

## AGENDA

### Board of Directors Metro Valley Study Session

March 14, 2013

\*\*\*\* Start Time: 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

#### *Board of Directors*

##### Valley Representatives

##### Study Session Chair

Dick Riddell, Council Member  
City of Yucaipa

##### Study Session Vice-Chair

Michael Tahan, Council Member  
City of Fontana

Dennis Yates, Mayor  
City of Chino

Ed Graham, Vice Mayor  
City of Chino Hills

Frank Navarro, Council Member  
City of Colton

Walt Stanckiewicz, Mayor  
City of Grand Terrace

Larry McCallon, Mayor  
City of Highland

Rhodes "Dusty" Rigsby, Mayor  
City of Loma Linda

Paul M. Eaton, Mayor  
City of Montclair

Alan Wapner, Council Member  
City of Ontario

L. Dennis Michael, Mayor  
City of Rancho Cucamonga

Pete Aguilar, Mayor  
City of Redlands

Deborah Robertson, Mayor  
City of Rialto

Pat Morris, Mayor  
City of San Bernardino

Ray Musser, Mayor  
City of Upland

##### Mountain/Desert Representatives

Cari Thomas, Mayor  
City of Adelanto

Curt Emick, Mayor  
Town of Apple Valley

Julie McIntyre, Mayor  
City of Barstow

Bill Jahn, Council Member  
City of Big Bear Lake

Mike Leonard, Council Member  
City of Hesperia

Edward Paget, Mayor  
City of Needles

Jim Harris, Council Member  
City of Twentynine Palms

Ryan McEachron, Mayor  
City of Victorville

George Huntington, Council Member  
Town of Yucca Valley

##### County Board of Supervisors

Robert Lovingood, First District  
Janice Rutherford, Second District

James Ramos, Third District  
Gary Ovitt, Fourth District

Josie Gonzales, Fifth District

##### SANBAG

Ray Wolfe, Executive Director  
Eileen Teichert, SANBAG Counsel

*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

**Board of Directors  
Metro Valley Study Session**

**March 14, 2013  
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 Board of Directors Metro Valley Study Session Meeting March 14, 2013. Pg. 7**

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 under this item for recordation on the appropriate item.

**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. Board of Directors Metro Valley Study Session Attendance Roster Pg. 12**  
A quorum shall consist of a majority of the membership of the SANBAG Board of Directors.

**3. Construction Contract Change Orders to on-going SANBAG Construction Contracts with Ortiz Enterprises Inc., Brutoco Engineering and Construction, Skanska/Rados A Joint Venture, Bador Construction Company, Inc., Riverside Construction Company, Inc. and Security Paving Company, Inc. Pg. 14**

Review and ratify change orders. Garry Cohoe

**Notes/Action**

**Discussion Calendar**

**Project Delivery**

- 4. 2013/204 Budget – Major Projects Delivery Program Tasks Pg. 17**

Receive Draft Major Projects Delivery Program task budgets for the Fiscal Year 2013/2014. **Garry Cohoe**

**This item is not scheduled for review by any other Policy Committee.**

- 5. Program Management Services for SANBAG’s Major Projects Program Pg. 118**

That the following be reviewed and recommended for approval at a regularly scheduled Board of Directors meeting:

Approve Amendment No. 1 to Contract No. C09124 with Parsons Transportation Group, Inc. for Program Management and Other Specialty Professional Services which will increase the contract amount by \$16,324,860.00 for a new not-to-exceed amount of \$35,006,611.00 and; extend the contract duration by three years to May 31, 2016.

**Paula Beauchamp**

**This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. SANBAG General Counsel and Contract Administrator have reviewed this item and the draft of the amendment.**

- 6. Interstate 10 (I-10) Tippecanoe Avenue Interchange Construction Project Pg. 127**

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

Approve a Landscape Maintenance Agreement C13092 with the State of California Department of Transportation for the I-10 Tippecanoe Interchange Project Phase 1 at no cost. **Paula Beauchamp**

**This agenda item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. General Counsel and Contract Administrator have reviewed this item and drafts of the contracts.**

**7. Three Utility agreements for the Palm Avenue Grade Separation Project in the City of San Bernardino Pg. 137**

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

1. Approve Utility Agreement No. C13115 with Southern California Edison Distribution for relocation of their facility for the Palm Avenue Grade Separation Project in the amount of \$120,206.08.
2. Approve a 25% contingency for C13115 in the amount of \$30,051.52 and authorize the Executive Director or designee to release contingency as necessary for the project contract.
3. Approve Utility Agreement No. C13116 with Southern California Gas Company for relocation of their facility for the Palm Avenue Grade Separation Project in the amount of \$139,790.00.
4. Approve a 25% contingency for C13116 in the amount of \$34,947.50 and authorize the Executive Director or designee to release contingency as necessary for the project contract.
5. Approve Utility Agreement No. C13117 with Verizon California Inc. for relocation of their facility for the Palm Avenue Grade Separation Project in the amount of \$136,185.53.
6. Approve a 25% contingency for C13117 in the amount of \$34,046.38 and authorize the Executive Director or designee to release contingency as necessary for the project contract. **Dennis Saylor**

**This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. SANBAG Contract Administrator and General Counsel have reviewed this item and drafts of the contracts.**

**8. Cooperative Agreement with the Southern California Regional Rail Authority for the Laurel Street Grade Separation Project Pg. 157**

That the following be reviewed and recommended for final approval by the Board of Directors at a regularly scheduled Board meeting:

Approve Cooperative Agreement No. C13065 with the Southern California Regional Rail Authority for the Laurel Street Grade Separation Project in a not-to-exceed amount of \$265,000 for railroad work, flagging, and administration and inspection costs. **Dennis Saylor**

**This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. SANBAG Contract Administrator and Legal Counsel have reviewed this item and drafts of the contracts.**

**Transportation Fund Administration**

9. **Measure I Valley Major Street Program Allocation Planning for Fiscal Year 2013-2014** Pg. 198 **Complete**

That the following be reviewed and recommended for final approval by the Board of Directors at a regularly scheduled Board meeting:

Approve the following amounts for consideration in the SANBAG Fiscal Year 2013/2014 budget for the Valley Major Street Arterial Sub-program and the Valley Major Street Project Advancement Program, which includes an increased allocation of \$6,706,320 to the Major Street Project Advancement Program from the Major Street Arterial Sub-program:

- Arterial Sub-program: \$2,297,670
- Major Street Project Advancement Program: \$15,665,520

**Carrie Schindler**

**This item is not scheduled for review by any other policy committee. This item was reviewed by the Transportation Technical Advisory Committee on February 4, 2013.**

**Public Comments**

**Additional Items from Committee Members**

**Director's Comments**

**Brief Comments by General Public**

**Additional Information**

**Acronym Listing**

**Pg. 204**

**ADJOURNMENT**

**The next Board of Directors Metro Valley Study Session will be:  
April 11, 2013**

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:** March 14, 2013

**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	C12224	Ortiz Enterprises, Inc. <i>Patrick A. Ortiz</i>	Alcorn Fence Company Bithell, Inc. Cal-Stripe, Inc. CGO Construction Cooper Engineering Coral Construction

\*

*Approved*  
 Board Metro Valley Study Session

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

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

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

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

COG	CTC	X	CTA	X	SAFE	CMA	
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Check all that apply.  
 MVSS1303z-gc

3-A (Cont.)	C12224		Coreslab Structures Diversified Landscape Griffith Company Harber Companies Hardy & Harper Hydro Sprout Integrity Rebar Placers L. Johnson Lincoln Pacific Mahaffey Companies Rogan Concrete Coring & Sawing SRD Engineering, Inc. Statewide Traffic Safety & Signs Superior Gunitite Truesdell Corporation West Coast Welding, Inc.
3-B	C09196	Skanska/Rados Joint Venture <i>Chad Mathes</i>	All American Asphalt Anderson Drilling CGO Construction Crisp 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

3-B (Cont.)	C09196		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-C	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-D	C10190	Beador Construction <i>David Beador</i>	Cooper Engineering Cal-Stripe, Inc. 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-E	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-F	C11004	C.C. Myers Inc. <i>Daniel E. Himick</i>	Alcorn Fence Company Cal-Stripe Foundation Pile, Inc. Integrity Rebar Ecologic Landscape Elite Bobcat Services MSE Retaining Systems

3-F (Cont.)	C11004		Murphy Industrial Coatings Sierra Pacific Electrical Visual Pollution Technologies
3-G	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
5	C09124	Parsons Transportation Group <i>Kevin Haboian</i>	Arellano Associates JM Diaz, Inc Ecosys LAE Engineering S2 Engineering
7	C13115	Southern California Edison Distribution <i>Carol Brown</i>	None
7	C13116	Southern Californian Gas Company <i>Vicky Garcia</i>	None
7	C13117	Verizon California Inc. <i>William Kearns</i>	None

**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.

**BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2013**

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Gary Ovitt</b> Board of Supervisors	X	X										
<b>James Ramos</b> Board of Supervisors	X	X										
<b>Janice Rutherford</b> Board of Supervisors	X	X										
<b>Josie Gonzales</b> Board of Supervisors												
<b>Robert Lovingood</b> Board of Supervisors	X	X										
<b>Cari Thomas</b> City of Adelanto												
<b>Curt Emick</b> Town of Apple Valley												
<b>Julie McIntyre</b> City of Barstow												
<b>Bill Jahn</b> City of Big Bear Lake	X	X										
<b>Dennis Yates</b> City of Chino	X	X										
<b>Ed Graham</b> City of Chino Hills	X	X										
<b>Frank Navarro</b> City of Colton		X										
<b>Michael Tahan</b> City of Fontana	X	X										
<b>Walt Stanckiewicz</b> City of Grand Terrace	X	X										
<b>Mike Leonard</b> City of Hesperia		X										
<b>Larry McCallon</b> City of Highland	X	X										

X = member attended meeting. \* = alternate member attended meeting. Empty box = Did not attend meeting. Crossed out box = not a Board Member at the time.

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**BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2013**

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Rhodes 'Dusty' Rigsby</b> City of Loma Linda	X	X										
<b>Paul Eaton</b> City of Montclair	X											
<b>Edward Paget</b> City of Needles												
<b>Alan Wapner</b> City of Ontario		X										
<b>L. Dennis Michael</b> City of Rancho Cucamonga		X										
<b>Pete Aguilar</b> City of Redlands		X										
<b>Deborah Robertson</b> City of Rialto												
<b>Patrick Morris</b> City of San Bernardino	X	X										
<b>Jim Harris</b> City of Twentynine Palms		X										
<b>Ray Musser</b> City of Upland		X										
<b>Ryan McEachron</b> City of Victorville		X										
<b>Dick Riddell</b> City of Yucaipa	X	X										
<b>George Huntington</b> Town of Yucca Valley												

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X = member attended meeting. \* = alternate member attended meeting. Empty box = Did not attend meeting. Crossed out box = not a Board Member at the time.



- 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:** March 14, 1013

**Subject:** Construction Contract Change Orders to on-going SANBAG Construction Contracts with Ortiz Enterprises Inc., Brutoco Engineering and Construction, Skanska/Rados A Joint Venture, Beador Construction Company, Inc., Riverside Construction Company, Inc. and Security Paving Company, Inc.

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

**Background:** Of SANBAG's fifteen on-going Construction Contracts, seven have had Construction Change Orders (CCO's) approved since the last reporting to the Board Metro Valley Study Session. The CCO's are listed below.

- A. CN C12224 with Ortiz Enterprises, Inc. for the construction of the I-10 Cherry Avenue Interchange project: CCO No. 14 (\$10,780.00 increase for the relocation of septic system leach tank not shown on the plans encountered during excavation for Retaining Wall RW33).
- B. CN C09196 with Skanska/Rados A Joint Venture for the construction of the I-215 Segments 1 and 2 project: CCO No. 77 (\$38,334.30 increase to compensate the contractor for installing larger Type G2 drain inlets in lieu of Type G1 to properly intercept 600mm or larger pipes from a longitudinal direction) and CCO No. 167 (\$30,000.00 increase for settlement of Notice of Potential Claim No. 21 for the requirement of pinning of new configuration of Type K Temporary Railing).

\*

	<p><i>Approved</i>          Board Metro Valley Study Session</p> <p>Date: _____</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.

- C. CN C12196 with Ortiz Enterprises, Inc. for the construction of the I-10 Tippecanoe Interchange, Phase 1 project: CCO No. 13 (\$4,607.18 increase for constructing manhole per Standard Plans in lieu of detail shown on contract plans due to insufficient information) and CCO No. 14 (\$16,860.40 increase for additional signing and striping of Anderson/Tippecanoe from Redlands Blvd to north of the I-10 west bound ramps as requested by Caltrans).
- D. CN C10190 with Beador Construction Company, Inc. for construction of the I-10 West Bound Lane Addition project: CCO No. 27 Supplemental 1 (\$30,000.00 increase in funds for compensation for fluctuations in the California Statewide Paving Asphalt Price Index as provided in the Special Provisions), CCO No. 32 (\$6,839.50 decrease for changes to the erosion control application above Retaining Wall 151 from Type 1 to Type 2 and installing a gate in the Park and Ride lot fence) and CCO NO. 33 (\$2,000.00 increase for revising the traffic handling plans keeping the Yucaipa Blvd on ramp open during Stage 5 construction).
- E. CN C11184 with Skanska USA Civil West for the construction of the Hunts Lane Grade Separation project: CCO No. 4 Supplemental 1 (\$40,000.00 increase of additional funds for removal and disposal of buried man-made object encountered during excavation operations), CCO NO. 6 Supplemental 1 (\$20,000.00 increase of funds for Maintaining Traffic as provided for as supplemental item work), CCO No. 15 (no cost/no credit for settlement Notice of Potential Claim associated with design criteria of MSE retaining wall design life criteria due to conflict between plans and specifications,) and CCO No. 16 (\$25,500.00 increase for relocating aerial AT&T fiber optic line to buried conduit and raising existing AT&T manhole to new grade of Commercial Road).
- F. CN C11004 with C.C. Myers, Inc. for the construction of the N. Milliken Avenue Grade Separation project: CCO No. 14 (\$62,819.38 increase for modifications to electrical system for compliance with new City of Ontario standards for LED lighting, decorative bridge column lighting, new traffic signal cabinet at Milliken and Guasti intersection and changes to the landscape irrigation controller configuration to accommodate availability of electricity as provided by SCE).
- G. CN C12010 with Riverside Construction Company, Inc. for the construction of the I-15 La Mesa/Nisqualli Interchange project: CCO No. 44 (\$58,340.00 increase to provide replacement of all lighting on the project with LED fixtures including traffic signals and highway lighting for compliance with Caltrans Directive).

**Financial Impact:** This item imposes no financial impact, as all CCOs are within previously approved contingency amounts. Task No's. 0826, 0838, 0842, 0862, 0870, 0882 and 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:** March 14, 2013

**Subject:** 2013/2014 Budget – Major Projects Delivery Program Tasks

**Recommendation:\*** Receive Draft Major Projects Delivery Program task budgets for the Fiscal Year 2013/2014.

**Background:** The proposed Fiscal Year 2013/2014 Budget includes 45 tasks under the Major Project Delivery Program that are the responsibility of the Project Delivery Program. Forty of these tasks are for projects in the Valley, three in the Mountain/Desert region, one Cajon Pass project, and one that spans all regions. The proposed fiscal year budget provides the funding to continue the project development and construction of the highway improvement projects. The funding amounts include prior year Board approved appropriations that are not projected to be expended in Fiscal Year 2012/2013. The narratives provide information on prior year appropriations and the new funding.

