

## AGENDA

### Major Projects Committee

**October 11, 2012**

**9:00 a.m.**

#### Location:

**SANBAG Offices**

*The Super Chief Room*

**1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor**

**San Bernardino, CA 92410**

#### Major Projects Committee Membership

##### Chair

Dick Riddell, Mayor  
City of Yucaipa

Dennis Yates, Mayor  
City of Chino

Alan Wapner, Council Member  
City of Ontario

##### Vice-Chair

Michael Tahan, Council Member  
City of Fontana

Ed Graham, Council Member  
City of Chino Hills

L. Dennis Michael, Mayor  
City of Rancho Cucamonga

Neil Derry, Supervisor  
County of San Bernardino

Sarah Zamora, Mayor  
City of Colton

Pete Aguilar, Mayor  
City of Redlands

Josie Gonzales, Supervisor  
County of San Bernardino

Walt Stanckiewicz, Mayor  
City of Grand Terrace

Ed Scott, Mayor Pro Tem  
City of Rialto

Gary Ovitt, Supervisor  
County of San Bernardino

Larry McCallon, Mayor  
City of Highland

Pat Morris, Mayor  
City of San Bernardino

Janice Rutherford, Supervisor  
County of San Bernardino

Rhodes "Dusty" Rigsby, Mayor  
City of Loma Linda

Ray Musser, Mayor  
City of Upland

Paul M. Eaton, Mayor  
City of Montclair

*San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.*

*In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:*

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

*Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.*

San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency

**Major Projects Committee**  
**October 11, 2012**  
**9:00 a.m.**

**LOCATION:**  
**Santa Fe Depot**  
*The Super Chief Room*

1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino

CALL TO ORDER – 9:00 a.m.  
(Meeting chaired by Mayor Dick Riddell.)

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements
- IV. Agenda Notices/Modifications – Nessa Williams

**1. Possible Conflict of Interest Issues for the SANBAG Major Projects Meeting of October 11, 2012. Pg. 8**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minutes summary for each month.

**Consent Calendar**

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

**2. Major Projects Attendance Roster Pg. 13**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

***Notes/Action***

3. **Construction Contract Change Orders to on-going SANBAG Construction Contracts with Pacific Restoration Group, Inc., Diversified Landscape Company, KASA Construction, Inc., Skanska/Rados Joint Venture, C.C. Myers, Inc., Ortiz Enterprises, Inc., Beador Construction Company, Skanska, and Riverside Construction, Inc.** Pg. 17

Review and ratify change orders. Garry Cohoe

### Discussion Calendar

#### Administrative

4. **Amendments to Policies 10000, 10002 and 10005 and creation of a new Policy related to changing the Major Projects Committee to a Board of Directors Study Session for Metro Valley Issues** Pg. 20

That the Committee review the policy amendments and new policy provided by staff, provide direction, and recommend for approval by the Board of Directors. Duane A. Baker

#### Transportation Fund Administration

5. **Proposition 1B State-Local Partnership Program Allocation to Valley Region Projects** Pg. 22

That the Committee recommend the Board:

1. Allocate \$4,095,226 Proposition 1B State-Local Partnership Program Funds to the Downtown San Bernardino Passenger Rail Project.
2. Approve prioritized back-up list of eligible projects for any programmed Proposition 1B State-Local Partnership Program Funds that become available:
  - a. Laurel Street Grade Separation
  - b. Glen Helen Parkway Grade Separation
  - c. Palm Avenue Grade Separation
  - d. I-15/Baseline Road Interchange
  - e. Vineyard Avenue Grade Separation
  - f. South Milliken Avenue Grade Separation

Andrea Zureick

**6. Interstate 215 Barton Road Interchange Project Cooperative Agreement and Reallocation of Federal Idle Earmark Funds** Pg. 26

That the Committee recommend the Board:

1. Approve Funding Summary No. 2 to Cooperative Agreement No. C12212 with California Department of Transportation for the I-215 Barton Road Interchange Project to include \$2.48 million of federal Section 112 and Section 115 earmark funds, to reduce State Transportation Improvement Program funds by \$3.34 million, and to increase Measure I Freeway Program funds by \$0.86 million.
2. Recognize \$1.98 million of federal Section 112 earmark funds made available through the idle earmark process as a revenue-neutral exchange between the Mountain/Desert and Valley regions and remove \$1.98 million of Surface Transportation Program funds planned for the construction phase of the I-215 Barton Road Interchange Project.
3. Allocate \$1.98 million Surface Transportation Program funds removed from the I-215 Barton Road Interchange Project to the City of Needles' I-40/Arizona-95 Interconnect Project, which was the original designated project for the Section 112 earmark funds. **Andrea Zureick**

**Project Delivery**

**7. Interstate 215 Landscaping Presentation** Pg. 34

Receive presentation on the planned landscaping concept for the Interstate 215 (I-215) corridor through the City of San Bernardino. **Garry Cohoe**

**8. Program Management Services for SANBAG's Major Projects Program.** Pg. 36

That the Committee recommend the Board authorize staff to negotiate a three-year extension to the current Program Management Contract No. C09124 with Parsons Transportation Group (PTG). **Garry Cohoe**

**9. Hunts Lane Grade Separation Budget Amendment** Pg. 40

That the Committee recommend the Board approve a budget amendment for Task No. 0870 for the Hunts Lane Grade Separation project to increase California Public Utilities Commission (CPUC) funds by \$2,500,000 and decrease the Traffic Congestion Relief Program (TCRP) funds by \$1,100,000; decrease the Demonstration High Priority Program (DEMO) funds by \$400,000; and decrease the Project National and Regional Significance (PNRS) funds by \$1,000,000 for a net overall task budget change of zero dollars. **Garry Cohoe**

**10. Laurel Street Grade Separation Project Fiscal Year (FY) 2012/2013 Budget Amendment Pg. 42**

That the Committee recommend the Board approve a budget amendment to the FY 2012/2013 budget for Task No. 0884 as follows:

- Increase the Traffic Congestion Relief (TCRP) allocation by the amount of \$9,290,073.
- Reduce the Measure I Valley Major Street Bond Funds allocation by the amount of \$7,577,084.
- Reduce the Measure I Valley Major Street allocation by the amount of \$1,712,989. **Garry Cohoe**

**11. Cooperative Agreement for Dunlap Avenue Storm Drain with the City of Yucaipa Pg. 44**

Recommend that the Board approve Cooperative Agreement No. C13047 with the City of Yucaipa for the Dunlap Avenue Storm Drain Project between 17<sup>th</sup> Street and 18<sup>th</sup> Street which defines roles and responsibilities for SANBAG and the City of Yucaipa for the design, procurement, and construction of this project. **Garry Cohoe**

**12. Environmental permit mitigation fees for the Interstate 215 (I-215) Bi-County High Occupancy Vehicle (HOV) Gap Closure and the Newport Road Overcrossing Project Pg. 55**

That the Committee recommend the Board authorize payment to the Santa Ana Watershed Authority (SAWA) for mitigation requirements of the U.S. Army Corps of Engineers (ACOE) Section 404 Nationwide Permit and the Santa Ana Regional Water Quality Control Board (SARWQCB) Section 401 Water Quality Certification, of an amount not to exceed \$97,500.  
**Garry Cohoe**

**Public Comments**

**Additional Items from Committee Members**

**Director's Comments**

**Brief Comments by General Public**

**Closed Session**

**No. 1 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**

Property: APN 0160-241-57 & 0160-241-58, Colton, CA 92324  
Agency Negotiator: Garry Cohoe  
Negotiating parties: Thomas Hayward  
Under Negotiation: Price and terms of payment for easements  
Pursuant to Government Code section 54956.8

**No. 2 CONFERENCE WITH REAL PROPERTY NEGOTIATORS**

Property: APN 0160-241-65, Colton, CA 92324  
Agency Negotiator: Garry Cohoe  
Negotiating parties: Rod Foster, City of Colton  
Under Negotiation: Price and terms of payment for fee title  
Pursuant to Government Code section 54956.8

**Additional Information**

**Acronym Listing**

**Pg. 58**

**ADJOURNMENT**

**The Next Major Projects Committee Meeting:**

**November 15, 2012**

Complete packages of this agenda are available for public review at the SANBAG offices and our website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov). Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

## 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**

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or 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's telephone number is (909) 884-8276 and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino and our website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov).

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested 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 by two-thirds vote of the Board of Directors.

**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 Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may 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. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address 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 Chair 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.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

**Disruptive 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 Chair 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 conduct includes 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, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

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

**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 Vote as specified in the 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. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

**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 maker of the original motion is asked if he would like to amend his 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 not addressed until after a vote on the first motion.
- 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 require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee 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*



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM     1    

**Date:** October 11, 2012

**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 SANBAG Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
3-A	C11105	Pacific Restoration Group <i>John Richards</i>	Hi-Way Safety Ayala Boring JFL Electrical, Inc.
3-B	C11169	Diversified Landscape Company <i>Vicki Moraliz</i>	Global Environmental T.E. Roberts Crosstown Electrical & Data

\*

	<p><i>Approved</i>          Major Projects Committee</p> <p>Date: <u>October 11, 2012</u></p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG		CTC	X	CTA	X	SAFE		CMA	
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Check all that apply.  
 BRD1210z-gc

3-C	C12098	KASA Construction, Inc. <i>Sam Kasbar</i>	Quality Hydroseed Turbo Mulch
3-D	C09196	Skanska/Rados Joint Venture <i>Chad Mathes</i>	All American Asphalt Anderson Drilling CGO Construction Chrisp Company Coffman Specialties Cleveland Wrecking CMC Fontana Steel D C Hubbs Dywidag-Systems Int. Elmore Pipe Jacking Foundation Pile Inc. Gerco Contracting Giken America Corp. Robert B. Longway Malcolm Drilling Co, Inc. Merli Concrete Pumping Modern Alloy MSL Electric Inc. Olivas Drilling Pacific Restoration Group Penhall Pomeroy Reycon Construction, Inc. Southwest V-ditch Statewide Safety & Sign Steve Bubalo Construction Valley Concrete Placing, Inc. VP Vertical Earthwork
3-E	C10007	C.C. Myers Inc. <i>Daniel E. Himick</i>	DC Hubbs Precision Survey Power Plus Moore Electrical Statewide Cruco Paving Diversified Landscape

