“CPUC”) and any other interested parties or agencies.
- F. SCRRA will review the Environmental Clearance documentation for the PROJECT, and update the Environmental Clearance documentation, if necessary, which may include, but is not limited to, Environmental Technical Studies and any Supplemental or Addendum documentation that may be required. SCRRA will undertake and comply with any mitigation measures and environmental commitments identified in the Environmental Clearance documentation.
- G. SCRRA will coordinate directly with Union Pacific Railroad (“UPRR”) and BNSF Railway (“BNSF”), where UPRR or BNSF operations and/or infrastructure may be affected, including obtaining any permits, agreements, or approvals.
- H. SCRRA will comply with all SBCTA funding and grant requirements for those funds that will be used to pay for the Project.
- I. SCRRA will provide support to the relevant Local Jurisdictions during the preparation of applications for quiet zone implementation. Such support includes, but is not limited to, providing quiet zone application supporting documentation, assisting with quiet zone application preparation, and coordinating with relevant approval agencies.

II. **SBCTA'S RESPONSIBILITIES**

- A. SBCTA will assign a member of its management staff to support SCRRRA, as determined reasonably necessary by SBCTA, and to allow representation of SBCTA's interests throughout the PROJECT. This person will be responsible to ensure coordination with SBCTA departments and services required to be involved in those appropriate portions of the PROJECT.
- B. SBCTA will support SCRRRA during the development of the PROJECT by providing reference documents developed during the environmental phase of the project. and will not interfere with the PS&E development, or other work undertaken by SCRRRA during the design phase, unless specifically directed to do so pursuant to the terms of this MOU.
- C. SBCTA will support SCRRRA with right-of-way and utility conflict identification and development by providing existing right-of-way agreements or license agreements with third party utility owners where applicable.
- D. SBCTA will designate a Project Manager as its single point of contact and notify SCRRRA of any personnel changes.

III. **FUTURE ADDITIONAL AGREEMENTS REQUIRED**

- A. A Construction and Maintenance ("C&M") Agreement will be negotiated and entered into for the construction and maintenance of the PROJECT. The PARTIES agree to enter into the C&M Agreement before construction commences. The C&M agreement will identify the PARTIES' respective obligations during and after the construction of the PROJECT.

IV. **PAYMENT FOR SBCTA WORK**

- A. Except as provided below, SBCTA will fund to SCRRRA up to the total amount of **\$11,847,590** ("SBCTA Expense Cap") for the DESIGN SERVICES performed by SCRRRA pursuant to this MOU.
- B. SCRRRA will send quarterly invoices to SBCTA. With each quarterly invoice, SCRRRA will include all back-up material, including but not limited to, detailed expenditures, time cards, invoices from third parties including consultants and contractors, and descriptions of activities performed. SBCTA will pay invoices within ninety (90) days of receipt of a complete invoice that contains all back-up material.

- C. SCRRA shall establish a separate, re-collectable account within SCRRA's finance system to record only costs SCRRA incurs fulfilling their obligations of this MOU.
- D. Upon agreement by SCRRA and SBCTA that all SERVICES are complete, SCRRA will submit to SBCTA a detailed statement of final costs incurred under this MOU. Based on the final accounting, SCRRA shall refund or invoice as necessary in order to satisfy the obligations of this MOU. SBCTA agrees to maintain adequate PROJECT reserves to reimburse SCRRA for its final audited costs associated with the PROJECT, up to the SBCTA Expense Cap.
- E. SCRRA shall submit the final invoice for SERVICES no later than December 31, 2026, unless this date is otherwise amended by both PARTIES in writing.