Since the adoption of last year’s budget two tasks have been added. In addition, it is recommended that six tasks be added. The new tasks are described below.

Task 0892, I-15/Baseline Interchange and Task 0896, I-10 Pepper Avenue Interchange, was amended into the Fiscal Year 2013/2014 Budget by the SANBAG Board, therefore it is the first time it has been included in an annual budget.

\*

*Approved*  
*Board Metro Valley Study Session*

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

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

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

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

It is proposed to add tasks for five interchange projects. These five projects are in the top ten priority projects of the Valley Interchange program. This action is in compliance with the direction received by the Board. Including these projects in the budget will allow the project development of these projects to proceed. The projects are SR-60/Central Avenue Interchange, Task 0893; SR-60/Archibald Avenue Interchange, Task 0894; I-10/Cedar Avenue Interchange, Task 0898; I-10/Mount Vernon Interchange, Task 0898; and I-10/ University Avenue Interchange, Task 0899.

The attached narratives describe the scope of work and the costs related for each task in the fiscal budget for 2013/2014.

The following tasks are presented for Committee review:

Task	Major Projects/Delivery Program	Manager	Proposed Budget
0701	Valley Signal Coordination Program	Cohoe	731,312
0803	SR 210 Base Line Interchange Improvement	Cohoe	906,652
0815	Measure I Program Management	Cohoe	5,814,656
0817	State Route 60 Sound Wall	Cohoe	-
0820	State Route 210 Final Design	Cohoe	18,706
0822	State Route 210 Right of Way Acquisition	Cohoe	1,001,450
0824	State Route 210 Construction	Cohoe	11,834,154
0825	I-10 Corridor Project Development	Cohoe	5,415,319
0826	I-10 Cherry/Citrus Interchanges	Cohoe	60,281,302
0830	I-215 San Bern/Riverside Project Development	Cohoe	225,000
0834	I-215 Final Design	Cohoe	8,036
0836	I-215 Right of Way Acquisition	Cohoe	107,536
0838	I-215 Construction	Cohoe	33,769,873
0839	I-215 Bi-County HOV Gap Closure Project	Cohoe	16,498,209
0840	I-215 Barton Road Interchange	Cohoe	24,025,749
0841	I-10 Riverside Interchange	Cohoe	641,542
0842	I-10 Tippecanoe Interchange	Cohoe	20,923,901
0845	I-215 Mt. Vernon/Washington Interchange	Cohoe	671,556
0850	Alternative Project Financing	Cohoe	3,974,844
0862	I-10 Westbound Lane Addition - Yucaipa/Redlands	Cohoe	2,263,718
0869	Glen Helen Parkway Grade Separation	Cohoe	3,586,296
0870	Hunts Lane Grade Separation	Cohoe	9,326,480
0871	State St./University Parkway Grade Separation	Cohoe	9,036
0874	Palm Ave. Grade Separation	Cohoe	9,129,369
0876	South Milliken Ave. Grade Separation	Cohoe	4,496,264
0877	Vineyard Ave. Grade Separation	Cohoe	7,074,093
0879	Colton Crossing BNSF/UPRR Grade Separation	Cohoe	20,120,951
0880	I-15/I-215 Devore Interchange	Cohoe	23,278,713

Task	Major Projects Delivery Program	Manager	Proposed Budget
0881	Lenwood Ave. Grade Separation	Cohoe	4,890,756
0882	North Milliken Ave. Grade Separation	Cohoe	9,419,387
0883	State Route 210 Pepper Ave. Interchange	Cohoe	2,208,282
0884	Laurel Ave. Grade Separation	Cohoe	17,966,703
0885	9th Street Rail Improvements	Cohoe	3,081,456
0886	Colton Quiet Zone	Cohoe	2,408,394
0887	State Route 210 Lane Addition	Cohoe	862,631
0888	I-15 La Mesa/Nisqualli Interchange	Cohoe	7,046,057
0890	I-15 Rancho Road Interchange	Cohoe	23,229,897
0892	Canyon to Sunrise Road	Cohoe	12,843,139
0893	Apache to Palm	Cohoe	100,000
0894	LaHonda Way to Dumosa Ave.	Cohoe	100,000
0895	Lear Avenue: Montezume Dr. / Pole Line Rd	Cohoe	869,665
0897	Maple Lane, Big Bear area	Cohoe	100,000
0898	Village L Project	Cohoe	100,000
0899	National Park Road	Cohoe	100,000

**Financial Impact:** These tasks will be part of the overall budget adoption which establishes the financial and policy direction for the next fiscal year.

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

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

## **TASK: 0515 MEASURE I VALLEY APPORTIONMENT & ALLOCATION**

### **PURPOSE**

Conduct an apportionment/allocation planning activity to assist in budgeting for capital projects pursuant to a process established through the Measure I 2010-2040 Strategic Plan. The process entails four steps, including the identification of needs, fund apportionment, fund allocation and fund expenditure. This is integrated with fund programming and the State and Federal fund obligation processing. The actual allocations occur through the annual adoption of the SANBAG budget.

### **ACCOMPLISHMENTS**

The first allocation planning process under Measure I 2010-2040 took place for Fiscal Year 2010/2011. The process involved an analysis over the first five years of the new Measure, including: the identification of program needs, projection of Measure I, State and Federal revenues, analysis of cash-flow requirements for each program, and the analysis of the need for bonding against Measure I revenues over the first five years. Since Fiscal Year 2012/2013, the 10-Year Delivery Plan has provided an overall framework for project funding and scheduling and helps guide the annual allocation recommendations. The Ecosys capital project planning, scheduling, and budgeting tool has been developed to assist in multiple project delivery functions, including support for the allocation planning process.

### **WORK ELEMENTS**

1. Distribute requests for Capital Project Needs Analyses to local jurisdictions and SANBAG program managers and compile the responses into a comprehensive assessment of funding needs for each fiscal year.
2. Conduct a cash-flow analysis of needs versus available revenues and develop alternatives for the allocation of Measure I funds, together with the use of State and Federal funds.
3. Prepare an allocation proposal(s) for consideration in the SANBAG budgeting process.
4. Refine a process for tracking Measure I allocations, expenditures, and revenues. Link to the SANBAG financial system to obtain data supporting the financial analyses required to manage Measure I allocations and expenditures.
5. Reimburse jurisdictions for Measure I Valley Major Street/Arterial Sub-Program expenditures and maintain documentation.

### **PRODUCT**

Improved regional arterial street system in the Valley, annual listing of capital project needs, and an allocation planning proposal for consideration in the SANBAG budget.

**MANAGER:** Andrea Zureick, Director of Fund Administration and Programming

### Transportation Fund Administration

**Task 0515 Measure I Valley Apportionment & Allocation**

	2010-2011 <u>Actual</u>	2011-2012 <u>Actual</u>	2012-2013 <u>Revised Budget</u>	2013-2014 <u>Budget</u>
<b>Expenditures</b>				
Regular Full-Time Employees	41,647	21,311	55,368	28,813
Fringe Allocation-General	37,699	20,879	50,518	29,090
Professional Services	13,822	-	-	-
Legal Fees	1,235	238	1,000	1,000
Postage	-	182	-	250
Printing - Internal	-	-	-	200
Major Street Payments	1,198,294	769,339	8,955,781	11,079,343
Indirect Allocation-General	60,051	32,898	94,267	39,525
<b>Total Expenditures</b>	<u>1,352,748</u>	<u>844,847</u>	<u>9,156,934</u>	<u>11,178,221</u>
<b>Funding Sources</b>				
MSI Valley Admin				98,878
MSI Valley Fund-Arterials				11,079,343
<b>Total Funding Sources</b>				<u>11,178,221</u>

## **TASK: 0701 VALLEY SIGNAL COORDINATION PROGRAM**

### **PURPOSE**

Improve the flow of traffic on the San Bernardino Valley arterial streets by coordinating the traffic signals.

### **ACCOMPLISHMENTS**

In September 2000, the SANBAG Board of Directors adopted the San Bernardino Valley Coordinated Traffic Signal System Plan. When the Plan is fully implemented, a comprehensive system of coordinated traffic signals is estimated to result in a 10 to 15 percent reduction in travel times, and an associated reduction in fuel consumption, mobile source emissions, and rear-end collisions. As described by the Plan and with the participation of all Valley cities, the County of San Bernardino, and Caltrans District 8, a phased improvement program was adopted to upgrade and coordinate nearly 1,200 traffic signals on regionally significant arterial segments to achieve inter-jurisdictional traffic signal coordination throughout the Valley area.

Construction of Tiers 1 & 2 of the program was completed in September 2008. Construction of Tiers 3 & 4 of the program was completed in June 2012. SANBAG's responsibility for follow-up monitoring and maintenance for Tier 1 & 2 was completed in June 2011. In July 2011 SANBAG Board of Directors adopted a "Memorandum of Understanding between all Valley jurisdictions to address maintenance responsibilities for all Tiers. A three year on-call specialized timing and maintenance contract for all Tiers was awarded in November 2011. A one year full monitoring and maintenance contract for Tiers 3 & 4 is to be awarded in March 2013. This will be followed by two years of on-call specialized timing and maintenance, completing the planned transition for maintenance and monitoring back to the local jurisdictions.

### **WORK ELEMENTS**

1. Continue the on-call specialty maintenance for Tiers 1 & 2 through November 2014.
2. Continue full monitoring and maintenance of Tiers 3 & 4 through March 2014 and start two year on-call specialty maintenance for Tiers 3 & 4.
2. Conduct an After Study Report of travel times on Tiers 3 and 4 corridors for comparison to the Before Study Report to measure and document improvements provided by the implementation of the San Bernardino Valley Signal Coordination Program.

### **PRODUCT**

Implementation of the San Bernardino Valley Coordinated Traffic Signal System Plan as adopted by the SANBAG Board of Directors in September 2000.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$5,000.
  - ii. 1000557, Traffic Signal Timing, Amount Budgeted \$300,000.
  - iii. C12027, Traffic Signal Monitoring, Amount Budgeted \$400,000.

### **PRIOR YEAR BUDGETED COMMITMENTS:**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$494,382.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

**Task** 0701 Valley Signal Coordination Program

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	19,339	15,872	16,330	5,116
Regular Part-Time Employees	-	-	7,200	-
Fringe Allocation-General	17,078	15,551	14,900	5,165
Professional Services	2,500	-	-	-
Consulting Services	1,989,709	1,229,295	1,344,157	700,000
Program Management Fees	132,201	147,741	52,226	5,000
Legal Fees	618	855	250	1,150
Construction Capital	1,093,907	1,923,366	-	-
Postage	-	100	150	500
Travel Expense - Employee	307	19	-	500
Travel Expense-Mileage-Employee	-	214	300	300
Advertising	-	1,122	-	500
Printing - External	1,495	-	700	3,000
Meeting Expense	-	76	-	450
Indirect Allocation-General	27,203	24,502	36,774	7,017
Indirect Allocation-Project Management	7,451	11,925	6,008	2,614
Total Expenditures	3,291,808	3,370,637	1,478,995	731,312

### Funding Sources

Congestion Mitigation & Air Quality	400,000
MSI 1990-Valley Fund-TMEE	331,312
Total Funding Sources	731,312

## **TASK: 0803 INTERSTATE 210 BASE LINE INTERCHANGE**

### **PURPOSE**

Improve the interchange to relieve existing congestion and to meet future traffic demands.

### **ACCOMPLISHMENTS**

The cooperative agreement with the City of Highland to prepare the Project Report and Environmental Document (PA&ED) was approved February 2013. The project is within the boundaries of Task 0887 State Route 210 (I-210) Lane Addition Project. The projects will be developed together to optimize coordination and reduce costs. PA&ED Contractor awarded in March 2013.

### **WORK ELEMENTS**

1. Oversee the SANBAG consultant in the preparation of the PA&ED.
2. Coordinate with Caltrans staff for all phases of work.
3. Manage the contracts, budgets, and schedules.

### **PRODUCT**

Complete improvements to I-210/Base Line interchange.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$100,000.
  - ii. 1000631, Environmental and Preliminary Design Services, Amount Budgeted \$707,725.
- b. New Contracts
  - i. RFP, Project Study Report oversight, Amount Budgeted \$70,235, Total Estimated Contract Amount \$99,500.

### **LOCAL FUNDING SOURCE DETAIL**

- i. City of Highland - \$454,657.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task 0803 State Route 210 Base Line Interchange Improve**

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	-	-	-	6,688
Fringe Allocation-General	-	-	-	6,752
Consulting Services	-	-	-	777,960
Program Management Fees	-	-	-	100,000
Postage	-	-	-	500
Travel Expense-Mileage-Employee	-	-	-	200
Advertising	-	-	-	500
Printing - External	-	-	-	2,500
Meeting Expense	-	-	-	200
Indirect Allocation-General	-	-	-	9,174
Indirect Allocation-Project Management	-	-	-	2,178
Total Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>906,652</u>
<b>Funding Sources</b>				
Local Projects Fund				454,657
Valley Fwy Interchange Bond Fund				451,995
Total Funding Sources				<u>906,652</u>

## **TASK: 0815 MEASURE I PROGRAM MANAGEMENT**

### **PURPOSE**

Manage the Major Projects Program.

### **ACCOMPLISHMENTS**

Management of the Major Project Program resulted in furthering the development of projects leading to the completion of numerous transportation enhancements. Individual project accomplishments can be found in the task-specific narratives.

A Project Control System (PCS) to communicate and align with the finance software was instituted and implementation began. Peer Review and a Quality Assurance/Quality Control (QA/QC) program to ensure quality documents continued. Reviews and updates of contract management procedures, policies and documents were conducted including: (i) development of standard templates for professional services and construction procurements, and (ii) enhancements to the Independent Cost Estimates for professional services contracts and amendments was implemented. In addition, updated right-of-way policies are under development; and the top ten interchanges listed on the Measure I 2010-2040 Valley Freeway Interchange Program are currently being evaluated for initiation.

### **WORK ELEMENTS**

1. **Project Delivery:** Perform tasks related to the project development and construction management of SANBAG managed projects as described by the task-specific narratives.
2. **Project Controls:** Maintain and enhance a PCS to monitor and report the status of the budget, cost, and schedule and forecast performance trends of each project under the Major Project Delivery Program. Collect and maintain all pertinent budget, cost, and schedule information on each project. Track project risks, goals and accomplishments, and action items. This work element includes regular updates to detailed project cost estimates commensurate with the level of project development and project scheduling, and development and regular updates to detailed project schedules. Use this integrated system to create different funding scenarios for the identification of the optimum funding plan.
3. **Consultant Selection and Management:** Administrate the on-going consultant selection activities. Analyze bids/cost proposals against independent cost estimates. Negotiate contracts that are fair and reasonable and in the best interest of the agency.
4. **Contract Management and Invoicing:** Perform routine contract management and invoicing tasks. Utilize contract controls to track consultant expenditures and budgets in coordination with the PCS and Finance Department. Review consultant invoices for compliance with contract terms.
5. **Quality Assurance and Quality Control Reviews:** Conduct QA/QC reviews and peer reviews to ensure that SANBAG products and deliverables meet quality standards.
6. **Other Program Activities:** Other activities include document controls and archiving; project database maintenance; implementation of program procedures and requirements; participation in the development of programming strategies for all available State and Federal funds; provide input into the development of SANBAG policies; and complete project close out of projects.
7. **Fund the activities of the Board of Directors Metro Valley Study Session** including Board Members stipends and mileage costs, as well as program costs that are not related to a specific project. These program costs include salaries, postage, printing, communications, travel, and training.