3-E (Cont.)	C10007	C.C. Myers Inc. <i>Daniel E. Himick</i>	La Londe RMA Pavement Recycling Systems CMC Rebar Kirby Cal Stripe Top of Line Sweeping Harber Companies CGO Construction Concrete Coring Jo Jo trucking Riley Trucking G & F Concrete Cutting SRD Engineering Cooper Engineering Pipeline Calmex Engineering Gwinco CTM Construction Asher Avar Competitive Edge Engineering Hyatt Development Coral Construction Blue Iron Fisk K & B Boring Custom Rock Cross-town Electrical and Data Dorado & Dorado Goss Construction Dywidag Systems Construction Rock Structures VT Electric Wilson Bros Trenching AC Dike Co.
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3-E (Cont.)	C10007	C.C. Myers Inc. <i>Daniel E. Himick</i>	Alcorn Fence Amber Steel EBS utilities Jezowski and Arkey Constructors Penhall Company
3-F	C12196	Ortiz Enterprises, Inc. <i>Patrick Ortiz</i>	A.C. Dike Company ACL All America Asphalt CGO Construction Company, Inc. Chrisp Company Cindy Trump, Inc. Coral Construction Company DC Hubbs Company Diversified Landscape Company EBS General Engineering, Inc. Foundation Pile, Inc. Hard Rock Equipment High Light Electric, Inc. Integrity Rebar Placers KEC Engineering Malcomb Drilling Company R.J. LaLonda, Inc. SRD Engineering Statewide Traffic Safety & Signs
3-G	C10190	Beador Construction <i>David Beador</i>	Cooper Engineering Cal-Stripe CGO Construction Bay Area Drill Golden State Boring United Steel Placers Diversified Landscape DC Hubbs Competitive Edge Electrical Murphy Industrial Coatings Sun Quest General Engineering V-Ditch Construction

3-H	C11184	Skanska <i>Tim Wilson</i>	Ace Fence Company Anderson Drilling Empire Steel J P Striping Inc. J.V. Land Clearing Marina Landscape, Inc. MSL Electric Municon Consultants Reycon Construction Inc. Statewide Safety & Signs Tipco Engineering
3-I	C12010	Riverside Construction Inc. <i>Donald M. Pim</i>	Alcorn Fence Company Anderson Drilling Avar Construction Cal-Stripe Coral Construction Diversified Landscape, Inc. Foundation Pile Hardy & Harper Integrity Rebar Placers L. Johnson Construction Lincoln Park Surina Construction
8	C09124	Parsons Transportation Group <i>Kevin Haboian</i>	Arellano Associates JM Diaz, Inc Ecosys LAE Engineering S2 Engineering

**Financial Impact:** This item has no direct impact on the SANBAG budget.

**Reviewed By:** This item is prepared monthly for review by SANBAG Board and Committee members.

**AGENDA ITEM 2  
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD -- 2012**

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Dick Riddell</b> City of Yucaipa	X	X	X	X	X	X	X	X	X			
<b>Ray Musser</b> City of Upland	X	X	X			X	X	X	X			
<b>Janice Rutherford</b> Board of Supervisors	X			X		X	X	X	X			
<b>Sarah Zamora</b> City of Colton	X	X	X			X	X	X	X			
<b>Rhodes "Dusty" Rigsby</b> City of Loma Linda	X	X	X	X	X	X	X		X			
<b>Walt Stanckiewitz</b> City of Grand Terrace	X	X	X	X	X	X	X	X	X			
<b>Pete Aguilar</b> City of Redlands	X	X		X		X	X	X	X			
<b>Josie Gonzales</b> Board of Supervisors	X	X	X	X		X		X	X			
<b>Neil Derry</b> Board of Supervisors		X	X	X	X	X						
<b>Larry McCallon</b> City of Highland	X		X	X	X	X		X	X			
<b>Patrick Morris</b> City of San Bernardino	X	X	X	X	X	X	X	X	X			
<b>Ed Graham</b> City of Chino Hills	X	X	X	X	X		X	X	X			
<b>Michael Tahan</b> City of Fontana	X	X		X		X		X	X			
<b>Gary Ovitt</b> Board of Supervisors		X	X	X								

X = Member attended meeting.  
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Empty box = Member did not attend meeting

Shaded box = Not a member at the time.  
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**AGENDA ITEM 2**  
**MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD -- 2012**

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Paul Eaton</b> City of Montclair	X	X		X	X	X	X		X			
<b>Ed Scott</b> City of Rialto				X	X				X			
<b>Alan Wapner</b> City of Ontario	X	X	X		X	X			X			
<b>L. Dennis Michael</b> City of Rancho Cucamonga	X		X		X	X		X	X			
<b>Dennis Yates</b> City of Chino	X	X	X		X	X	X	X	X			

**AGENDA ITEM 2**  
**MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD -- 2011**

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Dick Riddell</b> City of Yucaipa	X	X	X	X	X	X	X	X	X	X	X	X
<b>John Pomierski</b> City of Upland	X	X										
<b>Ray Musser</b> City of Upland			X		X	X	X	X	X	X		X
<b>Janice Rutherford</b> Board of Supervisors		X					X	X	X	X		X
<b>David Zamora</b> City of Colton	X	X			X	X	X					
<b>Sarah Zamora</b> City of Colton										X		X
<b>Rhodes "Dusty" Rigsby</b> City of Loma Linda	X		X	X	X	X	X		X	X	X	X
<b>Walt Stanckiewicz</b> City of Grand Terrace	X	X	X	X	X	X	X	X	X	X	X	X
<b>Jon Harrison</b> City of Redlands	X	X	X	X			X					
<b>Pete Aguilar</b> City of Redlands									X		X	X
<b>Josie Gonzales</b> Board of Supervisors	X		X	X		X	X	X	X		X	X
<b>Neil Derry</b> Board of Supervisors (Self Suspension 5/3/2011)	X	X	X	X								
<b>Larry McCallon</b> City of Highland	X		X	X	X	X	X	X	X	X	X	X
<b>Patrick Morris</b> City of San Bernardino	X	X	X	X	X	X	X	X	X	X	X	X

X = Member attended meeting.  
 Empty box = Member did not attend meeting  
 Shaded box = Not a member at the time.  
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**AGENDA ITEM 2  
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD – 2011**

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Ed Graham</b> City of Chino Hills	X	X		X	X	X	X	X	X	X	X	X
<b>John Roberts</b> City of Fontana	X											
<b>Michael Tahan</b> City of Fontana		X	X	X	X	X	X	X	X	X	X	X
<b>Gary Ovitt</b> Board of Supervisors	X	X		X	X	X	X			X		
<b>Paul Eaton</b> City of Montclair	X	X	X	X	X	X	X	X	X		X	X
<b>Ed Scott</b> City of Rialto	X		X	X		X	X	X		X	X	
<b>Alan Wapner</b> City of Ontario	X	X	X		X	X	X		X			X
<b>Diane Williams</b> City of Rancho Cucamonga	X	X										
<b>L. Dennis Michael</b> City of Rancho Cucamonga				X		X	X	X		X		
<b>Dennis Yates</b> City of Chino	X	X	X	X	X	X	X	X	X	X		X



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM:   3  

**Date:** October 11, 2012

**Subject:** Construction Contract Change Orders to on-going SANBAG Construction Contracts with Pacific Restoration Group, Inc., Diversified Landscape Company, KASA Construction, Inc., Skanska/Rados Joint Venture, C.C. Myers, Inc., Ortiz Enterprises, Inc., Beador Construction Company, Skanska, and Riverside Construction, Inc.

**Recommendation:** \* Review and ratify change orders.

**Background:** Of SANBAG's eleven on-going Construction Contracts, three have had Construction Change Orders (CCO's) approved since the last reporting to the Major Projects Committee. The CCO's are listed below:

- A. CN 11105 with Pacific Restoration Group, Inc. for the SR-210 Segment 8 Landscaping project: CCO No. 1 Supplement 1 (\$46,000.00 increase for additional site work required to conform to Risk Level 2 of the Water Pollution Control plan. Project was originally bid as Risk Level 1 as indicated in the original project specifications) and CCO No. 4 Supplement 1 (\$15,000.00 increase in additional funds to compensate the Contractor for removal and disposal of manmade buried objects).
- B. CN 11169 with Diversified Landscape Company for the SR-210 Segment 9 Landscaping project: CCO No. 1 (\$6,170.00 decrease for change from Risk Level 2 to Risk Level 1 for the Water Pollution Control Plan); CCO No. 2 (\$41,469.00 increase for an additional water meter as required by West Valley Water District and not indicated in the plans or specifications); CCO No. 3 (\$185.03 decrease due to revisions to a portion

	<p><i>Approved</i>  <i>Major Projects Committee</i></p> <p>Date: <u>  October 11, 2012  </u></p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG		CTC	X	CTA	X	SAFE		CMA	
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Check all that apply.  
 MPC1210a-tk