V. **REPORTING AND AUDIT REQUIREMENTS**

- A. SCRRA shall be subject to and shall comply with all applicable requirements of SBCTA regarding reporting and audit requirements.
- B. SCRRA shall submit together with its invoices, written progress reports to SBCTA as specified to determine if SCRRA is performing to expectation, is on schedule, and is within funding cost limitations, to provide communication of interim findings and to afford occasions for airing difficulties respecting special problems encountered so that remedies can be developed. Should SCRRA fail to submit a complete invoice or project deliverables in accordance with the SERVICES schedule, SBCTA may elect not to pay SCRRA until submittal is fully complete.
- C. SBCTA shall have the right to conduct audits of this MOU such as financial and compliance audits and performance audits. SCRRA shall make available and shall ensure its contractors make available, any records, information, material data and documentation needed by the auditors. SCRRA shall establish and maintain proper accounting procedures and cash management records and documents in accordance with Generally Accepted Accounting Principles (GAAP). SBCTA shall not reimburse SCRRA for any expenditure not in compliance with the terms and conditions of this MOU and other applicable requirements of SBCTA. SCRRA's expenditures, including SCRRA's costs incurred for contractors and consultants, submitted to SBCTA shall be in compliance with the terms and conditions of SBCTA's funding source(s). SBCTA shall have the right to conduct a final audit. The findings of the SBCTA audit will be final. This section shall survive termination of this MOU.

- D. SCRRA shall certify each invoice by reviewing all costs and maintaining internal control to ensure that all expenditures are allocable, allowable and reasonable and in accordance with the SBCTA grantor's terms and conditions, and the terms and conditions of this MOU.
- E. SBCTA shall also certify final costs of the SERVICES to ensure that all costs are in compliance with the terms and conditions of SBCTA's funding source(s), and the terms and conditions of this MOU.
- F. SCRRA shall retain all original records and documents, whether physical or electronic, related to the DESIGN SERVICES ("RECORDS") for a period of three years after final payment. The RECORDS shall be open to inspection and subject to audit and reproduction by SBCTA auditors or authorized representatives to the extent deemed necessary by SBCTA to adequately permit evaluation of expended costs. The RECORDS subject to audit shall also include, without limitation, those records deemed necessary by SBCTA to evaluate and verify direct and indirect costs (including overhead allocations) as they may apply to costs associated with the PROJECT. SCRRA shall cause all contractors to comply with the requirements. SCRRA shall ensure that all contractors cooperate fully in furnishing or in making available to SBCTA all records related to the SERVICES deemed necessary by SBCTA auditors or authorized representatives.
- G. SCRRA shall be responsible for ensuring its contractors/subcontractors for the PROJECT comply with the terms and conditions of SBCTA's funding source(s), and SCRRA shall cooperate with SBCTA Finance Department such that SBCTA can meet all funding source obligations.

VI. MISCELLANEOUS

- A. Indemnity by SBCTA. Neither SCRRA, SCRRA's board members, member agencies (other than SBCTA), nor their respective officers, agents, volunteers, contractors, and employees will be responsible for any damage or liability occurring by reason of any acts or omissions on the part of SBCTA under or in connection with the PROJECT or this MOU. To the fullest extent allowed by law, SBCTA will indemnify, defend, and hold harmless SCRRA, its board members, member agencies (other than SBCTA), officers, agents, volunteers, contractors, and employees ("SCRRA Indemnitees") from any and all liability, loss, expense

(including reasonable attorneys' fees and other defense costs), demands, suits, liens, damages, costs, claims, including but not limited to, claims for bodily injury, death, personal injury, or property damage, that are incurred by or asserted against the SCRRRA Indemnitees arising out of or connected with any acts or omissions on the part of SBCTA, its Board, officers, agents, contractors, or employees under or in connection with the PROJECT or this MOU. This indemnity shall survive expiration or termination of this MOU.

- B. Indemnity by SCRRRA. Neither SBCTA, nor its directors, officers, agents, contractors, or employees will be responsible for any damage or liability occurring by reason of any acts or omissions on the part of SCRRRA under or in connection with the PROJECT or this MOU. SCRRRA will indemnify, defend, and hold harmless SBCTA, as well as its directors, officers, agents, contractors, and employees ("SBCTA Indemnitees") from any and all liability, loss, expense (including reasonable attorneys' fees and other defense costs), demands, suits, liens, damages, costs, claims, including but not limited to, claims for bodily injury, death, personal injury, or property damage, that are incurred by or asserted against the SBCTA Indemnitees arising out of or connected with any acts or omissions on the part of SCRRRA, its board members, officers, agents, volunteers, contractors or employees under or in connection with the PROJECT or this MOU. This indemnity shall survive expiration or termination of this MOU.
- C. Governing Law. This MOU will be governed by and construed in accordance with the laws of the State of California. Any action or proceeding brought to enforce any provision of this MOU shall be filed in the Superior Court of California for San Bernardino County.
- D. Attorneys' Fees. Disputes must be resolved in accordance with the procedure set forth in the SCRRRA Joint Exercise of Powers Agreement. Should litigation arise out of this AGREEMENT for the performance thereof, each PARTY shall be responsible for its own costs and expenses, including attorney's fees.
- E. Recitals. The Recitals stated above are integral parts of this MOU and are hereby incorporated into the terms of this MOU.
- F. Termination. Both SBCTA and SCRRRA shall have the right, at any time, to terminate this MOU by giving thirty (30) calendar days' written notice to the other party,

specifying the date of termination. Such termination shall be subject to the continuing obligations of this MOU contained in Parts V C and VI A and B.