### **PRODUCTS**

Provide program and project management services that result in the efficient delivery of transportation improvement projects.

**CONTRACT INFORMATION**

**a. Existing Contracts**

- i. 1000044, Environmental Support, Amount Budgeted \$14,000.
- ii. 1000089, Program and Project Management, Amount Budgeted \$2,400,000.
- iii. 1000310, Policy Review, Amount Budgeted \$180,000.
- iv. 1000558, Right of Way Advisory Services, Amount Budgeted \$100,000.
- v. 1000731, Legal Services, Amount Budgeted \$10,000.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

Task 0815 Measure I Program Management

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	188,267	189,708	347,762	685,497
Regular Part-Time Employees	13,790	-	-	-
Overtime	-	968	1,600	1,250
Fringe Allocation-General	140,563	186,810	318,758	693,339
Professional Services	1,282,005	784,116	521,033	390,420
Consulting Services	-	6,196	980,355	250,000
Program Management Fees	1,748,919	1,775,513	1,887,256	2,400,000
Attendance Fees	18,043	16,400	30,000	32,000
Legal Fees	22,775	17,565	186,971	130,000
Dues & Subscriptions	226	-	8,000	8,000
Training/Membership	2,211	1,068	5,000	3,000
Postage	207	645	6,660	3,000
Travel Expense - Employee	2,206	4,714	5,500	10,000
Travel Expense - Non-Employee	-	-	8,000	3,000
Travel Expense-Mileage-Employee	40	-	1,500	1,000
Travel Expense-Mileage-Non-Employee	2,415	2,368	1,500	12,000
Travel Expense-Other-Metrolink Tickets	-	7	250	-
Printing - External	113	1,230	17,000	1,000
Printing - Internal	-	-	5,000	-
Communications	342	195	8,500	5,000
Record/Equipment Storage	-	925	10,000	-
Other Service Charges	53	-	-	-
Office Expense	276	158	24,000	-
Meeting Expense	2,393	2,180	3,000	-
Land Easements & Improvements	4,006	-	-	-
Office Furniture & Equipment	-	-	11,000	10,000
Office Equip/Software-Inventorial	3,837	2,050	-	-
Computer Hardware & Software	25,881	(14,167)	43,000	25,000
Indirect Allocation-General	241,109	294,342	594,805	942,047
Indirect Allocation-Project Management	145,878	169,806	155,847	209,103
<b>Total Expenditures</b>	<b>3,845,554</b>	<b>3,442,796</b>	<b>5,182,298</b>	<b>5,814,656</b>

### Funding Sources

MSI Valley Fund-Freeway Projects	1,837,339
MSI 1990-Valley Fund-Major Projects	203,000
Valley Fwy Interchange Bond Fund	1,868,177
Valley Major Street Bond Fund	1,795,140
Cajon Pass Bond Fund	111,000
<b>Total Funding Sources</b>	<b>5,814,656</b>

## **TASK 0817 STATE ROUTE 60 SOUND WALL**

### **PURPOSE**

Mitigate the State Route 60 (SR-60) Freeway noise between Pipeline Avenue and Ramona Avenue in the City of Chino.

### **ACCOMPLISHMENTS**

In 1997, SANBAG and Caltrans completed a widening project on SR-60 between the Los Angeles County line and the SR-60/ Interstate 15 (I-15) Separation. The project added one mixed flow lane and one High Occupancy Vehicle Lane in each direction. Following completion of the project, at the request of a resident, additional noise studies were conducted along the route leading to a Noise Barrier Scope Summary Report (NBSSR) being approved by Caltrans in October 2001. The NBSSR identified the need for a 16-foot high sound wall on westbound SR-60, between Pipeline Avenue and Ramona Avenue in the City of Chino. In October the Board authorized advertising the construction contract and on January 4, 2012 the contract was awarded. The construction of the sound wall was completed in June 2012. A one year plant establishment period is to be completed in June 2013. Construction management services during construction were provided through existing on-call contracts.

### **WORK ELEMENTS**

1. Closeout the construction phase.
2. Manage contracts, budgets, and schedules.

### **PRODUCT**

Construct 900 foot long sound wall along the SR-60 Freeway in the City of Chino including landscape planting and plant establishment.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0817 State Route 60 Sound Wall

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	601	1,470	3,173	-
Regular Part-Time Employees	210	-	-	-
Fringe Allocation-General	518	1,440	2,895	-
Professional Services	27,967	3,376	2,000	-
Consulting Services	94,065	2,960	16,321	-
Program Management Fees	16,886	149,812	25,853	-
Legal Fees	-	95	1,000	-
Construction Capital	-	466,931	28,300	-
Postage	60	24	150	-
Printing - External	-	588	-	-
Indirect Allocation-General	1,128	2,269	5,402	-
Indirect Allocation-Project Management	1,549	16,137	2,390	-
Total Expenditures	<u>142,984</u>	<u>645,101</u>	<u>87,484</u>	<u>-</u>
<b>Funding Sources</b>				
Total Funding Sources				<u>-</u>

**TASK: 0820 STATE ROUTE 210 FINAL DESIGN**

**PURPOSE**

Complete the final design of the State Route 210 (SR-210) freeway, a new transportation corridor to enhance the east-west mobility in the San Bernardino County Valley.

**ACCOMPLISHMENTS**

Final design has been completed for the SR-210 freeway.

**WORK ELEMENTS**

1. Provide design support during construction for the SR-210/Interstate 215 (I-215) direct connector project and the SR 210 landscape projects.
2. Manage the contracts, budget, and schedule.

**PRODUCT**

Completion of all final design to allow the SR-210 Freeway improvements to be constructed.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000071, Design Services, Amount Budgeted \$18,706.

**MANAGER: Garry Cohoe, Director of Project Delivery**

**Major Project Delivery Program**

**Task 0820 State Route 210 Final Design**

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
<b>Expenditures</b>				
Regular Full-Time Employees	814	-	-	-
Regular Part-Time Employees	420	-	-	-
Fringe Allocation-General	737	-	-	-
Professional Services	74,383	20,399	-	-
Consulting Services	-	21,072	169,050	18,706
Program Management Fees	-	-	68,899	-
Legal Fees	-	-	500	-
Postage	20	-	100	-
Printing - External	-	-	1,000	-
Printing - Internal	-	-	500	-
Indirect Allocation-General	1,780	-	-	-
Indirect Allocation-Project Management	-	-	5,121	-
<b>Total Expenditures</b>	<u>78,155</u>	<u>41,471</u>	<u>245,170</u>	<u>18,706</u>

**Funding Sources**

MSI 1990-Valley Fund-Major Projects

18,706

**Total Funding Sources**

18,706

## **TASK: 0822 STATE ROUTE 210 RIGHT OF WAY ACQUISITION**

### **PURPOSE**

Complete the Right of Way acquisition and utility relocations required to allow the construction of the State Route 210 (SR 210) freeway, a new transportation corridor to enhance the east-west mobility in the San Bernardino County Valley.

### **ACCOMPLISHMENTS**

The required Right of Way acquisition for the SR-210 Freeway has been completed and the final utility relocations for Segment 11 are underway as part of the SR-210/Interstate 215 (I-215) Direct Connector project (Task 0824).

Lawsuits filed in regards to flood control basins that receive water from SR-210 storm drain improvements remain outstanding. Defense of the lawsuits filed by the County of San Bernardino in regards to the "Colonies" and "Cactus" flood control basins continues. The trial date for these two lawsuits has been scheduled. The defense team will continue reviewing documentation, conducting depositions and developing the defense strategy. Direction to the defense team is provided by the SANBAG Legal Ad Hoc Committee. Most of the defense cost is being reimbursed by SANBAG's insurance carrier. The budget amount for the defense will be dependent on the outcome of the various motions.

### **WORK ELEMENTS**

1. Continue development of the defense for the lawsuits.
2. Monitor the reimbursement of defense expenses.
3. Complete the utility relocations required for the Segment 11 - SR-210/I-215 Direct Connector project.
4. Manage the contract and budget.

### **PRODUCT**

Complete the Right of Way acquisition and utility relocations required for the SR-210 Freeway.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000731, Legal Services, Amount Budgeted \$1,000.
  - ii. 1000100, Legal Services, Amount Budgeted \$1,000,000.

### **PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$1,001,000.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task** 0822 State Route 210 Right of Way Acquisition

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	3,815	3,896	13,001	-
Fringe Allocation-General	3,453	3,817	11,862	-
Professional Services	153,501	-	-	-
Program Management Fees	38,212	23,680	45,933	-
Legal Fees	2,601,517	1,232,032	3,200,000	1,001,000
Postage	22	-	150	100
Travel Expense-Mileage-Employee	41	-	-	100
Printing - External	1,299	-	-	250
Printing - Internal	-	-	2,000	-
Communications	47	-	-	-
Record/Equipment Storage	1,354	-	-	-
Meeting Expense	40	-	-	-
Indirect Allocation-General	5,501	6,015	22,134	-
Indirect Allocation-Project Management	2,483	1,260	3,414	-
<b>Total Expenditures</b>	<b><u>2,811,286</u></b>	<b><u>1,270,700</u></b>	<b><u>3,298,494</u></b>	<b><u>1,001,450</u></b>

**Funding Sources**

MSI 1990-Valley Fund-Major Projects

1,001,450

Total Funding Sources

**1,001,450**

## **TASK: 0824 STATE ROUTE 210 CONSTRUCTION**

### **PURPOSE**

Complete the construction of the State Route 210 (SR-210) freeway, a new transportation corridor to enhance the east-west mobility in the San Bernardino County Valley, including the Interstate 215 (I-215) north to west and east to south high speed connectors.

### **ACCOMPLISHMENTS**

Between August, 2001 and July, 2007, various segments of SR-210 were opened from the Los Angeles County Line to I-215. The high speed SR-210/I-215 connectors are the final remaining portions of the SR-210 corridor to be completed. In late 2010 Caltrans advertised, awarded, and it is currently administering the high speed SR-210/I-215 connectors' project. The northbound I-215 to westbound SR-210 connector was open in January 2012. The high speed connector project was completed in December 2012.

This Task also includes activities and cost related to environmental mitigation and monitoring for the State Street Storm Drain and regulatory permits for Segment 11. In January 2011, the terms of federal permits mitigation were completed and accepted by the United States Fish and Wildlife Service and the US Army Corps of Engineers. Coordination with California Department of Fish and Game for environmental mitigation and monitoring acceptance of the State Street Storm Drain will continue in this fiscal year.

This Task also includes landscape construction and establishment activities for Segments 1, 2, 3, 4, 8, 9, 10 and 11. Landscape design was completed by Caltrans. Plant establishment contracts and construction management services for Segments 1, 2, 3 and 4 were completed in 2011. In June 2010, a landscaping construction management contract was awarded for the Segments 8 through 11 landscape projects. In March 2011, a construction contract was issued for the Segment 8 landscape project. Landscape installation was completed in May 2012 and this segment is currently in the one year plant establishment period. A (4) four year extended plant maintenance contract will be awarded in April 2013 for Segment 8. In November 2011, a construction contract was issued for the Segment 9 landscape project. Landscape installation was completed in October 2012 and this segment is currently in the one year plant establishment period. A (4) four year extended plant maintenance contract will be awarded in September 2013 for Segment 9. In December 2011, a construction contract was issued for the Segment 10 landscape project. Landscape installation was completed in October 2012 and this segment is currently in the one year plant establishment period. A (4) four year extended plant maintenance contract will be awarded in September 2013 for Segment 10. The Segment 11 landscape construction is anticipated to be bid in mid-2013.

### **WORK ELEMENTS:**

1. Continue public information activities.
2. Continue coordination with Caltrans and the cities regarding construction staging provisions, and any construction impacts to local traffic.
3. Continue coordination with California Department of Fish and Wildlife for acceptance of the State Street Storm Drain Hydrologic Monitoring and Mitigation Plan (HMMP).
4. Coordinate with the construction of the Caltrans-managed SR-210/I-215 connector project.
5. Commence construction of Segment 11 landscape improvements.
6. Administer and manage the remaining landscape construction, landscape maintenance and construction management contracts.

### **PRODUCT**

Complete construction of the SR-210 Freeway improvements.

## CONTRACT INFORMATION

- a. Existing Contracts
  - i. 1000089, Program Management, Amount Budgeted \$75,000.
  - ii. 1000731, Legal Services, Amount Budgeted \$500.
  - iii. 1000166, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted \$10,000.
  - iv. 1000319, Construction Management Services, Amount Budgeted \$900,000.
  - v. 1000578, Construction Services, Amount Budgeted \$56,045.
  - vi. 1000582, Construction Services, Amount Budgeted \$15,075.
  - vii. 1000428, Construction Services, Amount Budgeted \$5,200,000.
  
- b. New Contracts
  - i. RFP, Establish Existing Planting Services, Amount Budgeted \$525,000, Total Estimated Contract Amount \$1,800,000.

## PRIOR YEAR BUDGETED COMMITMENTS

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$1,052,987.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

Task 0824 State Route 210 Construction

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	9,324	5,794	7,445	-
Fringe Allocation-General	7,409	5,676	6,793	-
Professional Services	233,698	50,457	116,000	10,000
Consulting Services	-	684,228	1,000,000	500,000
Program Management Fees	82,947	137,838	73,493	75,000
Legal Fees	2,945	2,423	750	500
Landscaping Care	903,578	114,789	-	-
Rentals-Buildings	16,220	-	-	42,000
Construction Capital	23,120	5,832,807	7,723,600	10,797,920
Right of Way Capital	-	-	-	400,000
Postage	49	109	100	200
Advertising	526	1,422	-	500
Printing - External	1,365	2,179	1,150	1,500
Indirect Allocation-General	11,802	8,944	12,675	-
Indirect Allocation-Project Management	7,097	10,452	5,462	6,534
Total Expenditures	<u>1,300,079</u>	<u>6,857,117</u>	<u>8,947,468</u>	<u>11,834,154</u>

### Funding Sources

Surface Transportation Program	2,501,800
Transportation Enhancement Activities	5,200,000
Regional Improvement Program	3,025,000
MSI 1990-Valley Fund-Major Projects	1,107,354
Total Funding Sources	<u>11,834,154</u>

## **TASK: 0825 INTERSTATE 10 CORRIDOR PROJECT DEVELOPMENT**

### **PURPOSE**

Mitigate traffic congestion on the Interstate 10 (I-10) Corridor from the Los Angeles/San Bernardino County border to Ford Street in the City of Redlands, a distance of over 33 miles.