- of the irrigation system affected by the requirement of the water meter with West Valley Water District addressed under CCO No. 2); CCO No. 4 (\$3,000.00 increase to compensate Contractor for providing employee training in accordance with Section 7-1.50D Training, of the Special Provisions); CCO No. 6 (\$3,000.00 increase for repair and/or modifications to existing irrigation facilities) and CCO No. 7 (\$6,000.00 increase for payment to the Contractor for maintenance cost sharing for temporary Water Pollution Control BMP's as specified in the contract Special Provisions).
- C. CN 12098 with KASA Construction, Inc. for the SR-210 Segment 10 Landscaping project: CCO No. 3 (\$6,000.00 increase for payment to the Contractor for maintenance cost sharing for temporary Water Pollution Control BMP's as specified in the contract Special Provisions); CCO No. 4 (\$2,500.00 increase to compensate the Contractor for installing State Furnished irrigation controller cabinet as the contract documents omitted method of payment for this work); CCO No. 5 (\$3,000.00 increase for repair and/or modifications to existing irrigation facilities); CCO No. 6 (\$35,000.00 increase to compensate the Contractor for slope repair of existing erosion damage within planting area. Eroded area was previously backfilled by Caltrans with roadway base material, unsuitable for planting) and CCO No. 7 (\$10,000.00 increase for compensation to the Contractor for increased water rates and availability as provided by the project Special Provisions).
- D. Contract Number (CN) C09196 with Skanska/Rados Joint Venture for construction of the I-215 Segments 1 and 2 project: CCO No. 69 Supplement 1 (\$50,000.00 increase in funds for modification of stage construction between 3<sup>rd</sup> and 6<sup>th</sup> Streets); CCO No. 73 (no cost/no credit change for realignment of temporary shoring as shown on Plan Sheets DE-12 and DE-13); CCO No. 111 Supplement 1 (\$20,000.00 increase of additional funds for additional contour grading at the 5<sup>th</sup> Street OC and west of the BNSF right of way not covered by the contract plans); CCO No. 128 Supplement 1 (\$16,108.25 increase of funds for additional work required to provide drainage along Retaining Wall 242A to protect adjacent private property); CCO No. 134 Supplement 1 (\$18,968.38 increase of funds for additional work associated with original CCO No. 134) and CCO No. 137 (\$19,325.87 increase to relocate ramp meter loop detectors to conform to current design standards and concurred by Caltrans Oversight Engineer).
- E. CN 10007 with C.C. Myers, Inc. for the I-10 Riverside Avenue Interchange Reconstruction project: CCO No. 97 (\$197,480.00 increase as settlement to the exceptions to the Proposed Final Estimate (PFE) taken by the Contractor. This change constitutes full and final payment to the Contractor and shall be the amount of the Final Estimate).
- F. CN 12196 with Ortiz Enterprises, Inc. for the I-10 Tippecanoe Interchange, Phase 1 project: CCO No. 1 (\$27,010.00 increase to modify

the layout of Stage 1 construction to provide for existing auxiliary lane); CCO No. 2 (\$16,753.74 increase for removal of trees from the Del Taco property adjacent to the State right of way); CCO No. 3 (\$10,000.00 increase for maintenance of traffic as provided in the Special Provisions); CCO No. 4 (\$15,000.00 increase in accordance with Section 5-1.012, "Partnering" as provided in the Special Provisions) and CCO No. 5 (\$15,000.00 increase for the formation of a Dispute Resolution Board in accordance with Section 5-1.15C of the Special Provisions).

- G. CN 10190 with Beador Construction Company for the I-10 Westbound Widening: CCO No. 5 Supplement 1 (\$7,500.00 increase of funds for the Dispute Resolution Board as specified in the Special Provisions) and CCO No. 14 (\$100.00 increase for Contractor to furnish to the Engineer ramp metering equipment).
- H. CN C11184 with Skanska for the Hunts Lane Grade Separation project: CCO No. 11 (no cost/no credit for contractor to install precast concrete Reinforced Concrete Box (RCB) culvert in-lieu of cast-in-place RCB).
- I. CN 12010 with Riverside Construction, Inc. for the I-15 La Mesa/Nisqualli Interchange project: CCO No. 10 (\$124,895.00 increase for additions to the Special Provisions therefore requiring the contractor to install additional traffic control equipment as required by the City of Victorville).

**Financial Impact:** This item imposes no financial impact, as all CCOs are within previously approved contingency amounts. Task No. 0824, Task No. 0838, Task No. 0841, Task No. 0842, Task No. 0862, Task No. 0870 and Task No. 0888.

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee.

**Responsible Staff:** Garry Cohoe, Director of Project Delivery



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 4

**Date:** October 11, 2012

**Subject:** Amendments to Policies 10000, 10002 and 10005 and creation of a new Policy related to changing the Major Projects Committee to a Board of Directors Study Session for Metro Valley Issues

**Recommendation:**\* That the Committee review the policy amendments and new policy provided by staff, provide direction, and recommend for approval by the Board of Directors.

**Background:** At the Board meeting on October 3, 2012, the Board of Directors approved a plan to change the Major Projects Committee to a Board of Directors Study Session for Metro Valley Issues. This was done because the current membership of 19 members on the Major Projects Committee constitutes a full quorum of the Board of Directors. Because of this, the meeting needs to be recognized as a Board meeting and not as a Committee meeting.

The Board of Directors approved making this change. Before those changes can take place there are a number of specific changes to our policies on Board Committees and a new policy needs to be created covering the operations of this new Board of Directors Study Session for Metro Valley Issues.

SANBAG Staff and General Counsel are drafting these policy changes and will be presenting them at the Committee meeting for discussion.

\*

*Approved*  
*Major Projects Committee*

Date: October 11, 2012

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.  
 MPC1210a-dab

Major Projects Committee Agenda Item  
October 11, 2012  
Page 2

- Financial Impact:*** This item is not anticipated to have an impact on the adopted SANBAG budget.
- Reviewed By:*** This item is scheduled to be reviewed by the General Policy Committee on October 10, 2012.
- Responsible Staff:*** Duane A. Baker, Director of Management Services



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 5

**Date:** October 11, 2012

**Subject:** Proposition 1B State-Local Partnership Program Allocation to Valley Region Projects

**Recommendation:**\* That the Committee recommend the Board:

1. Allocate \$4,095,226 Proposition 1B State-Local Partnership Program Funds to the Downtown San Bernardino Passenger Rail Project.
2. Approve prioritized back-up list of eligible projects for any programmed Proposition 1B State-Local Partnership Program Funds that become available:
  - a. Laurel Street Grade Separation
  - b. Glen Helen Parkway Grade Separation
  - c. Palm Avenue Grade Separation
  - d. I-15/Baseline Road Interchange
  - e. Vineyard Avenue Grade Separation
  - f. South Milliken Avenue Grade Separation

**Background:** On January 5, 2011, the SANBAG Board approved Policy 35000 Allocation of Proposition 1B State-Local Partnership Program (SLPP) Funds, which distributed the formula SLPP funds available for allocation by SANBAG to the San Bernardino Valley and Mountain/Desert areas based on 50% centerline miles and 50% population as indicated in Attachment 1 – Table 1. The population and centerline mile data in Table 1 are consistent with the item approved by the Board

*Approved*  
*Major Projects Committee*

*Date:* October 11, 2012

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

COG		CTC	X	CTA	X	SAFE		CMA	
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*Check all that apply*

on January 5, 2011. The total amount of formula SLPP has been updated to reflect the most current allocation amount available from the California Transportation Commission (CTC). In January 2011, the total amount of formula SLPP available to SANBAG was estimated at \$55,174,000, the actual amount available is \$56,894,000.

The Board approved Policy 35000 after much discussion regarding equity between the Mountain/Desert and Valley regions at the Plans and Programs Committee, Mountain/Desert Committee, and Transportation Technical Advisory Committee (TTAC) meetings leading up to the January 2011 Board meeting. The policy was implemented in the 10-Year Delivery Plan where specific projects and funding amounts were identified and through subsequent Board approval on a project-specific basis.

The formula SLPP funds need to be allocated by the CTC within the five-year life of the program with the last opportunity for CTC allocation being their June 11, 2013, meeting. The formula program requires a dollar-for-dollar match of the SLPP funds, and the match can only be from voter-approved transportation taxes or fees. Additionally, Policy 3500 specified that SLPP funds apportioned to the Valley region are to be allocated to the Freeway, Interchange, Major Street, and/or Transit programs and buy-down the public share of the project cost.

Staff has worked with the local agencies within the five Mountain/Desert subareas to identify projects that meet the requirements of the SLPP program. Attachment 1 – Table 2 includes the list of projects approved to receive formula SLPP funds and additional projects that are in a position to meet the SLPP requirements. At this time it appears the Mountain/Desert region will be able to make full use of the SLPP funds available for that region. However, at the October 3, 2012, SANBAG Board meeting, the Board approved a release of any SLPP funds that cannot be used in the Mountain/Desert region for use in the Valley to insure that San Bernardino County fully allocates the SLPP available.

As shown in Table 2, \$31.7 million SLPP has been allocated to the Vineyard Avenue and South Milliken Avenue grade separation projects and about \$4 million remains unallocated in the Valley region. Staff recommends that the \$4 million SLPP be allocated to the Downtown San Bernardino Passenger Rail Project, which is scheduled for construction in mid-2013 and should be able to meet the SLPP delivery timelines. This allocation is consistent with the allocation policy adopted by the SANBAG Board and, depending on the final construction cost estimate, could remove a like amount of State and/or local transit and rail funds for use on the Redlands Rail project or other projects in the Valley region. The exact impact of this allocation of SLPP funds to this project will be determined after the final

construction cost estimate is established and will be the subject of further discussion at future Commuter Rail and Transit Committee meetings.

In addition, staff recommends establishing a backup list of projects eligible to receive SLPP funds if there are cost savings from other projects or other projects are unable to meet the delivery timelines. Because of the allocation policy, the delivery timeline, and the Measure I match requirement, the list of eligible projects is limited to six grade separation and interchange projects scheduled for delivery by June 2013. The six projects are prioritized by order of delivery except for Laurel Avenue grade separation, which is listed as the first priority but is actually second in order of delivery. This project is listed as the first priority because it has the highest capacity for use of SLPP funds that could be available, which would reduce the administrative burden on SANBAG. It should be noted that when a project construction contract is awarded, the project is no longer eligible to receive SLPP funds and will be removed from the priority list.