- G. Notification. Each PARTY will designate a person to be responsible for day-to-day communications regarding work under the PROJECT. For SCRRA, that person will be the SCORE Program Manager. For SBCTA, that person shall be the Project Manager designated herein. All notices and communications regarding this MOU, interpretation of the terms of this MOU, or changes thereto will be provided as follows:

Metrolink / SCRRA 900 Wilshire Boulevard Suite 1500 Los Angeles, CA 90017 ATTN: General Counsel	SBCTA 1170 West 3rd Street, 2 nd Floor San Bernardino, CA 92410 ATTN: Executive Director CC: General Counsel
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- H. Amendment. In the event the PARTIES determine that the provisions of this MOU should be altered, the PARTIES may amend this MOU by writing signed by both PARTIES.
- I. Entire Agreement. This MOU constitutes the entire agreement between the PARTIES relating to its subject matter and supersedes any previous agreements or understandings.
- J. Execution in Counterpart. This MOU may be executed in counterparts and/or by facsimile or other electronic means, and when each PARTY to this MOU has signed and delivered at least one such counterpart, each counterpart shall be deemed an original, and, when taken together with other signed counterpart, shall constitute one agreement, which shall be binding upon and effective as to all PARTIES to this MOU.
- K. Severability. If any portion of this MOU shall be held invalid or unenforceable, the remainder of the MOU shall not be affected and shall be enforced to the greatest extent permitted by law.

IN WITNESS WHEREOF, the PARTIES have entered this AGREEMENT, which shall be effective on the Effective Date defined in the first paragraph hereof.

SOUTHERN CALIFORNIA REGIONAL
RAIL AUTHORITY:

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY:

By: _____

Darren M. Kettle
Chief Executive Officer

By: _____

Ray Marquez
Board President

Approved as to form:

Approved as to form:

By: _____

Don O. Del Rio
General Counsel

By: _____

Julianna K. Tillquist
General Counsel

DRAFT

ATTACHMENT A

**DESIGN SERVICES
(Cost Estimate provided by SCRRRA)**

SCRRRA will provide all the following services for the Design (PS&E) Phase of the PROJECT as noted below:

1. Develop the Design (PS&E) for the PROJECT from the 30% Preliminary Design stage to the 100% Final Design / Camera-Ready stage.
2. Identify utility conflicts and property (right-of-way acquisition) needs for the PROJECT, along with the necessary utility conflict mitigation actions (e.g. relocate, protect-in-place, etc.) and right-of-way acquisition documentation (e.g. legals & plats, appraisals, just compensation memos, offer packages, etc.).
3. Undertake any additional environmental technical studies, if required.
4. Provide public notices and undertake public outreach.
5. Enter into agreements for any services with the consultants and/or contractors.
6. Submit to SBCTA quarterly progress reports, including up-to-date cost expenditures.

Lilac to Sycamore Double Track Project Design (PS&E Phase)	Estimated Cost
Project Management	\$355,428
Civil, Structural, and Signal Design (incl. all track, signals, platform, and grade crossings)	\$5,923,795
Design Support Services (e.g. geotechnical, traffic, surveying, potholing)	\$947,807
Environmental Technical Studies (if necessary)	\$473,904
Project Soft Costs (incl. design management support, public outreach, flagging, right-of-way support, utilities support)	\$2,369,518
Contingency @ 15%	\$1,777,139
Total - Design (PS&E) Phase	\$11,847,590

Additional Information

TRANSIT COMMITTEE ATTENDANCE RECORD – 2025

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

Communication: Attendance (Additional Information)

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

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

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

Acronym List

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



MISSION STATEMENT

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

We achieve this by:

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

Approved December 4, 2019