### **ACCOMPLISHMENTS**

In late 2006, Caltrans approved the Project Study Report for the I-10 High Occupancy vehicle (HOV) Lane project. The SANBAG Board approved a consultant contract to proceed with the Project Approval and Environmental Document (PA&ED) phase in July 2007. The consultant made significant progress including the preparation and completion of many of the environmental technical studies and the preliminary engineering geometric plans. In 2008 the Board approved the screening of various San Bernardino mainline corridors, including I-10, for preliminary toll feasibility. Favorable results of the screening led to the approval by the Board for Initial (Level 1) Toll Feasibility Studies for this and other corridors. In a Board workshop in June 2010 the results of these initial studies were reported, informing the members of the Board that the installation of toll lanes along the I-10 mainline may be feasible and desired. Subsequently the Board directed staff to add an Express Lane (High Occupancy Toll) alternative to the I-10 Corridor project and to proceed with procurement for Level 2 Traffic and Revenue studies and Financial Analysis, including further study of alternative financing and alternative delivery methods. Procurement for these services was completed and these studies are progressing forward. The original PA&ED contract was amended to include the Express Lane alternative in addition to the High Occupancy Vehicle (HOV) alternative. The preliminary engineering and environmental studies are continuing.

### **WORK ELEMENTS**

1. Continue preliminary engineering work, environmental analysis, and preparation of technical studies in order to obtain environmental clearance.
2. Manage the contract, budget and schedule to obtain the PA&ED deliverables.

### **PRODUCT**

Construction of additional freeway lanes and other ancillary improvements.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$150,000.
  - ii. 1000004, Project Consulting Services, Amount Budgeted \$100,000.
  - iii. 1000044, Environmental Consulting Services, Amount Budgeted \$150,000.
  - iv. 1000052, Environmental and Preliminary Design Services, Amount Budgeted \$5,000,000.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task 0825 Interstate 10 Corridor Project Development**

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	1,856	8,901	28,213	-
Regular Part-Time Employees	1,750	-	-	-
Fringe Allocation-General	1,654	8,721	25,742	-
Professional Services	69,960	68,280	270,480	250,000
Consulting Services	354,183	997,945	3,600,000	5,000,000
Program Management Fees	-	4,624	45,933	150,000
Legal Fees	475	855	101,000	1,000
Postage	-	-	150	150
Printing - External	-	-	850	1,000
Meeting Expense	-	-	150	100
Indirect Allocation-General	5,159	13,741	48,034	-
Indirect Allocation-Project Management	-	-	3,414	13,069
<b>Total Expenditures</b>	<b>435,038</b>	<b>1,103,066</b>	<b>4,123,966</b>	<b>5,415,319</b>

**Funding Sources**

MSI Valley Fund-Freeway Projects	5,415,319
<b>Total Funding Sources</b>	<b>5,415,319</b>

## **TASK: 0826 INTERSTATE 10 CHERRY/CITRUS INTERCHANGES**

### **PURPOSE**

Improve the interchanges at Interstate 10 (I-10)/Cherry Avenue and I-10/Citrus Avenue to mitigate the existing congestion and accommodate future traffic volumes

### **ACCOMPLISHMENTS**

SANBAG has partnered over the last several years with the City of Fontana and the County of San Bernardino to complete project development for the I-10/Citrus Avenue and the I-10/Cherry Avenue interchanges. Final Project Approvals and Environmental Documents (PA/ED) were led by the City and County and achieved in November 2008 and February 2009, respectively. In coordination with the County of San Bernardino and the City of Fontana, SANBAG has managed the final engineering design phase for both projects since early 2008. The design team has finalized the design plans and the right-of-way certification, allowing the projects to enter the construction phase. In February 2011, SANBAG, the County of San Bernardino and the City of Fontana entered into a funding agreement for the construction phase. The procurement of a construction management firm for both projects was completed in August 2011. As programming includes Trade Corridor Improvement Funds (TCIF), the Board directed staff to use local federal funds [Congestion Mitigation & Air Quality(CMAQ)/Surface Transportation Program (STP)] to issue a Letter of No Prejudice (LONP) to replace the TCIF funds that were unavailable for Citrus Interchange construction in September 2011. Later that month the federal funds were obligated and in February 2012 a construction contract was awarded. TCIF funds became available in March 2012 for Cherry Interchange construction and a construction contractor was procured in October 2012. The improvements are being jointly funded by SANBAG, the City of Fontana and the County of San Bernardino.

### **WORK ELEMENTS**

1. Complete the remaining Right of Way negotiations and utility relocation work for both Citrus and Cherry Interchange projects.
2. Continue with construction of the Citrus and Cherry Interchange projects.
3. Continue Environmental monitoring work for both interchange construction projects.
4. Manage the contracts, budgets, and schedules.

### **PRODUCT**

Construction of the Cherry and Citrus Avenue Interchange projects.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000004, Project Management Support, Amount Budgeted \$40,000.
  - ii. 1000044, Environmental Support Services, Amount Budgeted \$50,000.
  - iii. 1000051, Engineering Support Services, Amount Budgeted \$330,000
  - iv. 1000089, Project Management, Amount Budgeted \$350,000.
  - v. 1000287, Cherry Right of Way Support Services, Amount Budgeted \$2,200,000.
  - vi. 1000296, Citrus Right of Way Support Services, Amount Budgeted \$1,377,000.
  - vii. 1000405, Cherry Construction Support Services, Amount Budgeted \$18,833.
  - viii. 1000406, Citrus Construction Support Services, Amount Budgeted \$100,000.
  - ix. 1000445, Construction Management Services, Amount Budgeted \$4,500,000,
  - x. 1000605, Citrus Construction Services, Amount Budgeted \$14,000,000.
  - xi. 1000740, Cherry Construction Services Amount Budgeted \$37,300,000.

### **LOCAL FUNDING SOURCE DETAIL**

- i. County of San Bernardino - \$7,500,000.
- ii. City of Fontana - \$10,710,000.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$36,982,754.

**MANAGER: Garry Cohoe, Director of Project Delivery**

Account	FY 2012/2013	FY 2013/2014	Change
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100-000000-0000000002	0	0	0
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### Major Project Delivery Program

**Task** 0826 Interstate 10 Cherry/Citrus Interchanges

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	17,838	18,011	25,812	-
Regular Part-Time Employees	4,480	-	-	-
Fringe Allocation-General	15,672	17,645	23,551	-
Professional Services	87,332	79,163	316,000	90,000
Consulting Services	3,266,868	1,185,105	8,320,000	4,830,000
Program Management Fees	54,331	79,791	121,033	350,000
Legal Fees	10,213	2,803	2,000	1,000
Construction Capital	-	3,956,346	55,951,019	51,400,000
Right of Way Capital	2,460,510	1,298,642	5,897,340	3,595,833
Postage	17	45	300	150
Advertising	-	-	1,900	250
Printing - External	1,052	4,273	8,000	1,000
Indirect Allocation-General	31,423	27,802	43,947	-
Indirect Allocation-Project Management	3,021	3,762	6,828	13,069
Total Expenditures	5,952,756	6,673,389	70,717,730	60,281,302

**Funding Sources**

Surface Transportation Program	9,000,000
Congestion Mitigation & Air Quality	1,500,000
Interstate Maintenance Discretionary	800,000
Trade Corridor Improvement Fund	21,000,000
MSI Valley Fund-Fwy Interchange	165,469
Local Projects Fund	18,210,000
Valley Fwy Interchange Bond Fund	9,605,833
Total Funding Sources	60,281,302

**TASK: 0830 INTERSTATE 215 SAN BERNARDINO/RIVERSIDE PROJECT DEVELOPMENT**

**PURPOSE**

To bring the freeway up to standards, improve efficiency, safety, and operations of traffic on Interstate 215 (I-215) between the State Route (SR-60)/ State Route (SR-91)/I-215 interchange in Riverside and Orange Show Road in San Bernardino.

**ACCOMPLISHMENTS**

Work on this Task started in May 2003 in collaboration with the Riverside County Transportation Commission (RCTC), and a number of draft engineering and environmental studies were prepared. However, in 2009, it was determined that development of the I-215 ultimate widening project as initially scoped was not feasible, primarily due to excessive costs and lack of funding. It was recognized that some innovative means would need to be employed to deliver all the projects within revenue projections. One innovative means was to deliver a separate project along I-215 between Orange Show Road and the SR-60/SR-91/I-215 Interchange in the near term that would address current traffic needs, followed with the ultimate improvements later in time. The ultimate improvements are referred to as the I-215 Bi-County Ultimate Widening improvements and project development is budgeted under this task. The ultimate project is currently on hold. The separate, near term I-215 improvement project is referred to as the I-215 Bi-County High Occupancy Vehicle Gap Closure Project and is budgeted under Task 0839.

**WORK ELEMENTS**

1. Continue coordination with stakeholders (Caltrans, RCTC, Cities).
2. Procure the services of a consultant to prepare a Project Study Report (PSR).
3. Manage the contracts, budgets, and schedules.

**PRODUCT**

The construction of one mixed flow lane in each direction on I-215 between the SR-60/SR-91/I-215 interchange in Riverside and Orange Show Road in San Bernardino.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$20,000.
- b. New Contracts
  - i. RFP, Project Study Report services, Amount Budgeted \$201,257, Total Estimated Contract Amount \$201,257.

**LOCAL FUNDING SOURCE DETAIL**

- i. Riverside County Transportation Commission - \$70,000.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task 0830 Interstate 215 San Bern/Riverside Project Develop**

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
<b>Expenditures</b>				
Consulting Services	-	-	-	205,000
Program Management Fees	-	-	13,780	20,000
Legal Fees	-	-	1,000	-
Indirect Allocation-Project Management	-	-	1,024	-
Total Expenditures	<u>-</u>	<u>-</u>	<u>15,804</u>	<u>225,000</u>
<b>Funding Sources</b>				
MSI Valley Fund-Freeway Projects				155,000
Local Projects Fund				70,000
Total Funding Sources				<u>225,000</u>

**TASK: 0834 INTERSTATE 215 FINAL DESIGN**

**PURPOSE**

To complete design related tasks for the Interstate 215 (I-215) reconstruction/widening project from Orange Show Road to the State Route 210 (SR-210)/I-215 Interchange in the City of San Bernardino.

**ACCOMPLISHMENTS**

Since 1988 SANBAG consultants and project management staff coordinated with Caltrans and the City of San Bernardino in the completion of the design for I-215 between Orange Show Road to the State Route 210 (SR-210)/I-215 Interchange in the City of San Bernardino. The design contract with AECOM was amended to provide construction design support services. Design support for Segment 3 (Orange Show Road to Rialto Avenue) was completed in 2010. Design support Services for Segment 1 and 2 (Rialto Avenue to Massachusetts Avenue) and Segment 5 (Massachusetts Avenue to University Parkway) are ongoing. Construction design support services will continue in this Fiscal Year.

**WORK ELEMENTS**

1. Provide necessary design support during the construction of Segments 1, 2, and 5. (Construction of project is covered under Task 0838).
2. Manage the design consultant contract and budget.
3. Manage design support to assist in finalizing any outstanding interagency agreements, final permits, agency clearances, and funding approvals.

**PRODUCT**

Completion of all final design to allow the I-215 Freeway improvements to be constructed.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$5,000.

**PRIOR YEAR BUDGETED COMMITMENTS:**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$5,000.

**MANAGER: Garry Cohoe, Director of Project Delivery**

**Major Project Delivery Program**

**Task 0834 Interstate 215 Final Design**

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
<b>Expenditures</b>				
Regular Full-Time Employees	-	814	1,206	-
Fringe Allocation-General	-	797	1,100	-
Professional Services	53,235	-	-	-
Consulting Services	-	62,015	340,831	-
Program Management Fees	-	-	18,373	5,000
Legal Fees	-	-	500	1,000
Postage	-	-	150	100
Printing - External	-	-	1,000	1,500
Indirect Allocation-General	-	1,256	2,054	-
Indirect Allocation-Project Management	-	-	1,365	436
<b>Total Expenditures</b>	<u>53,235</u>	<u>64,882</u>	<u>366,579</u>	<u>8,036</u>
<b>Funding Sources</b>				
MSI 1990-Valley Fund-Major Projects				<u>8,036</u>
<b>Total Funding Sources</b>				<u>8,036</u>

**TASK: 0836 INTERSTATE 215 RIGHT OF WAY ACQUISITION**

**PURPOSE**

Acquire Right of Way and relocate utilities to allow construction of the Interstate 215 (I-215) reconstruction/widening project from Orange Show Road to the State Route 210 (SR-210)/I-215 Interchange in the City of San Bernardino.

**ACCOMPLISHMENTS**

Work completed includes obtaining Right of Way certification on all the I-215 projects and relocating most utilities. Easements have been obtained from Burlington Northern Santa Fe Railroad for all work in their Right of Way. SANBAG has worked with Caltrans to establish a funding scenario for all the property acquisitions and utility relocations on Segments 1, 2, 3, and 5 using a mixture of Federal, State, and local funding, and to monitor Right of Way capital costs. Caltrans is the lead agency for the Right of Way work and SANBAG is the funding agency.

**WORK ELEMENTS**

1. Finish utility relocations.
2. Monitor capital and support costs and adjust funding as required.
3. Close-out of final reports and any required funding adjustments.
4. Finalize any outstanding Right of Way, utility relocation and funding issues associated with Segment 3 (Orange Show Road to Rialto Avenue). Construction was completed in 2010.

**PRODUCT**

Complete Right of Way acquisition, relocations, and demolitions for properties and utilities required for the Interstate 215 (I-215) corridor improvements in the City of San Bernardino.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$5,000.
  - ii. 1000731, Legal Services, Amount Budgeted \$500.
  - iii. 1000102, Right of Way Acquisition, Amount Budgeted \$100,000.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$105,500.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task 0836 Interstate 215 Right of Way Acquisition**

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	335	236	1,338	-
Regular Part-Time Employees	70	-	-	-
Fringe Allocation-General	303	231	1,220	-
Professional Services	-	-	-	500
Program Management Fees	-	-	4,593	5,000
Legal Fees	238	-	1,000	1,000
Right of Way Capital	4,469,839	493,999	2,965,000	100,000
Postage	25	-	150	100
Printing - External	51	-	1,000	500
Indirect Allocation-General	584	364	2,277	-
Indirect Allocation-Project Management	-	-	341	436
<b>Total Expenditures</b>	<b>4,471,444</b>	<b>494,831</b>	<b>2,976,919</b>	<b>107,536</b>

**Funding Sources**

MSI 1990-Valley Fund-Major Projects

107,536

**Total Funding Sources**

**107,536**

## **TASK: 0838 INTERSTATE 215 CONSTRUCTION**

### **PURPOSE**

Improve safety and reduce traffic congestion on the Interstate 215 (I-215) between the Interstate 10 (I-10) freeway interchange and State Route 210 (SR-210) in the City of San Bernardino.

### **ACCOMPLISHMENTS**

Construction on the 5<sup>th</sup> Street Bridge was completed in 2009; construction work by Caltrans on the first mainline section, Segment 3 (Orange Show to Rialto Avenue), was completed in 2010. SANBAG awarded the Segment 1& 2 (Rialto Avenue to Massachusetts Bridge) construction contract in 2009; Caltrans awarded the Segment 5 construction contract in conjunction with the SR-210 Segment 11 Connectors project in 2010. Construction is continuing on both of these projects.