- Financial Impact:*** This item has no impact on the SANBAG Fiscal Year 2012/2013 budget. Funds allocated to the Downtown San Bernardino Passenger Rail Project or other projects on the priority list will be included in future SANBAG budgets, as appropriate.
- Reviewed By:*** This item is not scheduled for review by any other policy committee or technical advisory committee.
- Responsible Staff:*** Andrea Zureick, Director of Fund Administration and Programming

**Attachment 1**

**Table 1 - Distribution of San Bernardino Total SLPP (Formula Program)<sup>1</sup> \$ 56,894,000**

Region	Centerline Miles <sup>2</sup>	Percentage of Centerline Miles	Population <sup>3</sup>	Percentage of Population	Allocation Percentage (50% Centerline Miles/50% Population)	Allocation Amount
Valley	4,542.06	53.3%	1,505,467	72.6%	63.0%	\$ 35,830,226
Mountain/Desert	3,973.73	46.7%	567,682	27.4%	37.0%	\$ 21,063,774
<b>Total</b>	<b>8,515.79</b>	<b>100.0%</b>	<b>2,073,149</b>	<b>100.0%</b>	<b>100.0%</b>	<b>\$ 56,894,000</b>

1. San Bernardino SLPP Formula Program Total has been updated to reflect final allocations. The rest of the data is consistent with what was approved by the Board on January 11, 2011.

2. Centerline Miles - The information is from the 2008 Public Road Data published by Caltrans (County's information previously supplied is from the 2008 Public Road Data).

3. Population - Numbers shown are from the SANBAG Board approved Measure 1 2010 Population Estimates (Approved on August 4, 2010)

**Table 2 - Project List and SLPP Allocation Amounts**

Project	Lead Agency	SLPP Amount			Current Project Status
		Total	Valley SLPP (63%)	Mountain/Desert SLPP (37%)	
Vineyard Ave Grade Separation	Ontario	\$ 14,080,000	\$ 14,080,000		Right of way phase
South Milliken Grade Separation	Ontario	\$ 17,655,000	\$ 17,655,000		Right of way phase
I-15 Rancho Interchange	Hesperia	\$ 4,550,000		\$ 4,550,000	Advertisement phase
Lenwood Grade Separation	Barstow/County	\$ 2,161,000		\$ 2,161,000	Right of way phase
Yucca Loma Corridor (Bridge & Yates Road Portion)**	Apple Valley/County	\$ 9,950,000		\$ 9,950,000	Right of way phase
US 395 Interim widening	SANBAG	\$ -		\$ -	SLPP allocated in 10-yr delivery plan but project will not make deadline*
SR-62 Apache to Palm **	Yucca Valley	\$ 723,000		\$ 723,000	Right of way phase
SR-62 LaHonda to Dumosa**	Yucca Valley	\$ 778,000		\$ 778,000	Right of way phase
Big Bear City - Village L **	Big Bear	\$ 1,200,000		\$ 1,200,000	Construction ready
National Park Drive, Street Improvement Project-Phase 2**	Twentynine Palms	\$ 400,000		\$ 400,000	Environmental cleared, no right of way & 95% design
Maple Lane - Drainage and Street Improvement Project**	County	\$ 1,301,774		\$ 1,301,774	Right of way phase & final permitting
SLPP \$ Identified		\$ 51,497,000	\$ 31,735,000	\$ 21,063,774	
Allocation Amount (see Table 1)		\$ 56,894,000	\$ 35,830,226	\$ 21,063,774	
Remaining \$ to be programmed		\$ 5,397,000	\$ 4,095,226	\$ (0)	

\*All SLPP funds must be allocated by the CTC for the construction phase by June 11, 2013

\*\*The SLPP allocation to these projects still requires Board approval.



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 6

**Date:** October 11, 2012

**Subject:** Interstate 215 Barton Road Interchange Project Cooperative Agreement and Reallocation of Federal Idle Earmark Funds

**Recommendation:**\* That the Committee recommend the Board:

1. Approve Funding Summary No. 2 to Cooperative Agreement No. C12212 with California Department of Transportation for the I-215 Barton Road Interchange Project to include \$2.48 million of federal Section 112 and Section 115 earmark funds, to reduce State Transportation Improvement Program funds by \$3.34 million, and to increase Measure I Freeway Program funds by \$0.86 million.
2. Recognize \$1.98 million of federal Section 112 earmark funds made available through the idle earmark process as a revenue-neutral exchange between the Mountain/Desert and Valley regions and remove \$1.98 million of Surface Transportation Program funds planned for the construction phase of the I-215 Barton Road Interchange Project.
3. Allocate \$1.98 million Surface Transportation Program funds removed from the I-215 Barton Road Interchange Project to the City of Needles' I-40/Arizona-95 Interconnect Project, which was the original designated project for the Section 112 earmark funds.

**Background:** The I-215 Barton Road Interchange Project (Project) involves reconstruction of the existing I-215 Barton Road Interchange located within the limits of the City of

\*

COG	CTC	X	CTA	X	SAFE	CMA
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Check all that apply.

*Approved*  
 Major Projects Committee  
 Date: October 11, 2012  
 Moved: \_\_\_\_\_ Second: \_\_\_\_\_  
 In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_  
 Witnessed: \_\_\_\_\_

Grand Terrace. The Project will improve freeway access and traffic flow in the area through operational improvements and local street improvements. Project Approval and Environmental Document (PA/ED), funded with 1990-2010 Measure I, is planned for mid-2013, and some final design tasks such as surveying and right of way mapping have begun.

In May 2012, the SANBAG Board approved Cooperative Agreement No. C12212 with California Department of Transportation (Caltrans) for the design and right of way phases of the Project. Under C12212, Caltrans will perform the final design work while SANBAG is responsible for the right of way phase and funding the Project. Since many of the amendments to Caltrans cooperative agreements are because of funding revisions, the latest Caltrans agreement template, upon which C12212 is based, now includes a separate Funding Summary that is executed concurrently with the main body of the agreement, but can be revised independently. The Funding Summary sets out the funding, billing and payment details for the Project and provides that a new Funding Summary be created each time these details change. The Caltrans District has been delegated the authority to execute revisions to the Funding Summary, which streamlines the approval by bypassing the Caltrans Headquarters review process. The SANBAG Board also has the option to delegate the authority to execute revisions to the Funding Summary to staff at the Project Manager level or higher; however, the SANBAG Board has not delegated this authority to date.

On August 17, 2012, the U.S. Department of Transportation announced that unspent "idle" highway earmarks from the 2003 – 2006 annual appropriation acts would become available for any eligible surface transportation project regardless of the original designated purpose of the earmark. This list included approximately \$7.4 million of earmark funds for projects in San Bernardino County, \$500,000 of which were identified for the Project. Because of the restrictive timeline of the idle earmark review process, at the September 2012 SANBAG Board meeting, the Board authorized staff to program any federal earmarks made available through this review according to the following principles: the first priority for reallocation is to projects in the SANBAG 10-Year Delivery Plan, and where possible and practical, funds made available for reallocation will be allocated to projects in the same geographic region in which the idle earmark was located.

At the time the September 2012 agenda item was prepared, Staff had identified about \$3.9 million in the Victor Valley subregion that was available for reallocation, which has since been reallocated to Victorville's Green Tree Boulevard Extension Project. After reviewing the City of Needles' I-40/Arizona 95 Interconnect Project that was also on the list of idle earmarks, it has become apparent that an additional \$1.98 million is available for reallocation from that

project. Because timing is of the essence and there are no other projects in the SANBAG 10-Year Delivery Plan in the Mountain/Desert region that could use the \$1.98 million by the deadline, staff recommends amending C12212 to include both the \$500,000 earmark originally designated for this Project and the \$1.98 million earmark available for reallocation. In addition, a small balance of \$646 from the I-10 Tippecanoe Interchange project is recommended for use on this Project. The addition of \$2.48 million of earmark funds will replace a like amount of the existing federal earmark and Measure I funds in the design phase, as shown in Table 1. The funding plan for the right of way phase also requires revision to reflect the original federal earmark funds moved from design and the current approved STIP funds for the phase, which results in an increase of \$1.84 million of Measure I funds, as shown in Table 2. Overall the revisions to the Funding Summary commit an additional \$0.86 million of Measure I funds to the Project design and right of way phases.

**Table 1**  
**Preliminary Engineering – PS&E**

	DEMO	SECTION 115	SECTION 112	Measure I	TOTAL
Current Funding Plan	\$1,500,000	\$0	\$0	\$2,332,047	\$3,832,047
Proposed Funding Plan	\$0	\$500,646	\$1,980,000	\$1,351,401	\$3,832,047
Net Change	-\$1,500,000	+\$500,646	+\$1,980,000	-\$980,646	\$0

**Table 2**  
**Right of Way**

	DEMO	STIP	Measure I	TOTAL
Current Funding Plan	\$0	\$20,739,000	\$1,597,000	\$22,336,000
Proposed Funding Plan	\$1,500,000	\$17,400,000	\$3,436,000	\$22,336,000
Net Change	\$1,500,000	-\$3,339,000	+\$1,839,000	\$0

Although a cooperative agreement with Caltrans for the construction phase of the Project has not been developed, the SANBAG 10-Year Delivery Plan included STIP, Measure I, and Surface Transportation Program (STP) funds as sources of funds for the construction phase. Staff recommends that the addition of \$1.98 million of Section 112 funds from the City of Needles' earmark be regarded as a revenue-neutral transaction between regions and a like amount of STP that is currently programmed for the Project in the construction phase be released for allocation to the City of Needles for the original intended purpose of the Section 112 earmark. Without this allocation, the City of Needles will not have the funds

necessary to complete the I-40/Arizona 95 Interconnect project and will possibly have to repay over \$1 million in federal funds already expended for the environmental phase of that project. The City expects the Interconnect Project to be ready for construction in late 2013. Table 3 shows the recommended revised funding plan for the construction phase of the Project:

**Table 3**  
**Construction**

	STIP	Measure I	STP	TOTAL
Current Funding Plan	\$22,611,000	\$16,571,000	\$12,612,000	\$51,794,000
Proposed Funding Plan	\$22,611,000	\$18,551,000	\$10,632,000	\$51,794,000
Net Change	\$0	+\$1,980,000	-\$1,980,000	\$0

**Financial Impact:** This item is consistent with the adopted SANBAG Fiscal Year 2012/2013 budget. The federal funds added to this project for the design phase will not go through the SANBAG budget. The funding changes for the right of way and construction phases will be reflected in future year budgets. Funding is provided under Task Number No. 0840.

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. SANBAG General Counsel and Contract Administrator are reviewing this item and a draft of the Funding Summary.

