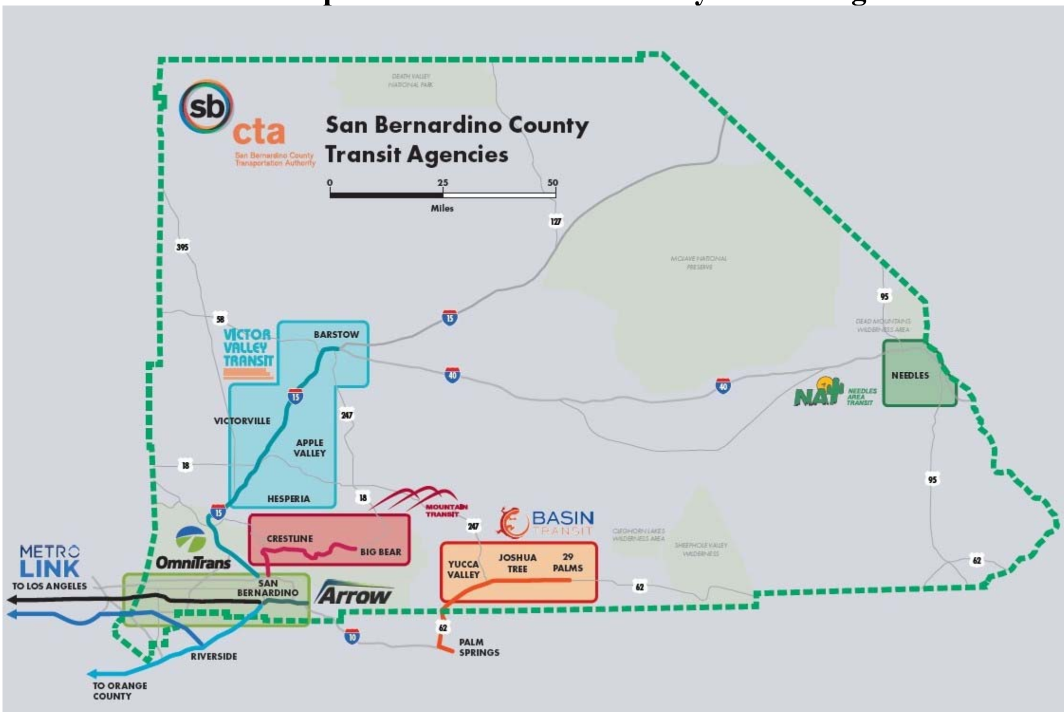
1. INTRODUCTION

San Bernardino County Transportation Authority (SBCTA) serves approximately 2.2 million residents in San Bernardino County and is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. SBCTA administers Measure I, the half-cent transportation sales tax approved by county voters in 1989, and supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies.

Currently, there are five local transit service providers and one regional rail network operating in San Bernardino County (Exhibit 1).

- SCRRA - The Southern California Regional Rail Authority (SCRRA) is the Joint Powers Authority (JPA) that operates the Metrolink commuter rail system. This system serves parts of Los Angeles, Orange, Riverside and Ventura Counties, along with the San Bernardino Valley portion of San Bernardino County.
- Omnitrans - Omnitrans was established as a regional transit authority in 1976 through a JPA that serves a 456 square mile service area in the San Bernardino Valley with a population close to 1.4 million.
- Victor Valley Transit Authority - Victor Valley Transit Authority (VVTA) is a JPA established in 1991 and comprised of the cities of Adelanto, Barstow, Hesperia, and Victorville; the town of Apple Valley; and several unincorporated areas of San Bernardino County including Phelan, Pinon Hills, Wrightwood, Lucerne Valley, Helendale, Oro Grande, Hinkley, Lenwood, Grandview, Yermo, Harvard, Daggett and Newberry Springs..
- Basin Transit - Basin Transit Authority is a JPA established in 1989 that operates in the city of Twentynine Palms, the town of Yucca Valley, and in unincorporated areas of the Morongo Basin.
- Mountain Transit – Mountain Transit is a JPA established in 1993 that provides coordinated transit services for all of the mountain communities including, Big Bear Valley, Running Springs, Crestline, Lake Arrowhead and Blue Jay. The agency also provides two “Off the Mountain” services, from Big Bear Valley and Lake Arrowhead to downtown San Bernardino.
- City of Needles Transit Services - The City of Needles administers the Needles Area Transit (NAT) fixed route service and offers three on-demand services: Dial-a-Ride, Dial-a-Ride Medical and a shopper shuttle.

Exhibit 1 - Map of San Bernardino County Transit Agencies



2. ALLOCATION PACKAGE NARRATIVE

i. An explanation of what funding and service actions are being taken within the region that utilize resources other than SB125 funding.

SBCTA requires each transit agency to prepare a short range transit plan (SRTP), which is typically a five-year operating and capital plan. Operators update their SRTP based on current funding projections, from SBCTA, as well as performance trends analyzed through the SRTP process. Throughout the life of the SRTP, operators will amend the plan to incorporate updated cost estimates and funding to respond to changing needs during the SRTP time frame. All SRTP's are not only approved by the Operators Board of Directors or City Councils but also by SBCTA Board of Directors. The approval of SBCTA Board of Directors' is needed to signify the intention to fully fund the transit operator's constrained needs.

SBCTA Fund Administration maintains a database that identifies all the needs from each of the operators SRTP (capital and operations) and the funding attached to those needs. This is done during the SRTP process and allows for SBCTA with the operator to identify any funding shortfalls and or if funding can or should be spread out into multiple years.

Annually, in March, SBCTA Staff begins the process with each of its transit operators to determine 1) If the needs that were identified in the SRTP are still appropriate and 2) If not, what is the need, the cost and what the timeline for this project is. This information is needed so that SBCTA Fund Administration and Transit Departments can determine the best way to fund these projects.

Outside of SB125 this is the current list of available funding for our operators in our region:

Local Transportation Fund (LTF)
State Transit Assistance (STA)
State of Good Repair (SGR)
Low Carbon Transit Operations Program (LCTOP)
Measure I (MSI) Senior and Disabled (S&D) Transit Program
MSI Valley Metrolink/Rail Service Program
MSI Valley Express Bus/Bus Rapid Transit Program
Federal Transit Administration (FTA) Section 5307 Urban Area Formula Funds
FTA Section 5337 Urban Area Formula Funds for State of Good Repair
FTA Section 5339 Urban Area Formula Funds for Bus and Bus Facilities
FTA Section 5311 Rural Area Formula Funds (Regional Apportionment)
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program
Congestion Mitigation and Air Quality Funds (CMAQ)

Although there is a variety, not all funding is available to each of the operators due to the requirements set out by each of these fund sources. However, it is important to note the list of funding as SBCTA works towards maximizing each source by funding only what is needed to each operator to leave room for potential funding shortfalls in the near-term. Additionally, because funding sources for operations are limited, SBCTA encourages operators to maximize the use of FTA funds for preventative maintenance to reduce the burden on those operating funds. Finally, SBCTA always analyzes the long-term funding needs for operations when looking at capital expansion projects, reserving the funds needed for operations before allocating funds for expansion.