### **WORK ELEMENTS**

1. Administer and manage on-going professional services contracts and construction contract for Segments 1 and 2.
2. Coordinate utility relocation activities with Caltrans, City of San Bernardino and other local agencies.
3. Coordinate with California Highway Patrol on the Construction Zone Enhancement Enforcement Program (COZEEP).
4. Continue public information activities and coordination with the City of San Bernardino regarding construction staging provisions and any construction impacts to local traffic.
5. Coordinate with Burlington Northern Santa Fe Railroad (BNSF) for the construction of bridges in BNSF Right of Way.
6. Coordinate with the construction of Caltrans-managed Segment 5/SR-210 Connectors project.
7. Monitor the expenditures and progress of the Caltrans managed segments.
8. Coordinate a landscape construction and maintenance cooperative agreement with Caltrans for Segments 1 to 5 of the I-215 corridor improvements.
9. Monitor ongoing design of landscaping.
10. Advertise and award landscape construction contracts for first segments of the corridor.
11. Finish construction on Segments 1 and 2 and begin close-out activities for this project.

### **PRODUCT**

An additional General Purpose Lane and a High Occupancy Vehicle Lane in both directions between Orange Show Road and SR-210; elimination of the existing on and off ramps that merge to or diverge from the fast lane; addition of auxiliary lanes and other ancillary improvements.

## CONTRACT INFORMATION

The seven cooperative agreements with Caltrans, the five construction and maintenance agreements, the four professional services contracts and the construction contract will remain in effect for the duration of the Fiscal Year. This task also includes a funding agreement with Inland Valley Development Agency (IVDA), with SANBAG providing \$36,500,000 in Measure I funds in exchange for IVDA Federal funds. This exchange will continue over the life of the I-215 project. A new cooperative agreement is anticipated with Caltrans for landscape construction and maintenance is anticipated in this Fiscal Year. At least one new construction contract for landscaping is anticipated in Fiscal Year 2013/2014.

- a. Existing Contracts
  - i. 1000020, Construction Survey, Budgeted Amount \$350,000.
  - ii. 1000032, Leasing Construction Management Office, Amount Budgeted \$42,000.
  - iii. 1000033, Laboratory and Material Testing Services, Amount Budgeted \$84,659.
  - iv. 1000046, Public Outreach Services, Amount Budgeted \$138,704.
  - v. 1000089, Program Management, Amount Budgeted \$100,000.
  - vi. 1000134, Construction Services, Amount Budgeted \$50,871.
  - vii. 1000137, Construction Services, Amount Budgeted \$11,967.
  - viii. 1000154, Construction Management Services, Amount Budgeted \$6,145,000.
  - ix. 1000163, Construction Services, Amount Budgeted \$6,533,000.00.
  - x. 1000166, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted \$100,000.
  - xi. 1000184, Engineering Construction Support Services, Amount Budgeted \$584,359.
  - xii. 1000190, Construction Services, Amount Budgeted \$16,619,000.
  - xiii. 1000731, Legal Services, Amount Budgeted \$500.
- b. New Contracts
  - i. RFP, Landscape Construction Management, Amount Budgeted \$500,000, Total Estimated Contract Amount \$2,000,000.
  - ii. RFP, Landscape Construction Segment 3, Amount Budgeted \$2,500,000, Total Estimated Contract Amount \$2,500,000.

## PRIOR YEAR BUDGETED COMMITMENTS

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$33,621,356.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

Task 0838 Interstate 215 Construction

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	54,527	43,573	34,388	-
Regular Part-Time Employees	630	-	-	-
Overtime	-	226	-	-
Fringe Allocation-General	48,056	42,910	31,375	-
Professional Services	9,731,142	375,839	416,000	100,000
Consulting Services	-	6,826,716	14,295,421	10,164,018
Program Management Fees	281,396	245,224	114,832	100,000
Legal Fees	10,545	3,705	10,500	500
Rentals-Buildings	72,812	73,221	64,180	42,000
Construction Capital	44,981,102	39,746,615	64,343,979	23,214,838
Right of Way Capital	-	-	3,000	-
Postage	-	-	150	100
Public Information Activities	-	204,185	317,010	138,704
Printing - External	1,163	-	1,500	1,000
Contributions/Sponsorships	412,632	139,116	-	-
Office Expense	981	-	-	-
Indirect Allocation-General	77,458	67,610	58,546	-
Indirect Allocation-Project Management	20,133	14,411	8,534	8,713
Total Expenditures	<u>55,692,578</u>	<u>47,783,351</u>	<u>79,699,415</u>	<u>33,769,873</u>

### Funding Sources

Congestion Mitigation & Air Quality	822,000
Transportation Enhancement Activities	500,000
Project National & Regional Significance	12,529,000
Traffic Congestion Relief Program	2,830,838
Regional Improvement Program	10,091,018
MSI 1990-Valley Fund-Major Projects	6,997,017
Total Funding Sources	<u>33,769,873</u>

## **TASK: 0839 INTERSTATE 215 BI-COUNTY HOV GAP CLOSURE PROJECT**

### **PURPOSE**

Close the gap between carpool lanes north of Orange Show Road in San Bernardino and south of the State Route 60 (SR-60)/State Route 91 (SR-91)/Interstate 215 (I-215) interchange in Riverside, to encourage ridesharing and improve the efficiency, safety, and operations of traffic moving between the two counties.

### **ACCOMPLISHMENTS**

Right of Way activities continued leading to Right of Way certification in October 2012. As part of the Right of Way phase, several utility agreements and railroad Construction & Maintenance agreements were executed in the Fiscal Year 2012/2013.

In February 2012, SANBAG entered into a construction cooperative agreement with Caltrans for the construction phase of the project. Under the agreement, Caltrans will Advise, Award, and Administer (AAA) the construction contract. In December 2012, the construction contract was awarded with construction activities beginning in February 2013.

### **WORK ELEMENTS**

1. Process Right of Way invoices.
2. Monitor the progress and expenditures for construction.
3. Coordinate with Caltrans staff during construction.
4. Process construction invoices.
5. Enter into a landscape design and construction cooperative agreement with Caltrans.
6. Manage the contracts, budgets, and schedules.

### **PRODUCT**

Construction of a High Occupancy Vehicle (HOV) lane in each direction of I-215 between the SR-60/I-215/SR-91 Junction in Riverside County and the I-215/Orange Show Road Interchange in the City of San Bernardino.

### **CONTRACT INFORMATION**

All current contracts and agreements will continue to be in effect for the Fiscal year. A landscape design and landscape construction cooperative agreements with Caltrans are planned for the Fiscal Year 2013/2014.

- a. Existing Contracts
  - i. 1000044, Environmental Support Services, Amount Budgeted \$10,000.
  - ii. 1000089, Project Management, Amount Budgeted \$50,000.
  - iii. 1000241, Right of Way Support Services, Amount Budgeted \$4,354.
  - iv. 1000626, Construction Services, Amount Budgeted \$12,635,945.
  - v. C13081, Construction Services, Amount Budgeted \$79,950.
  - vi. C13082, Construction Services, Amount Budgeted \$810,625.
  - vii. C13010, Construction Services, Amount Budgeted \$2,728,000.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0839 Interstate 215 Bi-County HOV Gap Closure Projec

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	5,679	11,728	9,648	-
Fringe Allocation-General	5,141	11,490	8,803	-
Professional Services	273,386	47,254	11,388	14,354
Consulting Services	724,591	976,853	174,372	-
Program Management Fees	174,112	190,510	68,899	50,000
Legal Fees	1,995	8,744	4,000	2,000
Construction Capital	-	-	13,725,000	12,635,945
Utilities Capital	-	-	280,000	-
Right of Way Capital	-	3,455,958	4,541,324	3,790,154
Postage	12	245	150	200
Printing - External	-	-	800	1,000
Meeting Expense	-	-	200	200
Indirect Allocation-General	8,189	18,104	16,426	-
Indirect Allocation-Project Management	13,922	13,675	5,121	4,356
Total Expenditures	1,207,026	4,734,560	18,846,131	16,498,209

**Funding Sources**

MSI Valley Fund-Freeway Projects	16,426,099
MSI 1990-Valley Fund-Major Projects	72,110
Total Funding Sources	16,498,209

## **TASK: 0840 INTERSTATE 215 BARTON ROAD INTERCHANGE**

### **PURPOSE**

Improve traffic operations, meet current and future traffic demand, and accommodate the future ultimate widening of Interstate 215 (I-215) at the I-215/Barton Road Interchange.

### **ACCOMPLISHMENTS**

The Project Study Report (PSR) for the project was completed in April 2007. The Project Report and Environmental Document were approximately 80% complete when a modification to an alternative was incorporated extending the completion by twelve months SANBAG has negotiated a cooperative agreement with Caltrans for the Plans, Specifications, and Estimates (PS&E) and the Right of Way phases of the project.

### **WORK ELEMENTS**

1. Oversee the SANBAG consultant involved in the preparation of the Project Report and Environmental Document.
2. Prepare final design plans and specifications.
3. Oversee the work performed by the SANBAG on-call Right of Way consultant in connection with the acquisition of Right of Way and utility relocation.
4. Coordinate with Caltrans and City of Grand Terrace staff.
5. Manage the contracts, budgets, and schedules.

### **PRODUCT**

Completion of interchange improvements.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000044, Environmental oversight services, Amount Budgeted \$6,500.
  - ii. 1000089, Project Management, Amount Budgeted \$100,000.
  - iii. 1000109, Project Approval & Environmental Document preparation, Amount Budgeted \$38,478.
  - iv. 1000241, Right of Way Consultant Services, Amount Budgeted \$1,464,000.
  - v. 1000665, Design and Right of Way, Amount Budgeted \$1,030,569.
- b. New Contracts
  - i. PSA, Right of Way Acquisitions, Amount Budgeted \$6,960,000, Total Estimated Contract Amount \$17,400,000.

### **PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$250,065.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

Task 0840 Interstate 215 Barton Road Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	843	822	2,701	-
Fringe Allocation-General	763	806	2,464	-
Professional Services	164,070	177,567	15,000	1,470,500
Consulting Services	151,065	365,790	1,900,000	3,549,693
Program Management Fees	64,442	76,588	45,933	100,000
Legal Fees	-	380	200,000	1,000
Right of Way Capital	-	-	8,597,000	18,900,000
Postage	-	29	-	200
Indirect Allocation-General	1,216	1,269	4,599	-
Indirect Allocation-Project Management	5,081	4,490	3,414	4,356
<b>Total Expenditures</b>	<b>387,479</b>	<b>627,741</b>	<b>10,771,111</b>	<b>24,025,749</b>

### Funding Sources

Surface Transportation Program	17,400,000
Demonstration High Priority Program	3,980,646
MSI Valley Fund-Freeway Projects	2,544,569
MSI 1990-Valley Fund-Major Projects	100,534
<b>Total Funding Sources</b>	<b>24,025,749</b>

## **TASK: 0841 INTERSTATE 10 RIVERSIDE INTERCHANGE**

### **PURPOSE**

Mitigate the existing congestion and provide the capacity for projected future traffic volumes at the Interstate 10 (I-10) Riverside Avenue Interchange.

### **ACCOMPLISHMENTS**

A Project Study Report and a Project Report were completed in 1997 and 1999, respectively. The project received initial environmental approvals in 1998. Design activities started in 2001 and were approximately 50% complete when Caltrans asked for a Supplemental Environmental Document because of a 3-year lapse since approval of the last ED and the presence of an endangered species, the Delhi Sands Flower Loving Fly. In December 2005, SANBAG, at the request of the City of Rialto, took over project management responsibilities. The final Plans, Specifications and Estimates package and Right of Way certification was completed in March 2009. A construction management contract was awarded to Berg & Associates in September 2008. An Escrow Agreement was established with the City of Rialto in March 2009. In January 2010 SANBAG awarded a construction contract to C.C. Myers Inc., and construction of the interchange was completed in December 2011. In June 2011 the Board approved a Landscape Construction Cooperative Agreement with the City of Rialto. In December 2011 the Board authorized the advertisement of the landscape construction contract. On February 23, 2012 bids were opened and in March 2012 the Board awarded the landscape construction contract.

### **WORK ELEMENTS**

1. Administer landscape construction and construction management teams.
2. Award four year extended landscape maintenance contract.
3. Manage the contracts, budgets and schedules.
4. Coordinate landscape work activities with Caltrans and the City of Rialto.
5. Coordinate with the Caltrans managed I-10 auxiliary lane widening project which extends from Etiwanda Avenue to Riverside Avenue.

### **PRODUCT**

Completion of interchange improvements.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$40,000.
  - ii. 1000731, Legal Services, Amount Budgeted \$2,000.
  - iii. 1000166, Construction Zone Enhancement Enforcement Program Services, Amount Budgeted \$2,000.
  - iv. 1000180, Construction Management Services, Amount Budgeted \$40,000.
  - v. 1000632, Landscape Construction, Amount Budgeted \$132,807.
- b. New Contracts
  - i. RFP, Construction Management Landscape Services, Amount Budgeted \$44,750, Total Estimated Contract Amount \$179,000.
  - ii. IFB, Construction Landscaping Services, Amount Budgeted \$60,000, Total Estimated Contract Amount \$240,000.

### **LOCAL FUNDING SOURCE DETAIL**

- i. City of Rialto - \$593,807.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$636,807.

**MANAGER: Garry Cohoe, Director of Project Delivery**

Account	FY 2012	FY 2013	FY 2014	Description
6332	10000	10000	10000	...
6333	10000	10000	10000	...
6334	10000	10000	10000	...
6335	10000	10000	10000	...
6336	10000	10000	10000	...
6337	10000	10000	10000	...
6338	10000	10000	10000	...
6339	10000	10000	10000	...
6340	10000	10000	10000	...
6341	10000	10000	10000	...
6342	10000	10000	10000	...
6343	10000	10000	10000	...
6344	10000	10000	10000	...
6345	10000	10000	10000	...
6346	10000	10000	10000	...
6347	10000	10000	10000	...
6348	10000	10000	10000	...
6349	10000	10000	10000	...
6350	10000	10000	10000	...
6351	10000	10000	10000	...
6352	10000	10000	10000	...
6353	10000	10000	10000	...
6354	10000	10000	10000	...
6355	10000	10000	10000	...
6356	10000	10000	10000	...
6357	10000	10000	10000	...
6358	10000	10000	10000	...
6359	10000	10000	10000	...
6360	10000	10000	10000	...
6361	10000	10000	10000	...
6362	10000	10000	10000	...
6363	10000	10000	10000	...
6364	10000	10000	10000	...
6365	10000	10000	10000	...
6366	10000	10000	10000	...
6367	10000	10000	10000	...
6368	10000	10000	10000	...
6369	10000	10000	10000	...
6370	10000	10000	10000	...
6371	10000	10000	10000	...
6372	10000	10000	10000	...
6373	10000	10000	10000	...
6374	10000	10000	10000	...
6375	10000	10000	10000	...
6376	10000	10000	10000	...
6377	10000	10000	10000	...
6378	10000	10000	10000	...
6379	10000	10000	10000	...
6380	10000	10000	10000	...
6381	10000	10000	10000	...
6382	10000	10000	10000	...
6383	10000	10000	10000	...
6384	10000	10000	10000	...
6385	10000	10000	10000	...
6386	10000	10000	10000	...
6387	10000	10000	10000	...
6388	10000	10000	10000	...
6389	10000	10000	10000	...
6390	10000	10000	10000	...
6391	10000	10000	10000	...
6392	10000	10000	10000	...
6393	10000	10000	10000	...
6394	10000	10000	10000	...
6395	10000	10000	10000	...
6396	10000	10000	10000	...
6397	10000	10000	10000	...
6398	10000	10000	10000	...
6399	10000	10000	10000	...
6400	10000	10000	10000	...