**Responsible Staff:** Andrea Zureick, Director of Fund Administration and Programming

# FUNDING SUMMARY Number 2

Project Number: 080000282

CALTRANS Agreement: 08-1537

C12212

## Part I – FUNDING SUMMARY table

Funding Source	Funding Partner	Fund Type	PA&ED Support	PS&E Support	R/W Capital	R/W Support	CON Capital	CON Support	Totals by Fund Type
IMPLEMENTING AGENCY - >									
STATE	SANBAG	STIP/RIP	\$0	\$0	\$17,400,000	\$0	\$0	\$0	\$17,400,000
FEDERAL	SANBAG	Demo	\$0	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
FEDERAL	SANBAG	Section 115	\$0	\$500,646	\$0	\$0	\$0	\$0	\$500,646
FEDERAL	SANBAG	Section 112	\$0	\$1,980,000	\$0	\$0	\$0	\$0	\$1,980,000
LOCAL	SANBAG	Measure	\$0	\$1,351,401	\$1,839,000	\$1,597,000	\$0	\$0	\$4,787,401
		Totals by Component	\$0	\$3,832,047	\$20,739,000	\$1,597,000	\$0	\$0	\$26,168,047

This table represents full funding of each PROJECT COMPONENT in Agreement 08-1537.

Billing and payment details follow.

## FUNDING SUMMARY Number 2

Project Number: 0800000282  
CALTRANS Agreement: 08-1537  
C12212

### Part II – Billing and Payment Details

#### Responsibilities

- CALTRANS is IMPLEMENTING AGENCY for PS&E.
- SANBAG is IMPLEMENTING AGENCY for R/W.

#### Cost: PS&E (Plans, Specifications, and Estimate)

1. Each PARTNER listed below will do work for PS&E as described in the SCOPE SUMMARY of this Agreement:

- CALTRANS

Therefore, based on the funding types displayed in the FUNDING SUMMARY table for this PROJECT COMPONENT:

- CALTRANS may invoice SANBAG
- CALTRANS will draw from the state and/or federal funds shown in the Funding Summary Table for this PROJECT COMPONENT.

PARTNERS will exchange funds for actual costs.

CALTRANS will invoice SANBAG for a \$74,583 initial deposit upon execution of this Agreement. This deposit represents two (2) months' estimated support costs.

Thereafter, CALTRANS will submit to SANBAG monthly invoices for estimated monthly costs based on the prior month's actual expenditures.

After PARTNERS agree that all WORK is complete for this PROJECT COMPONENT, BILLING PARTNER(S) will submit a final accounting for all OBLIGATIONS costs. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the financial commitments of this Agreement.

## **FUNDING SUMMARY Number 2**

Project Number: 0800000282  
CALTRANS Agreement: 08-1537  
C12212

### **Cost: R/W SUPPORT**

2. Each PARTNER listed below will do work for R/W as described in the SCOPE SUMMARY of this Agreement:

- SANBAG

Therefore, based on the funding types displayed in the FUNDING SUMMARY table for this PROJECT COMPONENT:

- No invoicing will occur for this PROJECT COMPONENT.

### **Cost: R/W CAPITAL**

3. SANBAG is the IMPLEMENTING AGENCY for R/W CAPITAL.

Therefore, based on the funding types displayed in the FUNDING SUMMARY table for this PROJECT COMPONENT:

- SANBAG may invoice CALTRANS

PARTNERS will exchange funds for actual costs.

After PARTNERS agree that all WORK is complete for this PROJECT COMPONENT, BILLING PARTNER(S) will submit a final accounting for all OBLIGATIONS costs. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the financial commitments of this Agreement.

**FUNDING SUMMARY Number 2**

Project Number: 0800000282  
CALTRANS Agreement: 08-1537  
C12212

**Part III – Signature Page**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY

APPROVED

APPROVED

By: \_\_\_\_\_  
Basem E. Muallem, P.E.  
District Director

By: \_\_\_\_\_  
Janice Rutherford  
President, Board of Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_  
District Budget Manager

ATTEST

By: \_\_\_\_\_  
HQ Accounting

By: \_\_\_\_\_  
Vicki Watson  
Board Secretary

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Eileen Monaghan Teichert  
General Counsel

CONCURRENCE:

By: \_\_\_\_\_  
Jeffery Hill  
Contract Administrator



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 7

**Date:** October 11, 2012

**Subject:** Interstate 215 Landscaping Presentation

**Recommendation:**\* Receive presentation on the planned landscaping concept for the Interstate 215 (I-215) corridor through the City of San Bernardino.

**Background:** Construction is continuing on the I-215 corridor through the City of San Bernardino. The first phase, the Fifth Street Bridge project, was completed in 2009 and the second phase, the south end of the corridor from Orange Show Road to north of Mill Street, was substantially completed in 2010. The last two phases of construction are anticipated to be substantially completed within the next twelve months.

As construction is being completed, the next phase of work is the landscaping for the corridor. SANBAG executed a cooperative agreement with Caltrans earlier this year for their preparation of the project concepts, followed by development of the detailed design of the landscaping for the corridor. Caltrans has developed project concepts and has reviewed them with SANBAG staff and the City of San Bernardino. This presentation is designed to update committee members on this planned concept and the overall project schedule for the I-215 corridor landscaping project.

\*

*Approved  
 Major Projects Committees*

*Date:* October 11, 2012

*Moved:* *Second:*

*In Favor:* *Opposed:* *Abstained:*

*Witnessed:* \_\_\_\_\_

COG	CTC	CTA	X	SAFE	CMA
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*Check all that apply.*

**Financial Impact:** This is an informational item only and has no impact on the current SANBAG Fiscal Year 2012/2013 budget. Task No. 0838

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee.

**Responsible Staff:** Garry Cohoe, Director of Project Delivery



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 8

**Date:** October 11, 2012

**Subject:** Program Management Services for SANBAG's Major Projects Program.

**Recommendation:\*** That the Committee recommend the Board authorize staff to negotiate a three-year extension to the current Program Management Contract No. C09124 with Parsons Transportation Group (PTG).

**Background:** In May 2009, the Board awarded Contract No. C09124 to PTG to provide program management and other specialty professional services. The duration of Contract No. C09124 was four years, terminating on May 31, 2013. Therefore, now would be a good time for the Board to provide direction to staff to proceed with a Request for Qualification (RFQ) to solicit proposals for project management services (PM), or to enter into negotiations with PTG to extend the duration of Contract No. C09124.

The PTG team has been providing program management, administration, and project controls services since June 2009. The PTG team's effort has mainly focused on the Major Projects Program, which has seen numerous positive changes over the past three years relative to project delivery and the implementation of project controls tools.

In the area of project delivery, the value of work delivered by the Major Projects Program has increased by more than 65% over the past three years. The Major Projects Program staff is currently managing a \$4.5 billion transportation program consisting of some 66 projects and more than 200

\*

*Approved*  
*Major Projects Committee*

*Date:* October 11, 2012

*Moved:* *Second:*

*In Favor:* *Opposed:* *Abstained:*

*Witnessed:*

COG	CTC	X	CTA	SAFE	CMA
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funding sources. For the 2011/2012 fiscal year, the actual value of work delivered was over \$120 million. The PTG program management and specialty professional services cost for that same period was approximately \$4.5 million which is only 3.76% of the total value of work delivered; a ratio that is one of the lowest in the industry.

The number and value of construction projects is the largest in SANBAG's history. Projects that have been or are under construction include: SR-210 Freeway Extension, I-10 Westbound Widening, I-215 Widening, I-10 Citrus Interchange, I-10/Riverside Interchange, I-10/Tippecanoe Interchange Phase 1, I-215/SR-210 Connectors, I-15/La Mesa Nisqualli, Colton Crossing, Hunts Lane Grade Separation, North Milliken Grade Separation, and the SR-60 Sound Wall. In addition, eight projects will begin construction within the next year. Projects that will be commencing construction include: I-215 Bi-County HOV, I-10 Tippecanoe Interchange Phase 2, I-10 Cherry Interchange, I-15/I-215 Devore Interchange, I-15 Rancho Interchange, Laurel Street Grade Separation, Lenwood Road Grade Separation, and the Palm Avenue Grade Separation,

When the PTG team took over the SANBAG Program Management contract in June 2009, there were no Project Controls (PC) tools in place other than a large number of Excel spreadsheets that were on individual computers with no link between them, resulting in inconsistency in the data and inefficiencies caused by the need to enter data multiple times. An integrated PC system was needed in order to track and monitor invoices, schedules, funding, and contracts. Today, these spreadsheets have been replaced with an efficient and robust PC system which the PTG team has implemented.

The PC system includes two software components: a scheduling tool (Primavera P6) and a fund management tool (EcoSys). Despite the immense amount of data, the implementation of EcoSys has provided staff with an effective way to manage, organize, and evaluate the data from different perspectives. With this tool, staff has been able to manage day-to-day funding and expenditures as well as develop SANBAG's first 10-Year Delivery Plan. Additionally, EcoSys includes a Dashboard which provides a customized view that is tailored to SANBAG management and individual Project Managers and/or Departments. This Dashboard provides quick access to updated project information such as funding, planned future expenditures, and expenditures to date. It also enables the user to view and print progress and status reports on projects and program-wide levels.

In terms of staffing, the PTG team has a diverse group of 14 individuals who are currently working on a full-time basis at SANBAG, including Project Managers, Assistant Project Managers, Administrators, and Project Controls professionals. These individuals, serving as full-time SANBAG staff for all

intents and purposes, have a wide range of experience and expertise, and their individual and collective contributions have been instrumental in enabling staff to efficiently deliver more work over the past three years. PTG has also been very responsive in providing specialty professional services relative to Design-Build support on the Devore Interchange, TOLL support on the I-10 Corridor, and the preparation of SANBAG's first 10-Year Delivery Plan. Additionally, the PTG team has been able to establish good working relationships with members of the SANBAG family, Caltrans, and the local agencies that has greatly assisted in the success of the Major Projects Program.