Based on the SRTPs that have been approved there is no funding shortfall to Fiscal Year 2025/2026. However, with the exception of one, those SRTPs were approved prior to Fiscal Year 2019/2020, and transit and its needs have changed dramatically post-Covid. San Bernardino County Transit Operators have begun preparing updates to their SRTPs, which will help us identify any shortfalls that may now exist. It is important to note although SBCTA cannot directly point to data that shows shortfalls existing, it has been identified by the operators that the contractual cost of coach operators is projected to be a substantial increase with employee shortage hitting all markets in the county.

ii. A description and justification of the RTPA strategy to use SB 125 funding to construct capital projects and fund operating expenses that lead to improved outcomes in its jurisdiction.

SBCTA has not developed the full SB125 funding strategy as there was not sufficient time to properly coordinate with all six transit operators in the County. This Initial Allocation Package includes allocations to three high priority transit capital projects that are either in development or construction and have experienced funding shortfalls for construction. SBCTA maintains long-term cash flow and cost projections for transit funds and operators, respectively, through 2040, which is when Measure I expires. While there are no projected near-term shortfalls for the status quo, we observe that as costs escalation outpaces revenue growth, fund balances that have been built from recent increases in sales tax and formula revenue begin to deplete by the mid-2030s. We also observe that while there has been a slight rebound in transit ridership, ridership is only about 60% of pre-pandemic levels. Over the coming months SBCTA will be coordinating with the operators to examine strategies to increase ridership and suspects SB 125 funds will play a pivotal role in funding the operating costs increases that will be necessary to implement these strategies.

iii. A detailed breakdown and justification for how the funding is proposed to be distributed between transit operators and among projects, consistent with the legislative intent described in SB 125.

The landscape for our county is very complex as it includes a variety of Urbanized, Small Urbanized and Rural Communities within the largest county in the state. It is imperative that SBCTA determine the best equitable distribution of funds to ensure that all needs are met with not only SB125 funding but all funding that is apportioned to San Bernardino County. While it has been the practice that funding is split between Mountain/Desert Communities and San Bernardino Valley on a population basis, or on the basis by which the funding is apportioned to SBCTA, a distribution strategy for SB125 funds has not been approved by the SBCTA Board of Directors pending the discussions referenced above.

The Capital Projects included are: Metrolink Active Transportation Program Phase II Project, Diesel Multiple Unit to Zero Emission Multiple Unit Vehicle Conversion, and Metrolink Double Track Lilac to Sycamore. The total request is for $24,133,910 for the three capital projects.

- Metrolink Station Accessibility Improvement Project Phase II: SBCTA has recently received bids for this ATP project and has a funding gap of $3,170,910 to be able to award the project. The project is funded by Active Transportation Program funds that are awarded by the California Transportation Commission (CTC) and local funds, and these funds are not able to absorb cost increases. SBCTA recommends allocation of TIRCP funds to cover the funding gap as this is the only source of funds that SBCTA has allocation authority over for this purpose.
- Diesel Multiple Unit (DMU) to Zero Emission Multiple Unit (ZEMU) Vehicle Conversion: SBCTA has seen recent increases in the project cost of this TIRCP project of $4.453 million as a result of higher bids than estimated for the maintenance facility retrofit and proposed grant funds not materializing. SBCTA recommends funding this net project cost increase with TIRCP funds as this is project is currently funded with TIRCP funds.
- Metrolink San Bernardino Line Double Track Lilac to Sycamore: SBCTA is proposing construction funding for this project in the 2024 State Transportation Improvement Program in Fiscal Year 2025/2026 in the amount of $56.348 million based on the anticipated programming capacity for SBCTA in that fiscal year. This leaves a funding shortfall for construction of $16.51 million based on current cost estimates. SBCTA recommends funding this shortfall with TIRCP funds as this would be an eligible TIRCP project cost.

Additionally, SBCTA is allocating the maximum amount allowed for administration of the SB125 funds, which is $2,591,912. Fiscal Year 2023/2024 is a one-time opportunity for the allocation of these funds to support the management and reporting requirements of this program. SBCTA recommends the allocation of the maximum amount as the funds can be reallocated to other projects in the future if they are not needed for this purpose.

3. SUMMARY EXCEL TABLE BY PROPOSED USE AND FISCAL YEAR

RTPA	Implementing Agency	Project	Fund Source	Capital	Operating
				FY23-24	**FY23-24**
SBCTA	SBCTA	SB 125 Adminsitration	ZETCP (PTA)		$2,591,912
SBCTA	SBCTA	Metrolink Station Accessibility Improvement Project Phase II	TIRCP	$3,170,910	
SBCTA	SBCTA	DMU to ZEMU Vehicle Conversion	TIRCP	$4,453,000	
SBCTA	SCRRA	Metrolink San Bernardino Line Double Track Lilac to Sycamore	TIRCP	$16,510,000	
Grand Total				**$24,133,910**	**$2,591,912**

4. DETAILED PROJECT DESCRIPTIONS

i. Metrolink Station Accessibility Improvement Project Phase II

SB 125 Allocation Package – Project Details

Project Type:	New TIRCP Project	Date:	12/29/2023
Implementing Agencies:	San Bernardino County Transportation Authority		
Project Title:	SBCTA Metrolink Station Accessibility Improvement Project Phase II		

Project Manager/Contact	Phone	E mail Address
Juan Lizarde, Project Manager	909-884-8276	jlizarde@gosbcta.com

Summary of Project Scope

Phase II of the Metrolink Station Accessibility Improvement Project will construct additional bicycle and pedestrian improvements surrounding five San Bernardino County Metrolink stations in order to extend the catchment areas of each station. Existing conditions in these locations include sidewalk gaps, disconnected bike lanes, barriers such as highway/railroad crossings, and lack of wayfinding signs. The project scope includes individual projects at each station that were thoughtfully and collaboratively pulled into a logical, achievable package based on improvements to transit/bicycle/pedestrian connectivity and safety. These improvements include the following at each station:

1. **Montclair Station** – Class II bike lanes, crosswalks, sidewalks, and wayfinding signage on Fremont Avenue between Moreno Street and Arrow Highway and on Arrow Highway between Monte Vista and Central. Restroom signs at the Pacific Electric Bike Trailhead.
2. **Upland Station** – Pedestrian automated crossing gates at railroad tracks on Euclid Avenue and "A" Street. Enhanced crosswalks at six intersections along North 1st, 2nd, and 3rd Avenues at Arrow Highway and D Street and at three crosswalks along South 1st Avenue at C Street, 9th Street, and A Street. Pedestrian path along the Pacific Electric Bike Trail between Euclid Avenue and Campus Avenues.
3. **Rancho Cucamonga Station** – The "6th Street Cycle Track", a protected Class IV bike lane on 6th Street between Haven Avenue and Rochester Avenue.
4. **Fontana Station** – Sidewalks along Wheeler, Newport, Emerald, and Ceres Avenues Merrill Avenue and Ceres Avenue. Buffered bike lanes and colored bike trail on Arrow Avenue.
5. **San Bernardino Depot Station** – Class II bike lanes on Mount Vernon Avenue from 3rd Street to 7th Street and on 7th Street from Medical Center Drive to Mount Vernon Avenue, serving Ramona-Alessandro Elementary School and Santa Fe Depot. Extents don't make sense.