## Major Project Delivery Program

**Task** 0841 Interstate 10 Riverside Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	27,749	22,566	4,181	-
Regular Part-Time Employees	2,030	-	-	-
Fringe Allocation-General	24,435	22,109	3,815	-
Professional Services	1,881,514	57,671	20,000	2,000
Consulting Services	-	1,646,307	325,000	40,000
Program Management Fees	74,911	51,894	103,933	40,000
Legal Fees	855	855	4,500	3,000
Construction Capital	7,861,086	10,363,428	2,719,535	551,807
Postage	18	51	150	250
Printing - External	(363)	1,480	700	1,000
Record/Equipment Storage	-	-	800	-
Indirect Allocation-General	41,851	34,835	7,119	-
Indirect Allocation-Project Management	4,468	2,912	10,514	3,485
Total Expenditures	9,918,553	12,204,106	3,200,247	641,542

### Funding Sources

MSI 1990-Valley Fund-Major Projects	45,735
Local Projects Fund	593,807
Valley Fwy Interchange Bond Fund	2,000
Total Funding Sources	641,542

## **TASK: 0842 INTERSTATE 10 TIPPECANOE AVENUE INTERCHANGE**

### **PURPOSE**

Relieve existing congestion and accommodate future traffic demands at the Interstate 10 (I-10)/Tippecanoe Avenue Interchange.

### **ACCOMPLISHMENTS**

This project was split into two phases in March 2011 in an effort to deliver this project to construction in 2012. The Phase 1 project includes components that are located entirely within the existing State Right of Way, while the Phase 2 project includes improvements that require acquisition of Right of Way. In December 2011, SANBAG and Caltrans entered into a construction cooperative agreement for the Phase 1 project. Also that month, the Phase 1 Plans, Specifications, and Estimates were approved by Caltrans and in January 2012 Phase 1 received its Right of Way certification. A construction contract was awarded on May 2, 2012 for Phase 1. Phase 2 design and Right of Way phases of work are approaching completion.

### **WORK ELEMENTS**

1. Manage the construction management and construction contracts for Phase 1.
2. Obtain project, specification and estimate certification, environmental certification, and an encroachment permit for Phase 2 construction.
3. Continue work on the final Plans Specifications & Estimates package and Right of Way acquisition and utility relocation activities for Phase 2.
4. Execute a construction cooperative agreement for Phase 2.
5. Procure and manage construction management and construction contracts for Phase 2.
6. Manage the contracts, budgets and schedules.

### **PRODUCT**

Construction of an improved interchange to accommodate existing and future traffic demand on Interstate 10 at Tippecanoe Avenue in the Cities of Loma Linda and San Bernardino.

### **CONTRACT INFORMATION**

The existing Right of Way cooperative agreement with Caltrans and the design services contract will remain in effect through the Fiscal Year. Phase 1 construction cooperative agreement with Caltrans and contracts with a construction management and contracting firm will remain in effect as well. It is anticipated that a construction cooperative agreement with Caltrans and new contracts for construction management and construction of Phase 2 will be executed.

- a. Existing Contracts
  - i. 1000089, Final Design and Engineering Support Services, Amount Budgeted \$200,000.
  - ii. 1000754, Environmental/Legal Support Services, Amount Budgeted \$10,183.
  - iii. 1000037, Final Design and Engineering Support Services, Amount Budgeted \$555,322.
  - iv. 1000198, Right of Way Acquisition, Amount Budgeted \$4,567,511.
  - v. 1000657, Construction Management Services Phase 1, Amount Budgeted \$680,000.
  - vi. 1000721, Construction Services Phase 1, Amount Budgeted \$4,418,710.
- b. New Contracts
  - i. RFP, Construction Management Services Phase 2, Amount Budgeted \$1,166,700, Total Estimated Contract Amount \$3,000,000.
  - ii. IFB, Construction Phase 2, Amount Budgeted \$7,000,000, Total Estimated Contract Amount \$18,000,000.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Loma Linda - \$1,494,564.
- ii. City of San Bernardino - \$2,004,136.
- iii. Inland Valley Development Agency - \$1,249,350.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$20,923,901.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

Task 0842 Interstate 10 Tippecanoe Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	10,064	17,244	23,265	-
Regular Part-Time Employees	770	-	-	-
Fringe Allocation-General	8,321	16,895	21,227	-
Professional Services	63,654	24,661	21,000	-
Consulting Services	2,607,491	1,583,119	2,281,000	5,606,072
Program Management Fees	105,296	189,369	124,937	200,000
Legal Fees	1,330	6,888	101,000	13,983
Construction Capital	-	-	18,082,334	10,518,710
Right of Way Capital	4,000	1,475,060	19,347,586	4,567,511
Postage	23	56	150	200
Printing - External	-	4,020	1,000	-
Indirect Allocation-General	14,366	26,620	39,610	-
Indirect Allocation-Project Management	9,208	11,344	11,285	17,425
Total Expenditures	<u>2,824,524</u>	<u>3,355,275</u>	<u>40,054,394</u>	<u>20,923,901</u>

### Funding Sources

Surface Transportation Program	1,208,429
Project National & Regional Significance	4,770,750
Demonstration High Priority Program	3,000,000
Corridor Mobility Improvement Account	2,547,742
Local Projects Fund	4,748,050
Valley Fwy Interchange Bond Fund	4,648,930
Total Funding Sources	<u>20,923,901</u>

**TASK: 0845 I-215 MOUNT VERNON/WASHINGTON INTERCHANGE**

**PURPOSE**

Improve traffic operations, meet current and future traffic demand, and accommodate the future ultimate widening of Interstate 215 (I-215) at the I-215/Mount Vernon Avenue-Washington Street Interchange.

**ACCOMPLISHMENTS**

This project was placed on hold on January 3, 2011 because of a reduction in funding for Caltrans oversight activities. Work resumed in October 2011 and a draft Project Study Report-Project Development Support (PSR-PDS) was approved in February 2013. Two build alternatives have been developed in close coordination with Caltrans and the Cities of Colton and Grand Terrace. Project Approval & Environmental Document (PA&ED) procurement was completed and this phase of work has begun.

**WORK ELEMENTS**

1. Oversee the work of the consultant involved in the preparation of the Preliminary Engineering and Environmental Document for the project.
2. Coordinate with Caltrans staff during the PA&ED phase.
3. Manage the contracts, budgets, and schedules.

**PRODUCT**

Construction of an improved interchange on I-215 at Mount Vernon/Washington.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$50,000.
  - ii. 1000704, Preliminary Design Services, Amount Budgeted \$600,000.

**PRIOR YEAR BUDGETED COMMITMENTS:**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$36,398.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0845 Interstate 215 Mt. Vernon/Washington Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	1,856	8,901	28,213	-
Regular Part-Time Employees	1,750	-	-	-
Fringe Allocation-General	1,654	8,721	25,742	-
Professional Services	69,960	68,280	270,480	15,000
Consulting Services	354,183	997,945	3,600,000	600,000
Program Management Fees	-	4,624	45,933	50,000
Legal Fees	475	855	101,000	1,000
Postage	-	-	150	200
Printing - External	-	-	850	1,000
Meeting Expense	-	-	150	-
Indirect Allocation-General	5,159	13,741	48,034	-
Indirect Allocation-Project Management	-	-	3,414	4,356
<b>Total Expenditures</b>	<b>435,038</b>	<b>1,103,066</b>	<b>4,123,966</b>	<b>671,556</b>

**Funding Sources**

MSI Valley Fund-Freeway Projects	71,556
MSI 1990-Valley Fund-Major Projects	600,000
<b>Total Funding Sources</b>	<b>671,556</b>

## **TASK: 0850 ALTERNATIVE PROJECT FINANCING**

### **PURPOSE**

Examine opportunities for alternative financing, toll feasibility study, and delivery mechanisms to fund major highway projects in San Bernardino County.

### **ACCOMPLISHMENTS**

A workshop was held to present preliminary toll feasibility study conclusions for Interstate 10 (I-10), Interstate 15 (I-15), and State Route 210 (SR-210) Corridors in April 2011 with the SANBAG Board of Directors. The studies yielded results indicating that toll lanes are potentially viable on all three corridors. The Board directed staff to (1) study Express Lanes, also known as High Occupancy Toll (HOT) Lanes, as an alternative for the I-10 Corridor project, (2) conduct Level 2 Traffic and Revenue studies and Financial Toll Feasibility studies on I-10 and I-15 and (3) further study alternative financing and project delivery methods. The Board approved consultant contracts for Level 2 Toll Feasibility Studies which includes analyzing traffic and revenue, financial toll feasibility for the I-10 and I-15 corridors, the studies are progressing. In addition, the Board approved a consultant contract to complete a Project Study Report-Project Development Support (PSR-PDS) as the initial project development work for the I-15 Corridor.

### **WORK ELEMENTS**

1. Continue with Level 2 Traffic and Revenue and Financial Toll Feasibility for both the I-10 and I-15 corridors.
2. Continue with I-15 PSR-PDS and preliminary engineering required to complete the Level 2 toll feasibility studies for the I-15 corridor.
3. Manage the contracts, budgets, and schedules.

### **PRODUCT**

Completed Level 2 Toll Feasibility Reports, including required preliminary engineering, for I-10 and I-15 from which a decision can be made on whether to pursue Express Lanes as an alternative on these two corridors.

### **CONTRACT INFORMATION**

The existing cooperative agreement with the State, the traffic and revenue contract, financial feasibility contract, I-15 PSR-PDS preliminary engineering and peer review environmental contract will remain in effect through the Fiscal Year. One new contract is anticipated for legal advisement on various alternative project delivery models such as Public Private Partnerships, Design Build Operate Maintain, and others.

- a. Existing Contracts
  - i. 1000004, Consulting Services, Amount Budgeted \$60,000.
  - ii. 1000044, Consulting Services, Amount Budgeted \$50,000.
  - iii. 1000089, Program Management, Amount Budgeted \$200,000.
  - iv. 1000537, Traffic and Revenue Consulting Services, Amount Budgeted \$2,340,000.
  - v. 1000554, Financial Toll Feasibility Consulting Services, Amount Budgeted \$155,000.
  - vi. 1000624, Preliminary Engineering Consulting Services, Amount Budgeted \$830,000.
  - vii. 1000633, Preliminary Engineering Support Services, Amount Budgeted \$25,000.

### **PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$491,940.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

Task 0850 Alternative Project Financing

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	23,923	18,025	87,059	7,844
Regular Part-Time Employees	630	-	-	-
Overtime	-	132	-	-
Fringe Allocation-General	20,613	17,789	79,432	7,920
Professional Services	46,359	26,387	100,000	265,000
Consulting Services	-	441,007	3,145,000	3,465,000
Program Management Fees	32,572	24,213	91,866	200,000
Legal Fees	855	285	1,500	2,500
Postage	269	301	150	250
Travel Expense-Other-Metrolink Tickets	-	-	50	-
Printing - External	-	-	100	2,000
Office Expense	-	34	-	-
Meeting Expense	-	-	850	500
Indirect Allocation-General	33,744	28,028	148,221	10,761
Indirect Allocation-Project Management	104	-	6,828	13,069
Total Expenditures	159,069	556,201	3,661,056	3,974,844

### Funding Sources

Planning, Programming & Monitoring	1,200,000
MSI Valley Fund-Freeway Projects	1,399,844
MSI Victor Valley Fund-Traffic Mgmt Sys	180,000
Cajon Pass Bond Fund	1,195,000
Total Funding Sources	3,974,844

## **TASK: 0862 I-10 WESTBOUND LANE ADDITION – YUCAIPA & REDLANDS**

### **PURPOSE**

Improve safety and reduce traffic congestion from Live Oak Canyon Road in Yucaipa to Ford Street in Redlands on westbound Interstate 10 (I-10).

### **ACCOMPLISHMENTS**

Construction of this lane addition is the last phase of the Measure I 1990-2010 improvements on the east end of Interstate 10 freeway. In September 2007, a contract was awarded for final design services to CH2M Hill, which includes the Plans, Specification, & Estimate package. A cooperative agreement, a Project Corridor Mobility Improvement Account baseline agreement, and a charter between Caltrans and SANBAG were executed. In October 2009 a construction management contract was issued to Athalye Consulting Engineering Services. In March 2010 the Board approved advertising the project for construction. On October 28, 2010 bids were received and on December 1, 2010 the construction contract was awarded to Beador Construction Company, Inc. for a total of \$18,678,910. Construction for the project started on March 7, 2011. Construction is scheduled to be completed in mid-2013 followed by one year of plant establishment.

### **WORK ELEMENTS**

1. Complete construction of the lane addition.
2. Provide design support services during construction.
3. Administer and manage the construction and construction management contracts, budgets, and schedules.
4. Coordinate construction activities with Caltrans oversight.
5. Coordinate construction activities with California Highway Patrol, the City of Yucaipa and the City of Redlands.
6. Work on construction close-out activities.
7. Proceed with one year plant establishment upon completion of construction.

### **PRODUCT**

Construction of an additional westbound general purpose lane from Live Oak Canyon Road in Yucaipa to Ford Street in Redlands on Interstate 10 (I-10) freeway and ramp metering on the westbound Yucaipa Boulevard onramp.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$25,000.
  - ii. 1000016, Engineering Support Services, Amount Budgeted \$50,000.
  - iii. 1000196, Construction Management Services, Amount Budgeted \$282,940.
  - iv. 1000356, Construction Services, Amount Budgeted \$1,900,000.

### **PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$2,257,940.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0862 Interstate 10 Westbound Lane Addition - Yucaipa/F

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	13,442	13,837	10,096	-
Regular Part-Time Employees	910	-	-	-
Fringe Allocation-General	11,722	13,556	9,212	-
Professional Services	569,793	2,285	25,000	-
Consulting Services	40,123	1,582,160	2,712,746	332,940
Program Management Fees	58,915	9,913	105,646	25,000
Auditing & Accounting	2,500	-	-	-
Legal Fees	190	333	1,500	1,000
Rentals-Buildings	42,360	42,986	49,984	-
Construction Capital	2,134,670	9,457,493	6,964,591	1,900,000
Right of Way Capital	-	10,886	115	-
Postage	28	77	100	100
Advertising	108	-	-	500
Printing - External	5,380	-	2,000	2,000
Printing - Internal	-	-	150	-
Indirect Allocation-General	19,984	21,359	17,189	-
Indirect Allocation-Project Management	4,549	540	7,852	2,178
Total Expenditures	<u>2,904,675</u>	<u>11,155,424</u>	<u>9,906,181</u>	<u>2,263,718</u>

**Funding Sources**

Surface Transportation Program	608,689
State Highway Oper & Protection Program	259,783
Corridor Mobility Improvement Account	1,283,142
MSI 1990-Valley Fund-Major Projects	112,104
Total Funding Sources	<u>2,263,718</u>

**TASK: 0869 GLEN HELEN PARKWAY GRADE SEPARATION**

**PURPOSE**

Improve safety and reduce traffic congestion at the intersection of Glen Helen Parkway and the Burlington Northern Santa Fe (BNSF) and Union Pacific Railroad (UPRR) tracks.