Given the current all-time high workload for the Major Projects Program, including the delivery of the remaining Proposition 1B projects, and in anticipation of the commencement of additional projects in particular interchange projects, in the very near future, staff is recommending that the Board authorize staff to negotiate a one-time, three-year extension to the current Program Management Contract No. C09124 with PTG. Solicitation of qualified firms to perform program management services beyond the extension will occur early enough to allow the selected firm to transition into the assignment.

The other alternative, that staff is not recommending, is to commence a procurement process to solicit proposals from qualified firms to provide program management services. While there is time to complete the procurement process and to provide some overlap between the PTG team and the new PM firm, if so selected, the new PM firm would take months to gain the information, institutional knowledge, and relationships required to meet the success in project delivery that we are currently enjoying. This learning curve by the new PM firm would create many challenges and risks that may jeopardize funding. Some of the challenges and risks are as follows:

1. **Proposition 1B Projects:** The Major Projects Program currently has seven projects that are funded with more than \$94 million of State and Local Partnership Program (SLPP) and Trade Corridor Improvement Fund (TCIF). Per Proposition 1B criteria, the SLPP projects need to be delivered by June 30, 2013, and the TCIF projects by December 31, 2013, or the funds are rescinded. Switching to a new PM firm in the midst of delivering these projects could cause serious delays and jeopardize these millions of dollars of Proposition 1B funds.
2. **EcoSys Fund Management Tool:** While Ecosys has been implemented and is being used for a wide-range of project controls and accounting processes, it is still being enhanced to better the efficiencies of the project delivery program. It is estimated that it would take up to six months for a new PM firm to learn the intricacies of the EcoSys tool to allow them to continue with the enhancements and efficiently use the

tool to manage the day-to-day project controls and accounting processes. This disruption would have a major impact to the program, could cost SANBAG money, and could cause a major disruption in the overall project controls and accounting processes due to the extensive reliance on EcoSys by the PTG team.

3. **Devore Interchange:** This design/build project, a first for SANBAG and Caltrans District 8, is at a critical juncture in its delivery process. SANBAG and Caltrans have depended on the PTG specialists to provide much needed support and knowledge in the area of Design-Build. Switching personnel at this time could impact the management and schedule resulting in additional cost to SANBAG.

Major Projects has a great team that includes the PTG staff which has successfully delivered the numerous projects stated above. To complete the delivery of the Proposition 1B project on schedule, so as not to risk any funds, as well as other much needed transportation projects, it is imperative that this team stay intact at this juncture.

If authorized by the Board as requested herein, staff will negotiate a one-time amendment to PTG's Contract No. C09124, and will present the amendment for the Board's approval in the coming few months.

- Financial Impact:** This item has no direct impact on the adopted SANBAG fiscal year 2012/2013 budget. Funding is provided under Task Number 0815. However, this action may have an impact on future year budgets.
- Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee.
- Responsible Staff:** Garry Cohoe, Director of Project Delivery



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 9

**Date:** October 11, 2012

**Subject:** Hunts Lane Grade Separation Budget Amendment

**Recommendation:\*** That the Committee recommend the Board approve a budget amendment for Task No. 0870 for the Hunts Lane Grade Separation project to increase California Public Utilities Commission (CPUC) funds by \$2,500,000 and decrease the Traffic Congestion Relief Program (TCRP) funds by \$1,100,000; decrease the Demonstration High Priority Program (DEMO) funds by \$400,000; and decrease the Project National and Regional Significance (PNRS) funds by \$1,000,000 for a net overall task budget change of zero dollars.

**Background:** The Hunts Lane Grade Separation was advertised last fall and a construction contract was awarded in April, 2012. The funding for this project includes \$5 million of CPUC funds. The CPUC funds need to be expended by August 2013. To assure this occurs, it is recommended that the budget be amended to increase the amount of CPUC funds this fiscal year and defer the use of some TCRP, DEMO, and PNRS funds budgeted to the project until next fiscal year.

**Financial Impact:** There is no net dollar change for Task No. 0870. This is a budget amendment to change funding sources for this task as described in the recommendation.

\*

*Approved*  
 Major Projects Committee

Date: October 11, 2012

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG		CTC		CTA	X	SAFE		CMA	
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Check all that apply.

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee.

**Responsible Staff:** Garry Cohoe, Director of Project Delivery



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 10

**Date:** October 11, 2012

**Subject:** Laurel Street Grade Separation Project Fiscal Year (FY) 2012/2013 Budget Amendment

**Recommendation:**\* That the Committee recommend the Board approve a budget amendment to the FY 2012/2013 budget for Task No. 0884 as follows:

- Increase the Traffic Congestion Relief (TCRP) allocation by the amount of \$9,290,073.
- Reduce the Measure I Valley Major Street Bond Funds allocation by the amount of \$7,577,084.
- Reduce the Measure I Valley Major Street allocation by the amount of \$1,712,989.

**Background:** In August 2010, the Board approved the reprogramming of \$27.1million of TCRP funds from the North Milliken Avenue Grade Separation Project to the Laurel Street Grade Separation Project for SANBAG's share of the design, right-of-way, and construction phases of the project. In November 2010, the California Transportation Commission (CTC) approved the programming request, however, because funds were unavailable at the time, the CTC was unable to allocate any TCRP funding. Rather, under the TCRP guidelines, SANBAG was able to proceed with the work using Measure I funds with the intent of seeking reimbursement when TCRP funds become available. Staff anticipates that TCRP

\*

*Approved*  
*Major Projects Committee*

*Date:* October 11, 2012

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

COG		CTC	X	CTA	X	SAFE		CMA	
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*Check all that apply.*

funds will be available for reimbursement in FY 2014/2015 at the earliest. As a result, and based on discussions between staff from finance, fund management/programming, and project delivery, it was determined that amending the FY 2012/2013 budget as requested herein would be the best approach in order to keep track of the TCRP funds and facilitate accounting of funds for the project. The table below shows the current and proposed FY 2012/2013 budget for Task No. 0884

**Table 1**  
**Fiscal Year 2012/2013 Budget for Task 0884 – Funding Sources**

	TCIF	MSI Valley Fund – Major Street	MSI Valley Street Bond Fund	Local Project Fund	TCRP	TOTAL
Current Budget	\$3,480,000	\$1,810,949	\$7,577,084	\$2,996,335	\$0	\$15,864,368
Proposed Budget	\$3,480,000	\$97,960	\$0	\$2,996,335	\$9,290,073	\$15,864,368
Net Change	\$0	-\$1,712,989	-\$7,577,084	\$0	\$9,290,073	\$0

**Financial Impact:** The overall SANBAG Fiscal Year 2012/2013 budget for this task will not change. The budget amendment requested herein would result in changes to the funding sources as follows:

- Increase in the amount of \$9,290,073 of Traffic Congestion Relief Funds (TCRP) allocation by the amount of \$9,290,073.
- Reduce the Measure I Valley Major Street Bond Funds allocation by funds and reduce budget for Project No. 0884 in the amount of \$7,577,084.
- Reduce the Measure I Valley Major Street allocation by the amount of Measure I Valley Major Street Bond Funds and \$1,712,989

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee.

**Responsible Staff:** Garry Cohoe, Director of Project Delivery



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 11

**Date:** October 11, 2012

**Subject:** Cooperative Agreement for Dunlap Avenue Storm Drain with the City of Yucaipa

**Recommendation:**\* Recommend that the Board approve Cooperative Agreement No. C13047 with the City of Yucaipa for the Dunlap Avenue Storm Drain Project between 17<sup>th</sup> Street and 18<sup>th</sup> Street (Storm Drain Project) which defines roles and responsibilities for SANBAG and the City of Yucaipa for the design, procurement, and construction of this project.

**Background:** SANBAG and the City of Yucaipa (CITY) are working together with the California Department of Transportation (Caltrans) on the Interstate 10 (I-10) Westbound Widening project. Prior to commencement of the I-10 widening project, Dunlap Avenue, a CITY street which abuts the I-10, had an existing drainage problem resulting in excessive ponding. The CITY has developed a plan which includes adding piping and other ancillary facilities to mitigate this drainage issue, and to prevent the I-10 Westbound Widening project from increasing the drainage flow along Dunlap.

It is in SANBAG's and the CITY's interest to proceed with design and construction of the storm drain improvements concurrent with SANBAG'S ongoing I-10 widening project such that SANBAG's Contractor can complete the work by change order while already mobilized in the area.

\*

*Approved*  
*Major Projects Committee*

Date: October 11, 2012

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG	CTC	CTA	X	SAFE	CMA
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Check all that apply.  
 MPC1210c-ds

Attachment: <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13047.docx>

The subject Cooperative Agreement delineates the duties, and funding responsibilities of the parties for the Storm Drain Project improvements. SANBAG will be the lead agency to complete the Construction Work for the Storm Drain Project, with the CITY taking the lead in the design and procurement of materials.

A cost and funding breakdown is included in the Agreement whereby funding responsibilities are delineated for the various items and tasks. SANBAG's estimated cost of \$146,622 will be covered within the existing construction capital and construction management contracts by change order. SANBAG's estimated cost is about half of the total cost of the project, with the City of Yucaipa contributing the balance. It is anticipated this work will be completed before the end of 2013.

Due to the tight schedule, the Cooperative Agreement, the review of that agreement by the City of Yucaipa's attorney and SANBAG's General Counsel have not been completed. The agreement will be finalized prior to bringing this item before the Board for consideration. Staff recommends approval of this item.

**Financial Impact:** This item is consistent with the Fiscal Year 2012/2013 budget. Task No. 0862

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. General Counsel has reviewed this item, but not the Agreement.