These stations are on the San Bernardino Line which is the most heavily traveled commuter rail line on the Southern California System and most of these stations are located adjacent to the downtown areas of the respective city. The foundation for this package of projects began in 2011 with the initiation of the study Improvement to Transit Access for Cyclists and Pedestrians (Access to Transit Report) with successful completion of Phase I projects in 2019. The project improvements included in Phase II will help expand bicycle and pedestrian access within these transit corridors.

Because these projects span five jurisdictions, it was determined that SBCTA would be an appropriate lead agency for project construction resulting in more efficient management of grant funds. The proposed projects were selected out of the larger pool of projects as offering the greatest benefit for cost-effective access, safety improvements and deliverability, along with investment to promote economic growth in these station areas with both direct and indirect benefit to the five disadvantaged communities.

1. Is this for an existing TIRCP project? If yes, please explain the reason for additional funds being needed and skip #2, 3, and 4.	☐ Yes ☒ No

2. Greenhouse Gas Reduction Benefits

Estimates from the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* show a 0.001% reduction in GHG emissions as a result of project improvements. Furthermore, the project is expected to generate 882 new transit trips annually, resulting in a further **reduction in GHG of 372 metric tons CO_2 equivalent**.

3. Expected Project Benefits (Ridership)

Estimates from the SBTAM travel demand model indicate a positive relationship between increased sidewalk/bike lane density and transit ridership. For every 1 percent increase in sidewalk or bike lane density in the area immediately surrounding a high-quality transit station, transit ridership increases by 0.05 percent and 0.15 percent, respectively. For the Metrolink Station Accessibility Improvement Project, this corresponds to a **forecasted annual ridership increase of 882 riders across all six stations,** with ridership increases highest at the Fontana and San Bernardino stations. Note that the minimal increase in sidewalk coverage as a result of the project does not have any significant impact on ridership.

Station	Current Annual Ridership (FY23)	Existing Station Area Bike Lane Miles	Proposed Station Area Bike Lane Miles	Change in Bike Lane Mileage	% Change in Bike Lane Mileage	Forecasted Annual Ridership	Net Change in Ridership
Montclair	61,792	3.14	3.14	-	0%	61,792	-
Upland	65,864	14.45	14.95	0.5	3%	65,867	3
Rancho Cucamonga	114,000	20.02	21.92	1.9	9%	114,016	16
Fontana	103,543	3.56	16.56	13	365%	104,110	567
San Bernardino Depot	100,486	1.02	3.02	2	197%	100,782	296
TOTAL	**445,685**	**42.19**	**59.59**	**17.4**	**41%**	**446,567**	**882**

Source: SBTAM, BART Ridership Model (2019), Caltrain Station Management Toolbox (2019), Longitudinal Study of Bike Infrastructure Impact on Bike Share System Performance in New York City (2019).

4. Explanation of project benefits to disadvantaged communities, low income communities, or low income households as defined by SB 535 and AB 1550.

All of the project sites included in the this project package fall within SB 535 Disadvantaged Communities (2022) designated Census Tracts. Currently, bike infrastructure in San Bernardino County is primarily located in affluent neighborhoods, not adjacent to existing transit stations. The Project aims to bridge this gap by establishing bike and pedestrian connections that link existing infrastructure to transit hubs and disadvantaged communities. By improving access to transit stations, using transit for trips becomes easier, primarily benefitting transit dependent households (e.g. households without vehicles). This will help support access to employment and education opportunities in the broader region, while also improving safety along streets in disadvantaged communities.

Station	Appx. Share of Station Area Designated as SB 535 Community	Households In Station Area without Any Vehicles
Montclair	70%	Station Area Census Block Groups: 10% Citywide: 4.7%
Upland	95%	Station Area Census Block Groups: 17% Citywide: 2.7%
Rancho Cucamonga	100%	Station Area Census Block Groups: 3% Citywide: 3.6%
Fontana	95%	Station Area Census Block Groups: 23-28% Citywide: 2.8%
San Bernardino Depot	100%	Station Area Census Block Groups: 27-56% Citywide: 7.8%

**Station area defined as 1 mi. from Metrolink station. Sources: SBCTA Active San Bernardino Open Data Portal, 2023; US EPA Smart Locations Database, 2023; US Census Bureau, American Community Survey Data, 2022.*

Project Schedule and Milestones	Proposed Completion Date	Status
PA/ED	12/06/21	Completed
Begin Design	12/02/20	Completed
Ready to List	07/05/23	Completed
Construction Award	01/03/24	Pending
Notice to Proceed	01/15/24	Pending
End Construction	01/15/25	Pending
Project Closeout	06/15/25	Pending

Total Project Costs ($1,000s)					
Phase	**TIRCP**	**Local***	**ATP Cycle 4**	**TDA Article 3**	**Total**
Project Management	$ -	$ 303.967	$ -	$ -	$ 303.967
Design	$ -	$ 711.507	$ -	$ -	$ 711.508
Construction	$ 3,170.910	$ 6,132.000	$ 6,132.000	$ 384.945	$ 10,197.418
Total	**$ 3,170.910**	**$ 1,525.037**	**$ 6,132.000**	**$ 384.945**	**$ 11,212.892**

Local Costs ($1,000s)*						
Phase	**Montclair**	**Upland**	**Rancho Cucamonga**	**Fontana**	**San Bernardino**	**Total**
Project Management	$ 92.070	$ 100.170	$ -	$ 93.727	$ 18.000	$ 303.967
Design	$ 92.070	$ 223.170	$ 202.094	$ 194.173		$ 711.508
Construction	$ -	$ 123.000	$ 286.117	$ 100.446		$ 509.563
Total	**$ 184.140**	**$ 446.340**	**$ 488.211**	**$ 388.346**	**$ 18.000**	**$ 1,525.037**

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SB 125 Allocation Package – Project Details

Project Type:	Existing TIRCP Project (Cycles 3 and 6)	**Date:**	12/29/2023
Implementing Agencies:	San Bernardino County Transportation Authority		
Project Title:	DMU to ZEMU Vehicle Conversion		

Project Manager/Contact	Phone	E-mail Address
Joy Buenaflor, Project Manager	909-884-8276	jbuenaflor@gosbcta.com