**ACCOMPLISHMENTS**

At its April 10, 2008 meeting, the California Transportation Commission programmed Trade Corridors Improvement Fund (TCIF) monies on the Glen Helen Parkway at UPRR/BNSF Grade Separation. The TCIF includes \$7,172,000 for construction, with the balance to be provided from Measure I and Local Development shares. The County of San Bernardino is the lead agency for all phases of the project with SANBAG as a funding partner. The design and Right of Way phase is complete and a final construction bid package was advertised and awarded during Fiscal Year 2012/2013. The County also entered into a contract with a construction management consultant.

**WORK ELEMENTS**

1. Completion of Right of Way activities.
2. Completion of construction advertising.
3. Award a construction contract and start construction.
4. Oversee the contracts, budgets and schedule, and manage the reimbursements.

**PRODUCT**

Construction of a grade separation on Glen Helen Parkway at the UPRR/BNSF rail grade crossings in unincorporated San Bernardino County.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$10,000.
  - ii. 1000057, Design Services, Amount Budgeted \$5,000.
  - iii. 1000298, Right of Way acquisition and support services, Amount Budgeted \$400,000.
  - iv. 1000685, Construction Services, Amount Budgeted \$3,168,225.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$3,583,225.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0869 Glen Helen Parkway Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	118	476	2,557	-
Fringe Allocation-General	-	466	2,333	-
Consulting Services	-	77,910	-	5,000
Program Management Fees	-	14,290	18,373	10,000
Legal Fees	-	903	1,000	1,000
Construction Capital	3,852	-	3,168,225	3,168,225
Right of Way Capital	843,542	2,824,715	1,200,000	400,000
Postage	-	-	150	200
Printing - External	-	-	2,000	1,000
Indirect Allocation-General	-	734	4,353	-
Indirect Allocation-Project Management	-	1,080	1,365	871
<b>Total Expenditures</b>	<b>847,512</b>	<b>2,920,573</b>	<b>4,400,356</b>	<b>3,586,296</b>
<b>Funding Sources</b>				
Valley Major Street Bond Fund				3,586,296
<b>Total Funding Sources</b>				<b>3,586,296</b>

**TASK: 0870 HUNTS LANE GRADE SEPARATION**

**PURPOSE**

Improve safety and reduce traffic congestion at the intersection of Hunts Lane and the Union Pacific Railroad (UPRR) tracks in the Cities of Colton and San Bernardino.

**ACCOMPLISHMENTS**

A construction contract was awarded in spring 2012 and construction started in June, 2012.

**WORK ELEMENTS**

1. Manage the contracts, schedules, and budgets for the project construction phase as construction continues through the Fiscal Year.
2. Continue support as required for the eminent domain process on several properties, including discussion with property owners and their representatives and participation in negotiations as required.
3. Manage Right of Way funding for the remaining eminent domain properties.
4. Continue coordination with utility companies for relocation of their facilities in support of the construction of the project.

**PRODUCT**

Construction of the Hunts Lane/UPRR Grade Separation in the Cities of Colton and San Bernardino.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Budgeted Amount \$75,000.
  - ii. 1000150, Engineering Support Services, Budgeted Amount \$350,000.
  - iii. 1000422, Railroad Flagmen and Inspection Services, Budgeted Amount \$258,346.
  - iv. 1000465, Construction Management Services, Budgeted Amount \$1,450,000.
  - v. 1000630, Construction Services, Budgeted Amount \$6,334,000.
  - vi. 1000713, Administration for Right of Way, Budgeted Amount \$750,000.
  - vii. 1000200, Southern California Edison for Utility Relocation Services, Budgeted Amount \$100,000.

**LOCAL SOURCE FUNDING DETAIL**

- i. Union Pacific Railroad - \$1,284,000.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$7,619,595.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

Task 0870 Hunts Lane Grade Separation

	2010-2011 <u>Actual</u>	2011-2012 <u>Actual</u>	2012-2013 <u>Revised Budget</u>	2013-2014 <u>Budget</u>
<b>Expenditures</b>				
Regular Full-Time Employees	12,320	23,859	27,561	-
Regular Part-Time Employees	560	-	-	-
Fringe Allocation-General	11,023	23,375	25,146	-
Professional Services	107,939	473	8,000	-
Consulting Services	5,438	339,986	1,220,000	1,800,000
Program Management Fees	93,684	126,176	367,462	75,000
Legal Fees	103,001	218,334	132,000	-
Construction Capital	-	560,330	9,893,818	6,592,346
Utilities Capital	323,639	779,000	-	-
Right of Way Capital	623,452	733,987	2,848,000	850,000
Postage	67	207	150	100
Advertising	-	1,956	-	500
Printing - External	2,295	7,538	2,000	2,000
Indirect Allocation-General	18,367	36,831	46,923	-
Indirect Allocation-Project Management	8,062	6,249	13,655	6,534
Total Expenditures	<u>1,309,847</u>	<u>2,858,301</u>	<u>14,584,715</u>	<u>9,326,480</u>

### Funding Sources

Project National & Regional Significance	4,208,346
Demonstration High Priority Program	2,500,000
Traffic Congestion Relief Program	50,000
MSI 1990-Valley Fund-Major Projects	275,000
Local Projects Fund	1,284,000
Valley Major Street Bond Fund	1,009,134
Total Funding Sources	<u>9,326,480</u>

**TASK: 0871 STATE STREET/UNIVERSITY PARKWAY GRADE SEPARATION**

**PURPOSE**

Improve safety and reduce traffic congestion at the intersection of University Parkway/State Street and the BNSF railroad tracks in the City and County of San Bernardino.

**ACCOMPLISHMENTS**

Traffic Congestion Relief Program funds were allocated for design, Right of Way, and construction of the project; the design was completed in spring 2007 and required Right of Way was secured. A consultant services contract for full-service construction management was awarded and the construction contract was awarded in April 2007. The Contractor began work on May 21, 2007 and the contract was completed in summer 2009. The final Record of Survey was recorded in September 2010.

**WORK ELEMENTS**

1. Completion of Right of Way activities including post project disposition of excess Right of Way and final transferring of properties from SANBAG to the County of San Bernardino.
2. Final disposition of agreements and funding requirements.

**PRODUCT**

A railroad grade separation at State Street/University Parkway on the jurisdictional boundary of the City of San Bernardino and the San Bernardino County unincorporated community of Muscoy.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$5,000.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$5,000.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0871 State St./University Parkway Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	660	-	669	-
Fringe Allocation-General	598	-	610	-
Professional Services	15,105	-	-	-
Program Management Fees	3,111	-	18,373	5,000
Legal Fees	2,413	752	5,000	500
Right of Way Capital	6,675	4,762	300,000	2,500
Postage	47	-	150	100
Printing - External	-	-	1,000	500
Indirect Allocation-General	952	-	1,139	-
Indirect Allocation-Project Management	274	-	1,365	436
Total Expenditures	<u>29,835</u>	<u>5,514</u>	<u>328,306</u>	<u>9,036</u>
<b>Funding Sources</b>				
Traffic Congestion Relief Program				<u>9,036</u>
Total Funding Sources				<u>9,036</u>

## **TASK: 0874 PALM AVENUE GRADE SEPARATION**

### **PURPOSE**

Improve safety and reduce traffic congestion at the intersection of Palm Avenue and the BNSF railroad tracks.

### **ACCOMPLISHMENTS**

In October 2008, SANBAG and the City of San Bernardino entered into a cooperative agreement for SANBAG to assume the lead for project development. A consultant contract was issued for preliminary engineering and environmental studies for the Project Approval and Environmental Document (PA&ED) phase. In mid-2009, approximately \$1.6 million from the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU) was programmed for the project. In the Fiscal Year 2009/2010, the PA&ED consultant contract was amended to include both final design and environmental work required to comply with Federal and Caltrans Local Assistance requirements that came with the SAFETEA-LU allocation. The PA&ED phase was completed in July, 2011. Right of Way funding was authorized in September 2011. The project will have Right of Way certification and be ready to list for advertising for construction in the Fiscal Year 2012/2013. The project will be advertised for construction upon receiving allocation of State and Federal funding. Construction funding includes \$4.6 million of Trade Corridor Improvements Funds.

### **WORK ELEMENTS**

1. Advertise and award a construction contracts.
2. Manage final Right of Way activities including condemnation activities.
3. Manage the contracts, budgets, and schedules.

### **PRODUCT**

Construction of a grade separated railroad crossing over the Burlington Northern Santa Fe (BNSF) rail line and Cajon Boulevard in the City of San Bernardino.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$150,000.
  - ii. 1000603, Right of Way Legal Services, Amount Budgeted \$15,000.
  - iii. 1000008, Engineering Support Services, Amount Budgeted \$231,200.
  - iv. 1000044, Environmental Support Services, Amount Budgeted \$4,000.
  - v. 1000241, Right of Way Support Services, Amount Budgeted \$60,000.
  - vi. 1000461, Right of Way Acquisition and Support, Amount Budgeted \$645,000.
  - vii. 1000745, Construction Management Services, Amount Budgeted \$1,000,000.
- b. New Contracts
  - i. IFB, Construction Services, Amount Budgeted \$7,000,000, Total Estimated Contract Amount \$12,300,000.

### **LOCAL FUNDING SOURCE DETAIL**

- i. City of San Bernardino - \$1,260,269.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

**Task** 0874 Palm Ave. Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	-	6,685	12,680	-
Fringe Allocation-General	-	6,550	11,569	-
Professional Services	225,000	-	25,000	89,100
Consulting Services	108,510	1,227,398	1,254,000	1,231,200
Program Management Fees	54,700	118,332	91,866	150,000
Legal Fees	-	20,859	68,150	1,000
Construction Capital	-	-	1,704,350	7,000,000
Right of Way Capital	-	198,845	6,706,000	645,000
Postage	35	71	100	-
Printing - External	-	-	1,900	-
Indirect Allocation-General	-	10,320	21,588	-
Indirect Allocation-Project Management	2,936	5,120	6,828	13,069
<b>Total Expenditures</b>	<b>391,181</b>	<b>1,594,179</b>	<b>9,904,031</b>	<b>9,129,369</b>

### Funding Sources

Congestion Mitigation & Air Quality	300,000
Project National & Regional Significance	1,000,000
Demonstration High Priority Program	1,000,000
Trade Corridor Improvement Fund	3,000,000
Local Projects Fund	1,260,269
Valley Major Street Bond Fund	2,569,100
<b>Total Funding Sources</b>	<b>9,129,369</b>

**TASK: 0876 SOUTH MILLIKEN AVENUE GRADE SEPARATION**

**PURPOSE**

Improve safety and reduce traffic congestion at the intersection of South Milliken Avenue and the Union Pacific Rail Road (UPRR) in the City of Ontario.

**ACCOMPLISHMENTS**

April 2008, California Transportation Commission programmed \$8,031,000 in Trade Corridors Improvement Funds (TCIF) for the UPRR and South Milliken Avenue Grade Separation. The City of Ontario is leading all phases of the project with SANBAG oversight. The Environmental Document was approved June 2010. Plans, Specifications, and Estimates (PS&E) are complete. The acquisition of Right of Way and utility relocation activities are nearing completion. A cooperative agreement with the City of Ontario for construction services was approved May 2013. Design and Right of Way packages were accepted by the California Transportation Commission in May 2013.

**WORK ELEMENTS**

1. Provide oversight services for all phases of work.
2. Participate in meetings and presentations with the City of Ontario.
3. Execute the construction cooperative agreement with the City of Ontario.
4. Manage budgets and approve Measure I reimbursements to the City of Ontario.

**PRODUCT**

Construction of an over-pass at the intersection of South Milliken Avenue and the UPRR grade crossing in the City of Ontario.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$80,386.
- b. New Contracts
  - i. IFB, Share of Construction, Amount Budgeted \$4,411,500, Total Estimated Contract Amount \$17,646,000.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$80,386.

**MANAGER:** Garry Cohoe, Director of Project Delivery

## Major Project Delivery Program

Task 0876 South Milliken Ave. Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	280	161	1,968	-
Regular Part-Time Employees	140	-	-	-
Fringe Allocation-General	-	157	1,796	-
Consulting Services	-	1,929,193	1,575,598	-
Program Management Fees	-	14,469	32,153	80,386
Legal Fees	-	285	1,000	1,000
Construction Capital	-	-	-	4,411,500
Right of Way Capital	-	36,619	5,221,000	-
Postage	20	22	100	200
Printing - External	-	-	500	1,000
Printing - Internal	-	-	500	-
Office Expense	-	-	100	-
Indirect Allocation-General	-	248	3,351	-
Indirect Allocation-Project Management	-	932	2,390	2,178
Total Expenditures	441	1,982,087	6,840,456	4,496,264

### Funding Sources

Valley Major Street Bond Fund	4,496,264
Total Funding Sources	4,496,264

**TASK: 0877 VINEYARD AVENUE GRADE SEPARATION**

**PURPOSE**

Improve safety and reduce traffic congestion at the intersection of Vineyard Avenue and the Union Pacific Railroad (UPRR) in the City of Ontario.

**ACCOMPLISHMENTS**

April 2008, California Transportation Commission programmed \$6,884,000 in Trade Corridors Improvement Funds (TCIF) on Vineyard Avenue Grade Separation project. The City of Ontario is leading all phases of the project with SANBAG oversight. The Environmental Document was approved June 2010. Plans, Specifications, and Estimates (PS&E) complete. The acquisition of Right of Way and utility relocation activities are complete. Cooperative agreement with the City of Ontario for construction services was approved May 2013. The CTC allocated the TCIF funds at the May meeting.

**WORK ELEMENTS**

1. Provide oversight services for all phases of work.
2. Participate in meetings and presentations with the City of Ontario.
3. Execute the construction cooperative agreement with the City of Ontario.
4. Manage budgets and approve Measure I reimbursements to the City of Ontario.

**PRODUCT**

Construction of an under-pass at the intersection of Vineyard Avenue and the Union Pacific Railroad (UPRR) in the City of Ontario.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$32,153.
- b. New Contracts
  - i. IFB, Share of Construction, Amount Budgeted \$7,035,450, Total Contract Amount \$14,070,900.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task** 0877 Vineyard Ave. Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Consulting Services	-	694,324	1,574,030	-
Program Management Fees	-	9,068	32,153	32,153
Legal Fees	-	95	2,000	2,012
Construction Capital	-	-	-	7,035,450
Right of Way Capital	-	-	120,000	-
Postage	-	-	100	200
Printing - External	-	-	2,000	1,000
Indirect Allocation-Project Management	-	573	2,390	3,278
Total Expenditures	<u>-</u>	<u>704,059</u>	<u>1,732,673</u>	<u>7,074,093</u>
<b>Funding Sources</b>				
Valley Major Street Bond Fund				<u>7,074,093</u>
Total Funding Sources				<u>7,074,093</u>

## **TASK: 0879 COLTON CROSSING BNSF/UPRR GRADE SEPARATION**

### **PURPOSE**

Improve the regional rail network mobility and operational efficiency by reducing delay at the intersection of the Burlington Northern Santa Fe (BNSF) mainlines and the Union Pacific Rail Road (UPRR) mainlines in the City of Colton.