**Responsible Staff:** Garry Cohoe, Director of Project Delivery



## CONTRACT SUMMARY SHEET

Contract No. C 13047 Amendment No. \_\_\_\_\_

By and Between

San Bernardino County Transportation Authority and City of Yucaipa

Contract Description Cooperative Agreement for Dunlap Avenue Storm Drain

<b>Board of Director's Meeting Date:</b> 11/7/12	
<b>Overview of BOD Action:</b> Approve cooperative agreement defining roles and responsibilities for improvements to the Dunlap Avenue storm drain adjacent to Interstate 10 projects.	
<b>Is this a Sole-Source procurement?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	

CONTRACT OVERVIEW			
Original Contract Amount	\$	0	Original Contingency Amount
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$		Revised Contingency Amount <i>Inclusive of prior amendments</i>
Current Amendment Amount	\$		Contingency Amendment
<b>TOTAL CONTRACT VALUE</b>	<b>\$</b>	<b>0</b>	<b>TOTAL CONTINGENCY VALUE</b>
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>			<b>\$ 0</b>

<b>Contract Start Date</b> 11/7/12	<b>Current Contract Expiration Date</b> 12/31/13	<b>Revised Contract Expiration Date</b>
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

FINANCIAL INFORMATION	
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0862</u> .	
<input type="checkbox"/> A Budget Amendment is required.	
How are we funding current FY?	
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds
<input type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds
<input type="checkbox"/> Measure I Funds	
Provide Brief Overview of the <b>Overall Funding</b> for the duration of the Contract:	
There are no funds exchanged in this agreement. City of Yucaipa and SANBAG will each furnish items.	
<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	

CONTRACT MANAGEMENT INFORMATION	
<b>Check all applicable boxes:</b>	
<input type="checkbox"/> Retention? If yes, indicate % _____.	
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE) Goal _____ % <input type="checkbox"/> Underutilized DBE (UDBE) Goal _____ %	

Task Manager (Print Name)	Signature
DENNIS JAYCOR	Dennis Jaycor
Project Manager (Print Name)	Date
Jeffery Hill	10/4/12
Contracts Administrator (Print Name)	Signature
	Date
Chief Financial Officer (Print Name)	Signature
	Date

**COOPERATIVE AGREEMENT NO. C13047**

**BETWEEN**

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

**AND**

**CITY OF YUCAIPA**

**FOR**

**DUNLAP AVENUE STORM DRAIN BETWEEN 17<sup>TH</sup> STREET AND 18<sup>TH</sup> STREET**

THIS AGREEMENT is effective on the "Effective Date" identified herein by and between the San Bernardino County Transportation Authority (hereinafter referred to as "AUTHORITY"), and the City of Yucaipa (hereinafter referred to as "CITY"). AUTHORITY and CITY are each a "Party" and collectively "Parties" herein.

**RECITALS:**

**WHEREAS**, Parties have worked together with the California Department of Transportation (Caltrans) on several projects for improvements along Interstate 10 (I-10) through the CITY for freeway widening and adjacent local road improvements; and

**WHEREAS**, there is an ongoing existing drainage problem at the intersection of 17<sup>th</sup> Street and Dunlap Avenue whereby excessive ponding can occur for which the CITY has proposed improvements to the storm drain by adding piping and other facilities (PROJECT); and

**WHEREAS**, AUTHORITY has an ongoing project widening I-10 in the westbound direction in the immediate vicinity of this ponding area on Dunlap Avenue with a Contractor providing improvements on the freeway and adjacent areas; and

**WHEREAS**, the I-10 widening project will increase storm water flow at the above noted intersection and along Dunlap Avenue; and

**WHEREAS**, the Parties desire to proceed with design and construction activities for the improvements to the Dunlap Avenue Storm Drain concurrent with AUTHORITY'S ongoing I-10 widening project such that AUTHORITY'S Contractor can execute the PROJECT by change order while already mobilized in the area; and

**WHEREAS**, this Cooperative Agreement ("Agreement") is intended to delineate the duties, and funding responsibilities of the Parties for the PROJECT Construction Work; and

**WHEREAS**, CITY has requested and AUTHORITY agrees that AUTHORITY will be the lead agency to complete the Construction Work for the PROJECT;

NOW, THEREFORE, the Parties agree to the following:

## SECTION I

### AUTHORITY RESPONSIBILITIES:

1. To be the lead agency for this PROJECT for construction/installation of drainage facilities and the construction management for said work as shown in Attachment A, herein incorporated into this Agreement, and subject to the following provision:
  - a. To complete construction activities according to agreed upon standards and to turn over the completed project to the CITY for their ongoing responsibility and maintenance.
  - b. To fund the construction installation costs of the PROJECT for activities shown in Attachment B, herein incorporated into this agreement, as AUTHORITY's responsibility and to fund the construction management costs associated with the PROJECT.
2. To abide by all AUTHORITY, CITY, State, and Federal laws, regulations, policies, and procedures pertaining to the PROJECT.
3. To include CITY in weekly construction meetings, if and when such meetings are held, and related communications on PROJECT progress and to provide at least quarterly schedule updates to CITY.

## SECTION II

### CITY RESPONSIBILITIES:

1. To complete CITY design and procurement activities as shown in Attachment A,
2. To provide, at CITY's cost, the PROJECT design, including construction drawings and specifications and potholing of existing facilities; PROJECT material/equipment costs, including delivery to PROJECT site; any and all utility relocations required for PROJECT construction; and pavement patching after PROJECT construction as shown on Attachment B.
3. To abide by all AUTHORITY, CITY, State, and Federal laws, regulations, policies, and procedures pertaining to the PROJECT.
4. To accept the completed Project upon completion of Construction work and to be responsible for the facilities and their maintenance from this point forward.

### SECTION III

#### IT IS MUTUALLY AGREED:

1. If a federal appropriation or earmark is used for PROJECT Construction Work costs, application of those funds shall be consistent with SANBAG Policy 40001/ VS-30.
2. The PROJECT Construction costs have been estimated ~~not-to-exceed~~ \$291,560 based on a preliminary design shown in Attachment C and funding responsibilities are as noted in Attachment B. Actual funding will be based on the actual cost with the party identified in the Attachment B table for a particular item responsible for such cost.
3. Neither CITY nor any officer or employee thereof is responsible for any injury, damage, or liability occurring or arising by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority, or jurisdiction delegated to AUTHORITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, AUTHORITY shall fully defend, indemnify and save harmless CITY, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement.
4. Neither AUTHORITY nor any officer or employee thereof is responsible for any injury, damage, or liability occurring or arising by reason of anything done or omitted to be done by CITY and under or in connection with any work, authority, or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless AUTHORITY, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.
5. CITY and AUTHORITY represent that they have sufficient insurance coverage for purposes of Professional Liability, General Liability, Automobile Liability and Workers' Compensation and warrant that through their respective insurance programs, they have adequate coverage or resources to protect against liabilities arising out of the performance of the terms, conditions or obligations of this Agreement.
6. This Agreement is expressly subordinated to any bonds, notes, certificates or other evidences of indebtedness involved in bond financings as are now outstanding or as may hereafter be issued by AUTHORITY.
7. This Agreement will terminate on December 31, 2013. The Agreement may also be terminated by either party by giving the other party 30 days written notice.

8. In the event AUTHORITY determines PROJECT Construction Work may exceed the not to exceed amounts identified in this Agreement, AUTHORITY shall inform CITY of this determination and thereafter the Parties shall work together in an attempt to agree upon an amendment to the contribution amounts identified in this Agreement. In no event, however, shall any of the Parties be responsible for PROJECT Construction Work costs in excess of the contribution amounts identified in this Agreement absent a written amendment to this Agreement that is approved by all Parties.
9. This Agreement may be signed in counterparts, each of which shall constitute an original.
10. The "Effective Date" of this Agreement is the date in which AUTHORITY executes this Agreement.

####

**SIGNATURES ON FOLLOWING PAGE:**

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

**CITY OF YUCAIPA**

By: \_\_\_\_\_  
Janice Rutherford, President  
Board of Directors

By: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**APPROVED AS TO FORM:**

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Eileen Monaghan Teichert  
General Counsel

By: \_\_\_\_\_  
City Attorney

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**CONCURRENCE:**

By: \_\_\_\_\_  
Jeffery Hill  
AUTHORITY Contract Administrator

## **Attachment A**

### **PROJECT Work for Dunlap Avenue Storm Drain**

Work for the PROJECT includes, but not limited to, the following activities with the lead agency for each activity noted:

1. System design for compatibility with existing and planned CITY and freeway drainage facilities. (CITY)
2. Procurement of construction materials and delivery to project site. (CITY and AUTHORITY)
3. All construction activity required to complete the project according to required standards to turn over the project to the CITY. (AUTHORITY)
4. Provide construction management services including construction inspection, materials testing, and surveying as required for the PROJECT. (AUTHORITY)