Summary of Project

San Bernardino County Transportation Authority (SBCTA) was awarded $30 million in April 2018 under Cycle 3 of the Transit and Intercity Rail Capital Program (TIRCP) for the DMU to ZEMU Project (Project). SBCTA was awarded an additional $15.772 million TIRCP General Fund Augmentation award for the full project scope under the existing TIRCP Projects Leveraging Federal and Local Funds Reserve to cover cost increases caused by the nature of this research and development project combined with capital costs that have increased from inflation and supply chain issues. As SBCTA is moving into infrastructure construction and testing there continue to be cost increases and need for additional TIRCP funding across all components of the project. For example, the recent Maintenance Facility Retrofit award was 50% higher than the engineer's estimate, and an anticipated grant award for an increase to the testing costs did not materialize. SBCTA is requesting an additional $4.453 million in TIRCP funding to supplement an allocation of State of Good Repair funds to cover cost increases as shown in the table below:

Cost Increase since Cycle 6 TIRCP Award (1,000s)

PROJECT COMPONENT	ESTIMATE AT CYCLE 6	CURRENT ESTIMATE	INCREASE SINCE TIRCP AWARD
Vehicle Procurement	$24,228	$26,749	$2,521
Research and Development (including design fees, regulatory requirements and testing and commissioning)	$10,459	$10,683	$224
Vehicle Conversion (Including Facility/Station modification as required)	$13,971	$16,949	$2,978
Contingency	$4,556	$5,842	$1,286
TOTAL	$53,214	$60,223	$7,009

This innovative research and development project was awarded funding to procure and convert a Diesel Multiple Unit (DMU) passenger rail vehicle to a low- or zero-emissions vehicle (ZEMU) rail vehicle which will be tested and deployed on the Redlands Passenger Rail Project (Arrow) corridor. This important Project will accelerate the transit industry's efforts to transition from diesel-powered rail vehicles to zero emissions vehicles by converting a DMU to a ZEMU vehicle that can run intermixed with locomotivehauled coaches and freight on existing heavy rail infrastructure, providing a higher level of flexibility to run zero emissions service on many existing freight/passenger rail lines across the nation.

4. DETAILED PROJECT DESCRIPTIONS

iii. Metrolink San Bernardino Line Double Track Lilac to Sycamore

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SB 125 Allocation Package – Project Details

Project Type:	New TIRCP Project	**Date:**	12/29/2023
Implementing Agencies:	Southern California Regional Rail Authority		
Project Title:	Metrolink San Bernardino Line Double Track Lilac to Sycamore		

Project Manager/Contact	**Phone**	**E-mail Address**
Victor Lopez, Project Manager	909-884-8276	vlopez@gosbcta.com

Summary of Project

The Metrolink San Bernardino Line (SBL) Double Track Lilac to Sycamore Project (Lilac-Sycamore Project) is an essential part of Metrolink's SCORE program, an ambitious capital program that will upgrade Metrolink's system in time for the 2028 Olympic and Paralympic Games. Several SCORE projects are already underway under a first phase of funded improvements. The proposed project is part of a second phase and represents the most critical 0.7 miles of a double track improvement out of a three-mile double track project from CP Lilac to CP Rancho that was environmentally cleared in 2018. The proposed Lilac-Sycamore Project includes four at-grade crossings, quiet zone-ready safety enhancements, and significant improvements at Metrolink's Rialto Station. This includes a second platform on the south side of the tracks, along with a pedestrian underpass.

Simulations by SCRRA indicate that the benefits to Metrolink train operations will be two-fold: 1) two minutes of reduced train travel time and 2) improvements in reliability, by virtue of enhanced operational flexibility (e.g., disabled or delayed trains can be more easily bypassed). This will result in 10 new trains (five new round trips) to be implemented in 2029 when the Project is fully operational. The Project delivers corresponding increases in ridership throughout the system and reduced vehicle miles traveled (VMT) and greenhouse gas emissions (GHGs), as a portion of auto drivers shift to taking the train. The project will also add station and gate coordination technology to enable the gates on Riverside Avenue and Willow Avenue to stay up while trains are boarding at the Rialto Metrolink station adjacent to downtown in the city of Rialto. This will reduce delays to traffic that must wait an additional time while the train is held for boardings at the station, particularly on Riverside Avenue, where traffic volumes are heavy, and queues can be long. The addition of the second platform will improve convenience for riders as well, by making the station more accessible and feel less crowded, enabling directional boarding.

The project will also bring all grade crossings within the project limits up to the standards of the SCRRA's current grade crossing safety standards, which will make this segment quiet-zone ready. Quiet zones can be implemented when a sufficient length of track and their at-grade crossings can meet Federal Railroad Administration specifications. The Metrolink SBL is not yet at that stage, but every crossing that can be made quiet-zone ready will make that day more possible.

New pedestrian/bicycle accessibility features include:

- Upgraded or new sidewalks at rail crossings
- ADA accessible tunnel access
- Pedestrian gates
- New signage and station layout

In addition, the station and gate coordination technology will reduce gate down time by 1.5 minutes for every train that stops at Rialto Station, estimated to total 174 minutes per day. This decreases the idling time for roadway vehicles on Willow Ave. immediately west of the station and on Riverside Ave. immediately east of the station, a significant truck corridor. This will reduce delays, emissions, and GHGs. Currently, the Metrolink SBL serves 30 Metrolink trains per day (38 trains pre-pandemic), along with 8 BNSF freight trains, but this will increase to up to 58 trains with the completion of SCORE. This project is the last project needed on the San Bernardino Line to facilitate 30-minute service in the peak direction all day without a time penalty**.** Once constructed, this project will provide for increased service reliability, support future expansion of service, and make it more feasible to run peak-hour express service as stipulated by the Metrolink Strategic Business Plan (2021).

Project Schedule and Milestones	Proposed Completion Date	Status
PA/ED	10/03/18	Completed
Begin Design	07/01/24	Pending
Ready to List	02/16/26	Pending
Construction Award	01/15/27	Pending
Notice to Proceed	02/15/27	Pending
End Construction	01/30/29	Pending
Project Closeout	03/30/30	Pending

Total Project Costs (1,000s)						
Phase	SB125 TIRCP	PTMISEA	MEASURE I	STA	STIP	Total
PA/ED	$ -	$ 1,584.690	$ -	$ 738.132	$ -	$ 2,322.822
PS&E	$ -	$ -	$ 4,455.000	$ 6,485.000	$ -	$10,940.000
ROW	$ -	$ -	$ -	$ 460.000	$ -	$ 460.000
Construction	$16,510.000	$ -	$ -	$ -	$56,348.000	$72,858.000
Total	$16,510.000	$ 1,584.690	$ 4,455.000	$ 7,683,132	$56,348.000	$86,580.822

1. Is this for an existing TIRCP project? If yes, please explain the reason for additional funds being needed and skip #2, 3, and 4.	☐ Yes ☒ No

2. Greenhouse Gas Reduction Benefits

The Lilac-Sycamore Project reduces 255,497 $MTCO_2e$ over its 50-year project life

The Project reduces GHG from three sources:

- Increased ridership (and decreased VMT) based on 10 new train trips per day
- An incremental increase in ridership due to the combination of quick trips and an increase in on-time performance
- Reductions in train operating time, which reduces fuel consumption

A detailed description of the GHG and criteria pollutant emission reductions that the Lilac-Sycamore Project will provide, as calculated by the CARB TIRCP GHG Calculator Tool, is presented in Appendix E, Benefit Calculations and Methodology.

3. Expected Project Benefits (Ridership)

The Lilac-Sycamore Project attracts 29.4 million net new riders over its 50-year project life

The Project increases ridership in two ways. First, by increasing rail service frequency with 30-minute, bi-directional travel in the shoulders of the morning and evening peaks, and then by decreasing average trip times by 2.4 minutes and increasing on-time performance by approximately 8.5%.

This ridership estimate is supported by SBL corridor planning and policies that have been developed in a range of jurisdictions, including SBCTA. Along with the State of California and CalSTA, SCRRA, SBCTA and the City of Rialto recognize the important synergies between sustainable growth, housing affordability, and improved and integrated public transportation options. The anticipated growth in the SBL Station Cities coupled with the transit-oriented design factors being implemented by these cities provides additional support for needed commuter rail service in these areas.

4. Explanation of project benefits to disadvantaged communities, low-income communities, or low-

Looking at areas within ½ mile of Rialto Station, which is where significant passenger amenities and improved access to the SBL occur, 100% of TIRCP investments are in census tracts that are designated as SB 535 disadvantaged community tracts as well as AB 1550 Low-Income tracts, and Low-Income Buffer tracts. The residents of these tracts will benefit from the project in the following ways:

- Improvement in Metrolink service, with the ultimate goal of 30-minute service throughout the day, enabled in part by the Lilac-Sycamore Project. Transit accessibility enables those in disadvantaged communities (many of whom do not have access to personal vehicles) to gain access to job and education opportunities and community services.
- Improved station accessibility and safety, with the additional platform and pedestrian underpass.
- Safety improvements for local pedestrians and cyclists at grade crossings.
- Reduction of gate down time on Willow and Riverside Avenues, reducing local vehicle delays.
- Improvements to grade crossings to make them quiet-zone ready for the future. The improvements to grade crossings from Lilac to Sycamore should be considered another building block toward a day when enough crossings will be ready for actual implementation of quiet zones over broad stretches of the SBL. Careful coordination and preparation is needed with Metrolink train operations before quiet zones can actually be implemented. This is the time to make these improvements most cost-effectively.

5. Project location and transit connectivity.

The Lilac-Sycamore Project straddles Rialto Station on the Metrolink San Bernardino Line. The Rialto station is immediately adjacent to, and south of, downtown Rialto. See Figure 1 for Project location relative to the Metrolink commuter rail system and Figure 2 for an aerial view of the Project location.

Figure 1. Metrolink San Bernardino Line: Lilac-Sycamore Project Location Map

Figure 2. Lilac-Sycamore Project Area – Oblique Aerial View

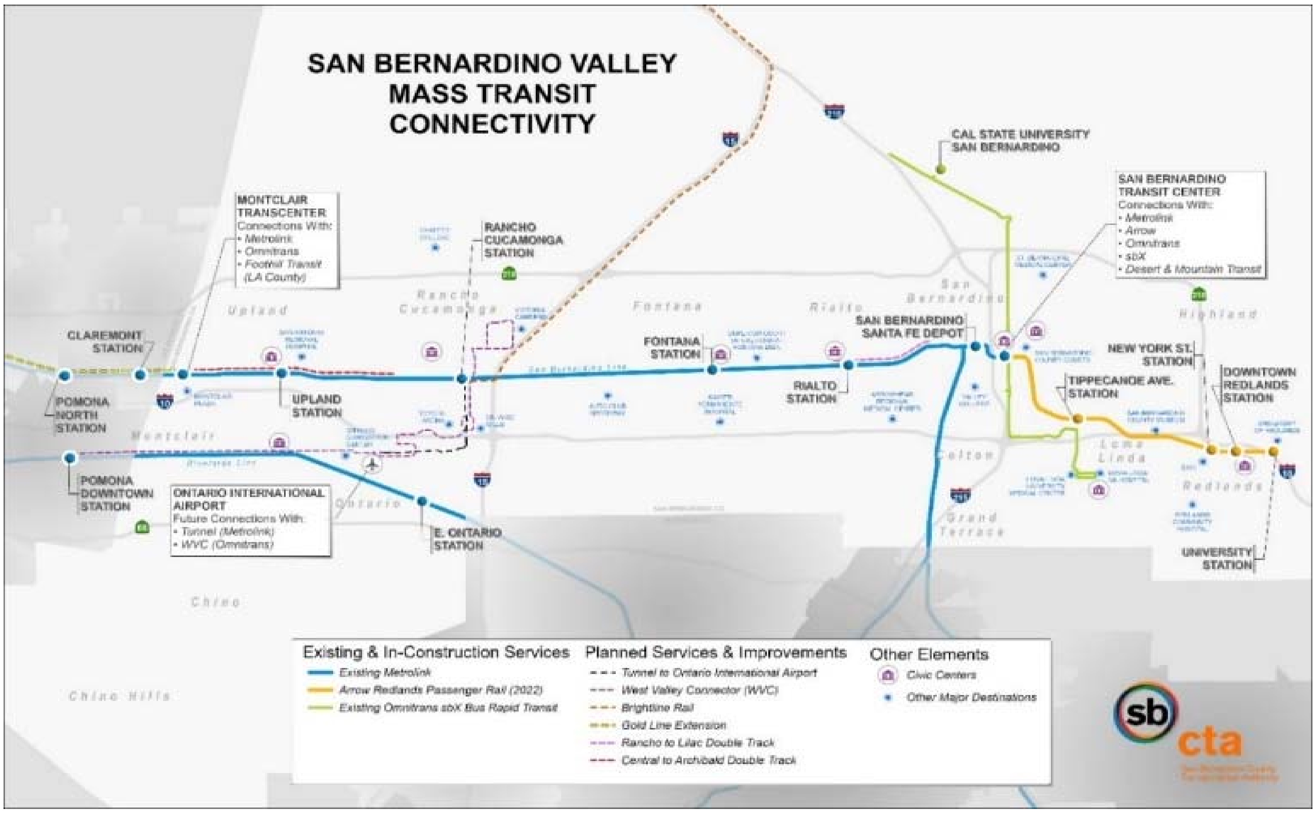
At the local level, bus connections to Metrolink stations are a critical part of building accessibility. For example, Omnitrans Route 22 runs north-south on Riverside Avenue and makes key connections between the Metrolink station and destinations such as Arrowhead Regional Medical Center to the south along with grocery stores and shopping facilities such as Renaissance Marketplace to the north, and major employers such as Amazon. Route 15, running east-west, connects the Rialto station with additional Rialto destinations. See Figure 3 for an excerpt from the Omnitrans system map for Route 22 and local destinations it serves.