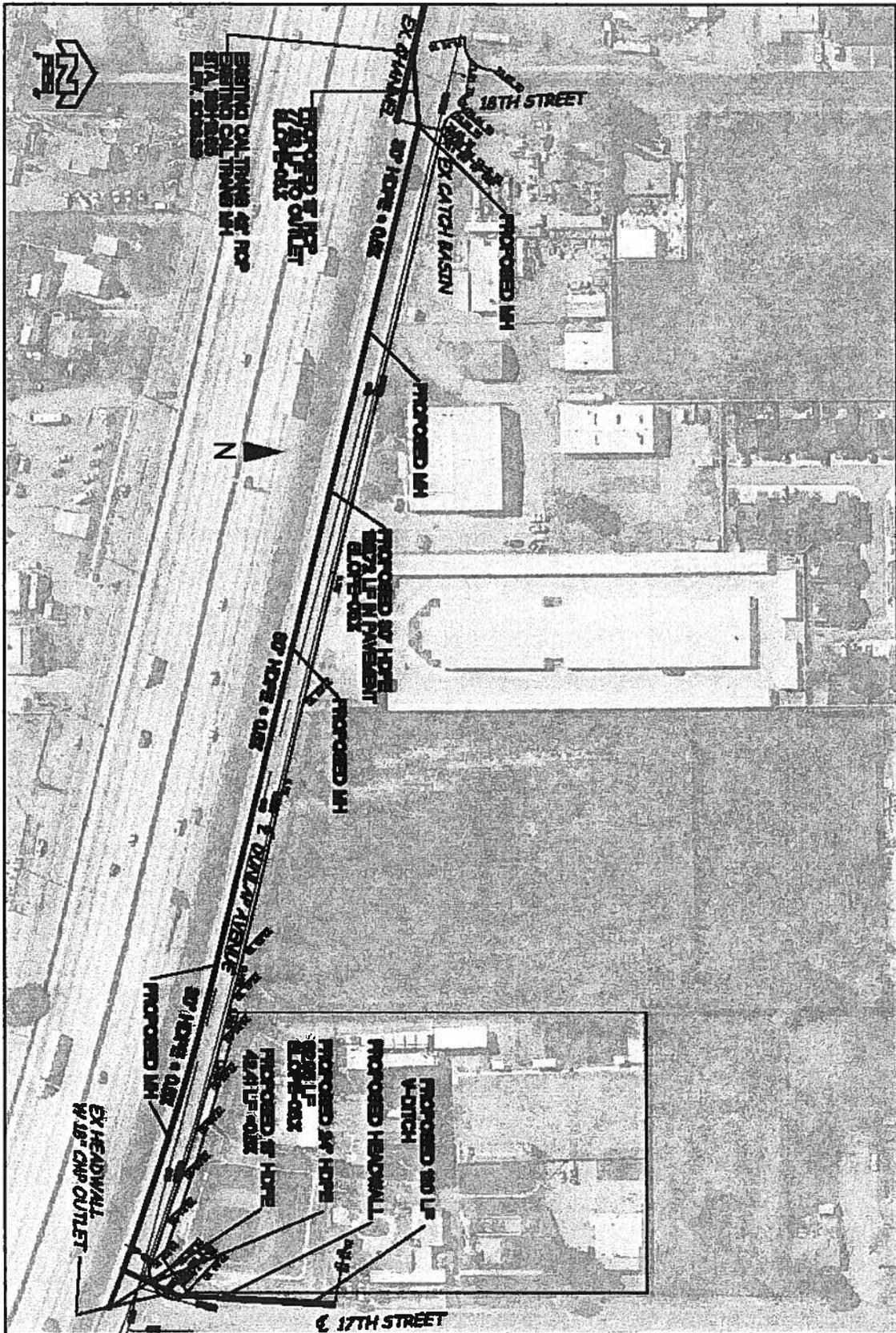
## Attachment B

### Project Funding Table

Total estimated construction costs are noted below along with funding responsibility. PROJECT design is funded 100% by the CITY. Work will be funded and paid based on actual costs. Total estimated PROJECT cost is \$291,560.

ITEM NO.	EST. QTY.	Unit	DESCRIPTION	RESPONSIBILITY	EST. UNIT PRICE	EST. TOTAL	EST. CITY SHARE	EST. AUTHORITY SHARE
1	1	LS	Mobilization	Authority to furnish and install	\$3,600.00	\$3,600.00		\$3,600.00
2	1	LS	Traffic Control	Authority to furnish and install	\$5,000.00	\$5,000.00		\$5,000.00
3	1	LS	SWPPP Measures	Authority to furnish and install	\$6,000.00	\$6,000.00		\$6,000.00
4	7,800	SF	Trench Patch 5" AC on 8" CAB or PMB	City to furnish and install	\$4.00	\$31,200.00	\$31,200.00	
5	10	LF	Sawcut & Remove Exist. Curb & Gutter	Authority to furnish and install	\$3.00	\$30.00		\$30.00
6	7,800	SF	Sawcut & Remove Exist. AC	Authority to furnish and install	\$1.00	\$7,800.00		\$7,800.00
7	160	LF	Concrete Swale	City to furnish and install	\$25.00	\$4,000.00	\$4,000.00	
8	280	SF	8' Wide Cross Gutter	City to furnish and install	\$20.00	\$5,600.00	\$5,600.00	
9	1,312	LF	Installation of 30" HDPE/SR with Base	City to furnish pipe materials - Authority to install	\$55.00	\$72,160.00		\$72,160.00
10	63	LF	Installation of 24" HDPE/SR with Base	City to furnish pipe materials - Authority to install	\$50.00	\$3,150.00		\$3,150.00
11	121	LF	Installation of 18" HDPE/SR with Base	City to furnish pipe materials - Authority to install	\$45.00	\$5,445.00		\$5,445.00
12	1,312	LF	30" HDPE Storm Drain Materials Furnish	City to furnish - Authority to install	\$40.00	\$52,480.00	\$52,480.00	
13	63	LF	24" HDPE Storm Drain Materials Furnish	City to furnish - Authority to install	\$35.00	\$2,205.00	\$2,205.00	
14	121	LF	18" HDPE Storm Drain Materials Furnish	City to furnish - SANBAG to install	\$30.00	\$3,630.00	\$3,630.00	
15	1	EA	Relocate Exist. Water Meter	City to furnish and install	\$1,000.00	\$1,000.00	\$1,000.00	
16	2	EA	Relocate Exist. Water Lines	City to furnish and install	\$4,000.00	\$8,000.00	\$8,000.00	
17	7	EA	Storm Drain Manholes Installed	City to furnish - Authority to install	\$2,500.00	\$17,500.00	\$6,000.00	\$11,500.00
18	1	EA	Headwall Installed	Authority to furnish and install	\$5,000.00	\$5,000.00		\$5,000.00
19	1	EA	Tie-In at Existing Junction	Authority to furnish and install	\$2,500.00	\$2,500.00		\$2,500.00
20			<b>SUB-TOTAL</b>			<b>\$236,300.00</b>	<b>\$114,115.00</b>	<b>\$122,185.00</b>
21	1	LS	Construction Contingency @ 20%	Each party responsible for own		\$47,260.00	\$22,823.00	\$24,437.00
22	1	LS	Design/Potholing	City Responsibility		\$8,000.00	\$8,000.00	
23			<b>TOTAL</b>			<b>\$291,560.00</b>	<b>\$144,938.00</b>	<b>\$146,622.00</b>

Attachment C  
Preliminary Design





- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

***Minute Action***

AGENDA ITEM: 12

**Date:** October 11, 2012

**Subject:** Environmental permit mitigation fees for the Interstate 215 (I-215) Bi-County High Occupancy Vehicle (HOV) Gap Closure and the Newport Road Overcrossing Project

**Recommendation:**\* That the Committee recommend the Board authorize payment to the Santa Ana Watershed Authority (SAWA) for mitigation requirements of the U.S. Army Corps of Engineers (ACOE) Section 404 Nationwide Permit and the Santa Ana Regional Water Quality Control Board (SARWQCB) Section 401 Water Quality Certification, of an amount not to exceed \$97,500.

**Background:** The I-215 Project involves the construction of approximately 7.5 miles of HOV lanes between the 60/91/215 Interchange in the City of Riverside and Orange Show Road in the City of San Bernardino, and it also includes the re-construction of the Newport Road Overcrossing.

Early in 2012, State and Federal waters permits were issued for the Project which included: the ACOE 404 Nationwide Permit; the California Department of Fish and Game (CDFG) Section 1602 Streambed Alteration Agreement; and the Santa Ana Regional Water Quality Control Board (SARWQCB) Section 401 Water Quality Certification. The permits require that certain mitigation measures be taken by SANBAG prior to the start of construction activities. These mitigation measures include:

\*

	<p><i>Approved</i>  <i>Major Projects Committee</i></p> <p>Date: <u>October 11, 2012</u></p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 12.5%;">COG</td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;">CTC</td> <td style="width: 12.5%;">X</td> <td style="width: 12.5%;">CTA</td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;">SAFE</td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;">CMA</td> </tr> </table>	COG		CTC	X	CTA		SAFE		CMA	
COG		CTC	X	CTA		SAFE		CMA		

1. The purchase of 1.30 acres of credits to mitigate for the ACOE 404 permit and SARWQCB Section 401 permit.
2. The purchase of 1.43 acres of credits to mitigate for the CDFG Section 1602 permit

In August 2012, the Board authorized payment of \$144,122 to the Riverside-Corona Resource Conservation District (RCRCD) with staff's understanding that the RCRCD credit would satisfy all mitigation requirements for ACOE, CDFG, and SARWQCB simultaneously. It has since been determined that the ACOE is now accepting only ACOE officially approved "In Lieu Fee Programs (ILFP) or "Mitigation Banks" for mitigation, unless an applicant wants to install its own mitigation. Accordingly, the ACOE did not accept the RCRCD credit as it has not been pre-approved by them as a bank or ILFP. In order to utilize the RCRCD mitigation credits for the ACOE, it would have to be "applicant installed" mitigation, and SANBAG would be liable for this type of mitigation for the next five years. Additionally, the ACOE would require that SANBAG post financial assurances for the mitigation and if the mitigation did not establish properly, SANBAG would be liable for additional costs, conceivably after the project was complete.

Staff considered purchasing credits from SAWA, which has an approved ACOE "ILFP" program. However, SAWA credits are not acceptable to CDFG. Therefore, staff is recommending that the Board authorize the purchase of SAWA credits in addition to the RCRCD credits that were authorized by the Board in July 2012. With this action, the RCRCD credits would be used to satisfy the mitigation requirements for CDFG; and the SAWA credits would be used to satisfy the mitigation requirements for the ACOE and SARWQCB. As a result, the mitigation requirements would be fulfilled with one-time fees without any future liability or risk to SANBAG.

Staff is recommending that the Board authorize payment to SAWA for mitigation requirements of the ACOE Section 404 Nationwide Permit, and SARWQCB Section 401 Water Quality Certification in the amount of \$97,500. Timely payment of these mitigation fees is critical to the start of construction and to maintaining the current Project schedule which is summarized in Table No.1 below:

**Table No. 1**

Environmental Approved	April 2011
Design Approved & R/W Certified	June 2012
Start Construction	October 2012
End Construction	May 2015

***Financial Impact:*** This item is consistent with the adopted Fiscal Year 2012/2013 budget. Funding is provided under Task No. 0839. The funding source is Congestion Mitigation & Air Quality.

***Reviewed By:*** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee.

***Responsible Staff:*** Garry Cohoe, Director of Project Delivery

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG 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. SANBAG 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

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
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

# ***San Bernardino Associated Governments***



## **MISSION STATEMENT**

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
  
- Develop an accessible, efficient, multi-modal transportation system
  
- Strengthen economic development efforts
  
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993  
Reaffirmed March 6, 1996