Figure 3. Destinations along Route 22

It is also helpful to better understand how the Lilac-Sycamore Project fits into the emerging transit vision for our county and how it provides important connectivity to the regional system. In other words, where SBCTA and SCRRA are headed in providing a greater level of connectivity and accessibility for our residents and businesses as well as for the greater

Southern California system. See Figure 4 for reference. The Rialto station can be seen as a dot on the east-west blue line (SBL) to the right of center on the graphic. Although San Bernardino County is generally considered a suburban county within Southern California, the San Bernardino Valley, which lies immediately east of Los Angeles County, is steadily densifying. And although the unfamiliar observer may see warehouses and logistics facilities dominating some of the landscape, significant transit corridors are also emerging. The development of these corridors began with the initiation of regional Metrolink service in 1991. The San Bernardino Line is the most heavily used line on the Metrolink system, with almost 11,000 boardings per day (prior to the pandemic) and average trip distance of almost 40 miles. There are seven stations on this line in the San Bernardino Valley, which has now grown to eleven stations of mixed Metrolink/hybrid rail service with completion of the 9-mile Redlands Passenger Rail Project as of October 2022, being operated by SCRRA. There is also one Metrolink station on the Riverside Line near Ontario International Airport and several others in the surrounding counties.

Figure 4. Overview of the transit vision for San Bernardino Valley

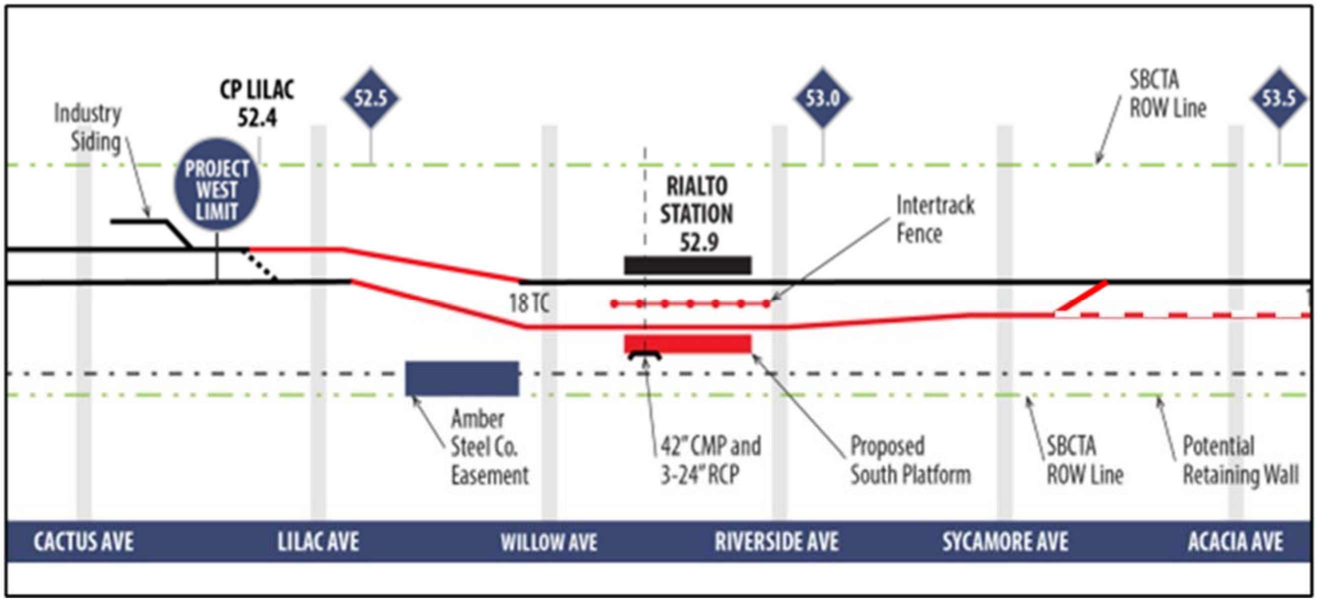


The theme of SBCTA's and SCRRA's program for growing the transit system is "network connectivity," both internally within San Bernardino County and together with connections to the regional Metrolink system, as well as local transit. Growing a critical mass of transit and alternative mode networks, together with rail and bus initiatives supporting land use, leads to a more resilient and effective transportation system overall. SBCTA and its local and transit agency partners have set a course to build a robust rail and bus transit network, with first/last mile linkages, that connect some of the primary centers of activity within our county and beyond. Current efforts include a shuttle in downtown San Bernardino connecting rail and bus passengers to major employers, as well as another shuttle in Rancho Cucamonga connecting rail and bus passengers to the Ontario International Airport, both of which are operated by Omnitrans.

Future connections include a tunnel connecting the Cucamonga Station in Rancho Cucamonga to the Ontario International Airport using autonomous vehicles and Brightline high-speed rail, which will connect San Bernardino County to Las Vegas.

The proposed improvements for the Lilac-Sycamore project are shown in Figure 5 in solid red.

Figure 5. Project area improvements



6. Information on housing and employment density and planned/zoned/permitted housing density and land uses.

Riverside Avenue with its attractive, pedestrian-friendly character lined by local commercial businesses is a key asset for this downtown station area. The grid of streets, public facilities in the area including a City Hall, post office, library, police and fire departments, two elementary schools, a middle school and a park are also key assets, although some need improvements. A large part of the 1/2-mile station area, as shown in the aerial below, is older single-family residential with commercial uses concentrated on Riverside Avenue and industrial uses in the south and west of City Hall. The 1/4-mile area most accessible to the transit station primarily around City Hall has multiple small vacant sites ranging from 0.1 to 2.0 acres. Most of the area is zoned in the Specific Plan for non-residential uses although shown in the General Plan as mixed use. Figure 6 shows planned land uses in ½ mile radius of the Rialto Metrolink Station.

The Rialto Central Area Specific Plan, in proximity to the Metrolink Station, is a key planning tool for the City. See Figure 7. Like most cities in the State of California, Rialto is undergoing an update to the Housing Element of the City's General Plan, incorporating a response to the Regional Housing Needs Assessment (RHNA). Substantial effort has been undertaken to identify potential housing sites in six different "Opportunity Areas," including one in downtown Rialto (Opportunity Area 4). The Rialto Central Area Specific Plan is located in the City's downtown area along Riverside Avenue, north of Merrill Avenue, and south of Foothill Boulevard.

The Rialto Central Area Specific Plan intends to provide residential uses in conjunction with commercial uses to improve the economic vitality of the central area of Rialto. Currently, a variety of residential densities are permitted, in addition to commercial and office uses. Of the 107 acres within the Central Area Specific Plan, the City has identified a collection of parcels totaling 14 acres in the Downtown Rialto area as having potential for housing development at an increased density. The creation of a new overlay district, or similar policy strategy, permitting up to 48 dwelling units per acre (with an assumed density of 38 dwelling units per acre) applied to these parcels has the potential to result in 470 new housing units, including 255 housing units affordable to very low-/low-income households. These parcels identified as part of the Sites Analysis are either currently vacant or have the potential to be redeveloped to include housing units. The identified parcels meet the criteria required by AB 1397 for sites with the capacity to accommodate very low-/low-income units. Housing units in this area would be located near existing commercial businesses, the Civic Center and its green open spaces, as well as the Rialto Metrolink Station.

Figure 6. Planned land uses in ½ mile radius of Rialto Metrolink Station

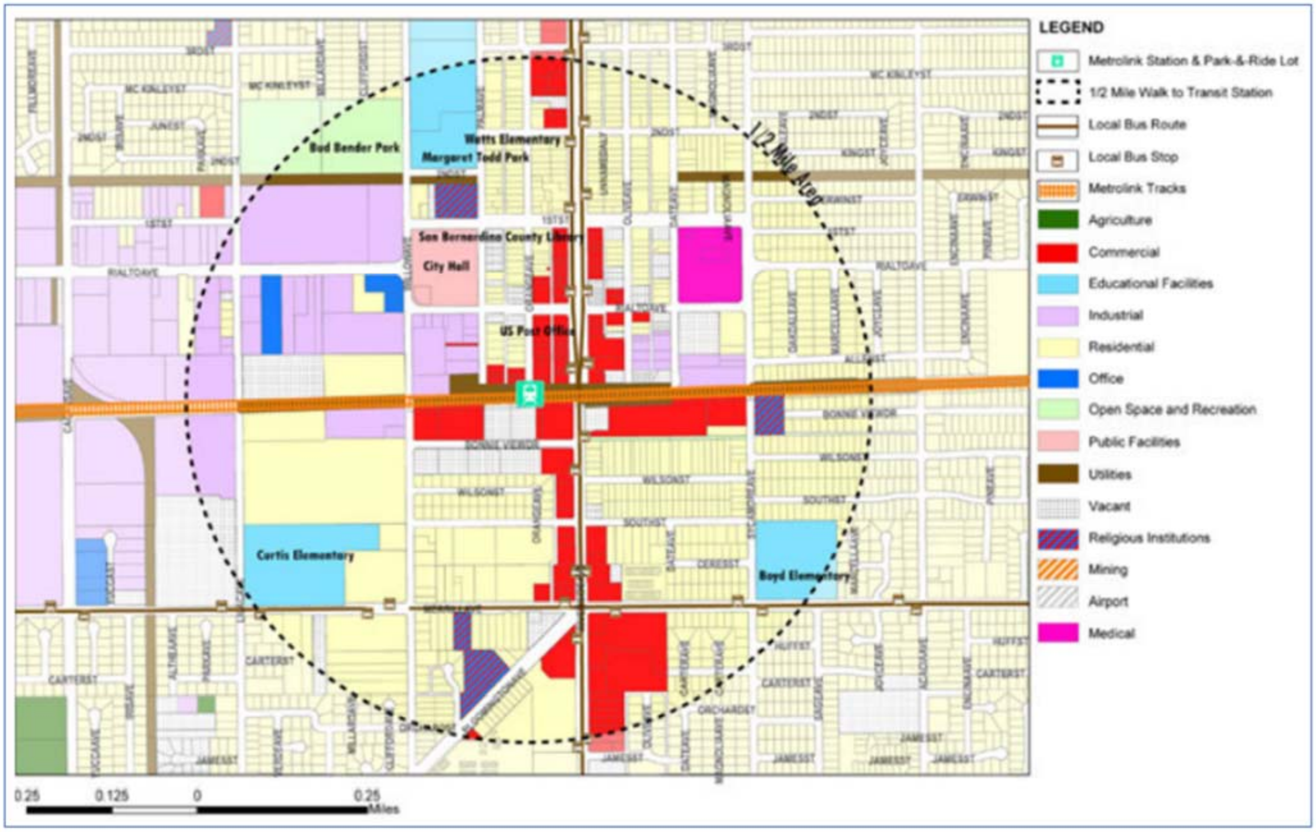


Figure 7. Rialto Central Area Specific Plan

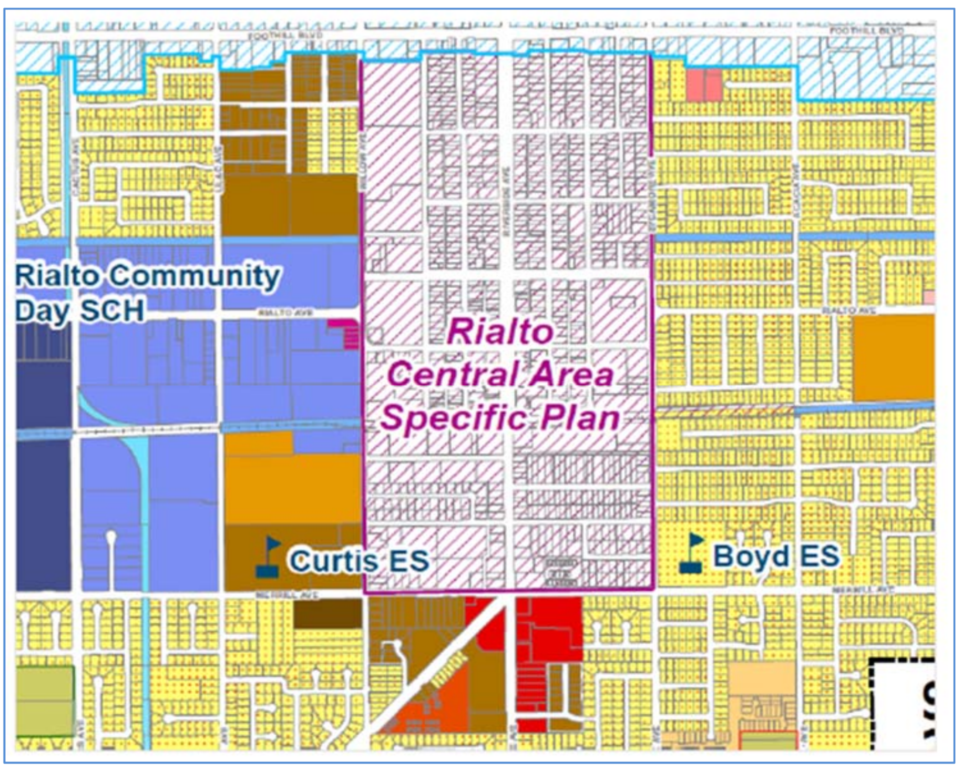


Figure 8 maps the sites identified within Opportunity Area 4 that can help accommodate a portion of the City's RHNA allocation. The aggregate of these sites represents the total 470 potential units in the Central Area Specific Plan. It should be further noted that site 306, immediately south of the Rialto Station is a site already being processed as mixed-use. While the market for office/commercial is limited at this time, higher density residential is an excellent fit for the Rialto Station area, and utility infrastructure already exists, and north-south Omnitrans bus service exists on Omnitrans Route 22 on Riverside Avenue.

Figure 8. Station area potential Regional Housing Needs Assessment allocation sites

7. Planned and existing active transportation infrastructure.

As can be seen in Figure 9, while there is an extensive bike network planned in the Project area, there is only an existing bike lane along Rialto and Cactus Avenues, which was constructed by SBCTA in the Metrolink Station Accessibility Phase I Project. There are also areas of missing sidewalks. The Lilac-Sycamore Project will provide new pedestrian/bicycle accessibility features that include:

- Upgraded sidewalks at rail crossings (Some of the sidewalks around these crossings are damaged, and some are missing altogether)
- Pedestrian gates (for safety with approaching trains - there are currently raised concrete medians, warning flashers, and gate arms to help channelize vehicular traffic; however, the crossings do not have gates or warning flashers for pedestrians and cyclists)
- ADA accessible tunnel access (will make it safer and easier for riders with mobility impairments to use the station) (See Figure 10.)
- New signage and station layout (will improve wayfinding and reduce confusion for riders)

Figure 9. Current and planned active transportation infrastructure

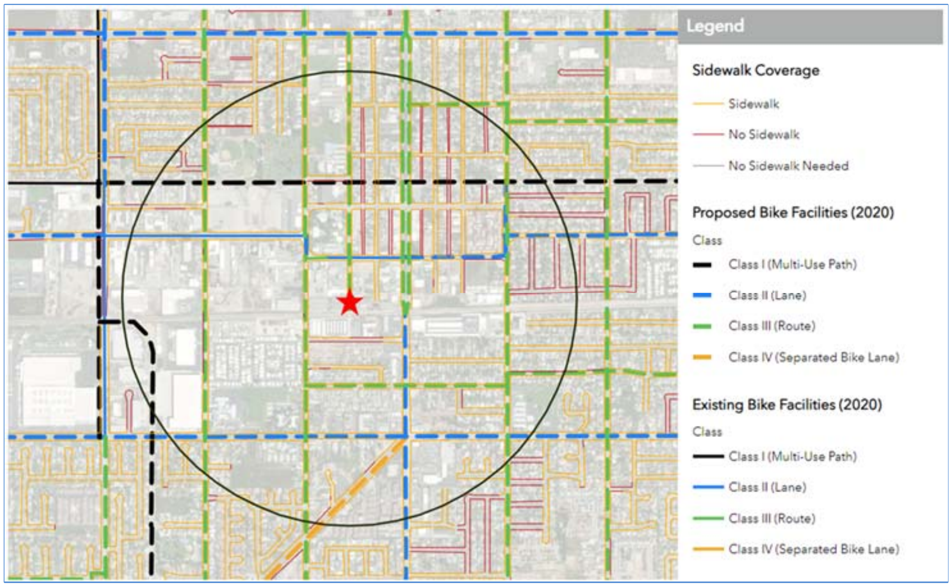


Figure 10. Rendering of proposed Rialto Station pedestrian underpass

5. REGIONALLY REPRESENTATIVE TRANSIT OPERATOR DATA AND OPPORTUNITIES FOR SERVICE RESTRUCTURING

Summary

i. Existing Fleet and Asset Management Plans by Transit Operator.
   a. Metrolink - **Included**
   b. Omnitrans - **Included**
   c. Victor Valley Transit Authority - **Included**
   d. Mountain Transit - **Included**
   e. Basin Transit Authority - **Included**
   f. City of Needles - **Included**

ii. Revenue Collection Methods and Annual Costs involved in Collecting Revenue for each Transit Operator and Regional Transportation Planning Agency involved, by payment instrument**. – Detailed information Included. Table included as an Overview of information requested.**

Transit Operator	Types of Fare Collection*	Revenue	Cost	Planned Capital
Metrolink	Cash, passes, credit cards, mobile pass	$ 31,257,252	$5,701,471	$3,100,000
Omnitrans	Cash, passes, mobile pass, credit cards at locations where passes are sold.	$9,603,663	$1,200,000	
VVTA	Cash, passes, mobile pass, credit cards at locations where passes are sold.	$5,054,896	$82,800	$150,000
Mountain Transit	Cash, passes, mobile pass, credit cards at locations where passes are sold.	$2,011,482	$86,720	
Basin Transit	Cash, passes, mobile pass, credit cards at locations where passes are sold.	$305,646	$103,200	
City of Needles	Cash, Passes	$30,488	TBD	

*Reports included will show free fare as all bus operators are currently providing free fare in their service areas.

iii. A statement of existing service plan and planned service changes through the end of 23-24 and schedule data in GTFS format. – **Detailed Information Included. Table included is an overview of information that was requested.**

Transit Operator	**Statement of existing service planned service changes through the end of FY 2023/24**	**Schedule of GTFS feed data**
Metrolink	Metrolink is operating at about 90% service levels from pre-Covid. No significant service changes are expected through the end of FY 23/24.	Services changes occur every April and October. GTFS feeds are updated within 1 to 2 days of the change.
Omnitrans	No significant service changes are expected through the end of FY 23/24	Omnitrans has service changes every January, May, and September. GTFS feed updates within 1 to 2 days.
VVTA	No significant service changes are expected through the end of FY 23/24	VVTA has service changes every October. GTFS feed updates within 1 to 2 days.
Mountain Transit	No significant service changes are expected through the end of FY 23/24	Agency does not have a set service change schedule, schedule updates occur about every year. GTFS feed updates within 1 to 2 days.*
Basin Transit	No significant service changes are expected through the end of FY 23/24.	Agency does not have a set service change schedule, schedule updates occur about every year. GTFS feed updates within 1 to 2 days.*
City of Needles	No significant service changes are expected through the end of FY 23/24	Agency does not have a set service change schedule, schedule updates occur about every other year. GTFS feed updates within 1 to 2 days.*

*SBCTA has a contract (in conjunction with RCTC) with Trillium to update the GTFS feeds for the small operators.

iv. Expenditures on Security and Safety Measures.

a. Metrolink - **Included**
b. Omnitrans - **Included**
c. Victor Valley Transit Authority - **Included**
d. Mountain Transit - **Not Applicable**
e. Basin Transit Authority – **Not Applicable**
f. City of Needles – **Not Applicable**