### **ACCOMPLISHMENTS**

In 1999 Caltrans, in collaboration with SANBAG, the Riverside County Transportation Commission (RCTC), BNSF and UPRR prepared a Project Study Report (PSR) for the Colton Crossing Grade Separation project. A Supplemental PSR was approved in January 2006. A memorandum of understanding was executed in May 2010 between SANBAG, the City of Colton, UPRR, and BNSF stipulating the parties' agreement to implement the Colton Crossing project and a number of other rail improvement projects in the City of Colton and within the region. The California Transportation Commission (CTC) allocated State Transportation Improvement Program (STIP) funds in the amount of \$3.7 million for preliminary engineering and environmental document development. \$33.8 million of Transportation Investments Generating Economic Recovery (TIGER) funds were authorized for the project. Trade Corridor Improvement Funds (TCIF) was programmed for construction at a share of 70% of construction costs. The Environmental Document was approved in May 2011. Final design and Right of Way were completed in June 2011. Construction activities started on October 2011, and are forecast to be substantially complete December 2013.

### **WORK ELEMENTS**

1. Participate in monthly construction progress meetings.
2. Coordinate with UPRR, BNSF, Caltrans and the City of Colton.
3. Manage budgets and administer the reimbursement of TCIF funds to UPRR.

### **PRODUCT**

Construction completion of a rail-to-rail grade separation at the intersection of the BNSF mainlines and the UPRR mainlines in the City of Colton.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management Services, Amount Budgeted \$100,000.
  - ii. 1000651, Construction Management, Amount Budgeted \$20,000,000.

### **LOCAL FUNDING SOURCE DETAIL**

- i. Union Pacific Rail Road - \$118,742.

### **PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$20,100,000.

**MANAGER:** Garry Cohoe, Director of Project Delivery

## Major Project Delivery Program

**Task 0879 Colton Crossing BNSF/UPRR Grade Separation**

	2010-2011 <u>Actual</u>	2011-2012 <u>Actual</u>	2012-2013 <u>Revised Budget</u>	2013-2014 <u>Budget</u>
<b>Expenditures</b>				
Regular Full-Time Employees	21,606	8,189	18,160	2,611
Regular Part-Time Employees	280	-	-	-
Fringe Allocation-General	19,042	8,023	16,969	2,636
Consulting Services	1,132,345	-	-	-
Program Management Fees	138,332	38,330	142,799	102,209
Legal Fees	6,983	14,868	5,000	1,000
Construction Capital	-	2,826,414	91,305,000	20,000,000
Postage	159	248	150	200
Travel Expense - Employee	280	-	-	-
Travel Expense-Mileage-Employee	2	-	-	-
Printing - External	925	-	-	-
Meeting Expense	43	-	-	-
Indirect Allocation-General	30,736	12,641	31,718	3,582
Indirect Allocation-Project Management	10,250	1,701	10,541	8,713
<b>Total Expenditures</b>	<u>1,360,983</u>	<u>2,910,413</u>	<u>91,530,337</u>	<u>20,120,951</u>

### Funding Sources

Trade Corridor Improvement Fund	20,000,000
MSI 1990-Valley Fund-Major Projects	2,209
Local Projects Fund	118,742
<b>Total Funding Sources</b>	<u>20,120,951</u>

## **TASK: 0880 INTERSTATE 15/INTERSTATE 215 DEVORE INTERCHANGE**

### **PURPOSE**

Mitigate the existing congestion at the Interstate 15/I-215 (I-15/I-215) Devore Interchange and provide the capacity for projected future traffic volumes.

### **ACCOMPLISHMENTS**

The Project Study Report and Preliminary Environmental Analysis Report were completed in the Fiscal Year 2008/2009. Preliminary design activities and environmental studies are completed and the Project Approval and Environmental Document (PA&ED) approval milestone was achieved in February, 2012.

This project has been selected as one of ten design-build projects for the State Department of Transportation (Caltrans) as part of a pilot program. A cooperative agreement with Caltrans has been executed defining roles and responsibilities through the preliminary engineering and environmental document phase and the design-build procurement. Another cooperative agreement has been executed with Caltrans for Right of Way, and a third cooperative agreement for the funding and roles and responsibilities for the design-build phase of work. A contract with a design-build team was executed in November, 2012 by Caltrans and design work was started along with preconstruction activities. Construction work is anticipated to begin in mid-2013.

### **WORK ELEMENTS**

1. Manage the Right of Way phase for the project through consultant services including property acquisition, utility relocations, and railroad coordination.
2. Support Caltrans oversight of design and provide resources if required.
3. Support Caltrans as-needed for updating permits, providing project controls support including oversight of the design-build schedule, and the administration of the design build contract.
4. Manage the contracts, budgets and schedules of consultants and monitor Caltrans' work efforts.

### **PRODUCT**

Interchange improvements that include a lane addition in each direction on I-15 through the interchange, truck by-pass connectors, and reconnection of Cajon Boulevard.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$100,000.
  - ii. 1000603, Right of Way legal services, Amount Budgeted \$22,000.
  - iii. 1000030, Engineering support services, Amount Budgeted \$125,000.
  - iv. 1000044, Environmental support services, Amount Budgeted \$20,000.
  - v. 1000467, Right of Way support services and Right of Way acquisition, Amount Budgeted \$10,000,000.
  - vi. 1000628, Right of Way support services, Amount Budgeted \$500,000.
  - vii. 1000629, Right of Way support services, Amount Budgeted \$2,500,000.
  - viii. 1000642, Construction services, Amount Budgeted \$6,000,000.
- b. New Contracts
  - i. Utility Agreements, Utility Relocations, Amount Budgeted \$4,000,000, Total Estimated Contract Amount \$4,000,000.

### **PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$16,490,465.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0880 Interstate 15/Interstate 215 Devore Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	30,927	42,369	30,042	-
Regular Part-Time Employees	9,170	-	-	-
Fringe Allocation-General	26,778	41,510	27,410	-
Professional Services	93,232	(51,063)	80,000	3,042,000
Consulting Services	2,708,709	1,599,569	514,085	125,000
Program Management Fees	172,123	223,602	97,866	100,000
Legal Fees	5,035	33,775	284,000	1,000
Construction Capital	-	63,484	1,495,000	6,000,000
Right of Way Capital	-	14,177,774	19,512,632	14,000,000
Postage	-	106	150	100
Travel Expense - Employee	-	-	-	500
Travel Expense-Mileage-Employee	-	-	-	200
Printing - External	-	883	1,000	1,000
Meeting Expense	-	48	-	200
Indirect Allocation-General	55,877	65,404	51,148	-
Indirect Allocation-Project Management	10,678	10,322	6,828	8,713
Total Expenditures	<u>3,112,529</u>	<u>16,207,782</u>	<u>22,100,161</u>	<u>23,278,713</u>

**Funding Sources**

Cajon Pass Bond Fund	<u>23,278,713</u>
Total Funding Sources	<u>23,278,713</u>

## **TASK: 0881 LENWOOD AVENUE GRADE SEPARATION**

### **PURPOSE**

Improve safety and reduce traffic congestion at the intersection of Lenwood Road and the Burlington Northern Santa Fe (BNSF) railroad tracks in the City of Barstow.

### **ACCOMPLISHMENTS**

In December 2009, SANBAG, the County of San Bernardino, and the City of Barstow entered into a cooperative agreement for SANBAG to assume the lead for design and Right of Way support. In May 2011, SANBAG, the County of San Bernardino, and the City of Barstow entered into a combined Right of Way and construction cooperative agreement to identify roles and responsibilities and the funding plan for completion of the Right of Way and construction phases of the project. In February 2012, SANBAG, the County of San Bernardino, and the City of Barstow amended the funding agreement to replace Congestion Mitigation Air Quality (CMAQ) funds with Surface Transportation Program (STP) funds for Right of Way and for the replacement of a portion of the Measure I North Desert Major Local Highway Program funds with STP funds for construction. The 100% Plans, Specifications, and Estimates were approved in March 2013. A contract with a construction management firm was entered into in June 2013. The RFA for construction will be submitted to Caltrans in March 2013. The construction contract is scheduled to be awarded in September 2013.

### **WORK ELEMENTS**

1. Perform a constructability review.
2. Advertise and award a construction contract.
3. Manage the contracts, budgets and schedules.

### **PRODUCT**

Construction of a grade separation at Burlington Northern Santa Fe (BNSF) and Lenwood Road in the City of Barstow.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$150,000
  - ii. 1000603, Legal Services, Amount Budgeted \$15,000
  - iii. 1000261, Design and Engineering support during Construction, Amount Budgeted \$370,000
- b. New Contracts
  - i. RFP, Construction Management Services, Amount Budgeted \$50,000, Total Estimated Contract Amount \$3,000,000.
  - ii. IFB, Construction Services, Amount Budgeted \$4,080,000, Total Estimated Contract Amount \$20,000,000.

### **LOCAL FUNDING SOURCE DETAIL**

- i. City of Barstow- \$465,269.

### **PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$114,663.

**MANAGER: Garry Cohoe, Director of Project Delivery**

## Major Project Delivery Program

**Task 0881 Lenwood Ave. Grade Separation**

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	4,531	8,705	16,921	10,445
Regular Part-Time Employees	560	-	-	-
Fringe Allocation-General	4,076	8,529	15,439	10,545
Professional Services	14,616	683	5,000	25,100
Consulting Services	1,156,898	1,029,199	579,790	370,000
Program Management Fees	65,113	122,730	101,052	300,000
Legal Fees	1,663	9,154	81,850	2,000
Construction Capital	-	-	245,000	4,130,000
Right of Way Capital	-	6,410	3,605,210	-
Postage	25	77	300	200
Printing - External	-	537	2,000	2,000
Indirect Allocation-General	7,300	13,438	28,809	14,328
Indirect Allocation-Project Management	6,398	9,479	7,510	26,138
Total Expenditures	<u>1,261,180</u>	<u>1,208,942</u>	<u>4,688,881</u>	<u>4,890,756</u>

### Funding Sources

Surface Transportation Program	1,600,000
Demonstration High Priority Program	240,000
Trade Corridor Improvement Fund	1,200,000
State Local Partnership Program-P1B	400,000
MSI North Desert Fund-Major Local Hwy	985,487
Local Projects Fund	465,269
Total Funding Sources	<u>4,890,756</u>

## **TASK: 0882 NORTH MILLIKEN AVENUE GRADE SEPARATION**

### **PURPOSE**

Improve safety and reduce traffic congestion at the North Milliken Avenue and Union Pacific Rail Road (UPRR) railroad tracks in City of Ontario.

### **ACCOMPLISHMENTS**

The City of Ontario managed the project development phases prior to construction. In January 2010, SANBAG Board approved a funding plan to program \$45 million in State Transportation Improvement Program/Regional Improvement Program (STIP/RIP) fund savings from the Interstate 215 North project to the North Milliken Avenue Grade Separation Project. This funding shift was necessary to offset the unavailability of Traffic Congestion Relief Program (TCRP) funds until year 2016. In May 2010, SANBAG and the City of Ontario entered into a construction cooperative agreement making SANBAG responsible for the construction phase of the project. A contract with a construction management consultant, Nolte Associates Inc., was also approved in May 2010. On October 21, 2010 bids were received and on November 3, 2010 the Board awarded a construction contract to C.C Myers Inc. The Notice to Proceed was issued on November 22, 2010 and construction started in February 2011.

### **WORK ELEMENTS**

1. Continue public information activities.
2. Manage the contracts, budgets and schedules for the project construction phase as construction continues through the Fiscal Year.
3. Coordinate construction of the grade separation with the City of Ontario and UPRR.

### **PRODUCT**

Construct the grade separation at the North Milliken Avenue crossing of the UPRR railway in the City of Ontario.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$150,000.
  - ii. 1000301, Construction Management Services, Amount Budgeted \$2,261,612.
  - iii. 1000345, Construction Services, Amount Budgeted \$3,127,261.
  - iv. 4000360, Pipeline Inspection Services, Amount Budgeted \$118,897.
  - v. 4000364, Railroad Track and Signal work and Railroad Flagman and Inspection, Amount Budgeted \$3,733,576.

### **LOCAL FUNDING SOURCE DETAIL**

- i. City of Ontario - \$778,041.

### **PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$9,391,346.

**MANAGER:** Garry Cohoe, Director of Project Delivery

## Major Project Delivery Program

**Task** 0882 North Milliken Ave. Grade Separation

	2010-2011 <u>Actual</u>	2011-2012 <u>Actual</u>	2012-2013 <u>Revised Budget</u>	2013-2014 <u>Budget</u>
<b>Expenditures</b>				
Regular Full-Time Employees	-	5,732	7,367	5,621
Fringe Allocation-General	-	5,616	6,722	5,675
Professional Services	519,718	-	241,000	-
Consulting Services	-	1,277,076	3,112,595	2,380,509
Program Management Fees	75,891	95,215	91,866	150,000
Legal Fees	-	333	9,000	1,000
Construction Capital	5,604,008	17,645,614	21,636,658	6,860,837
Postage	-	-	150	-
Printing - External	4,520	-	6,000	1,500
Indirect Allocation-General	-	8,848	12,543	7,711
Indirect Allocation-Project Management	4,285	5,472	6,828	6,534
Total Expenditures	<u>6,208,421</u>	<u>19,043,904</u>	<u>25,130,729</u>	<u>9,419,387</u>
<b>Funding Sources</b>				
Regional Improvement Program				8,641,346
Local Projects Fund				778,041
Total Funding Sources				<u>9,419,387</u>

## **TASK: 0883 STATE ROUTE 210 PEPPER AVENUE INTERCHANGE**

### **PURPOSE**

Provide access to the State Route 210 (SR-210) freeway at Pepper Avenue in the City of Rialto.

### **ACCOMPLISHMENTS**

The bridge spanning the future Pepper Avenue was constructed as part of the original SR-210 mainline project. At the time of the construction of the freeway Pepper Avenue did not extend to the freeway, therefore the interchange ramps were not constructed. The City of Rialto has awarded a construction contract to extend Pepper Avenue. With this, project development of the interchange ramps has commenced. The SANBAG Board awarded an engineering and environmental professional services contract in February 2011 and preliminary design and environmental studies are currently ongoing with Plans, Specification & Estimates (PS&E) activities anticipated to start in the Fiscal Year 2012/2013.

### **WORK ELEMENTS**

1. Complete preliminary engineering activities and approve the Final Project Study Report-Project Development Support (PSR-PDS).
2. Continue the PS&E phase and complete final design activities.
3. Approve the Final Environmental Document.
4. Initiate the Right of Way phase and begin utility coordination.
5. Coordinate with Caltrans staff for review and approval of the project.
6. Approve a construction cooperative agreement with Caltrans.
7. Procure a contract management services contract.
8. Coordinate with the City of Rialto for the extension of Pepper Avenue through Highland Avenue.
9. Process invoices from the City of Rialto for the extension of Pepper Avenue through Highland Avenue.
10. Manage the contracts, budgets, and schedules.

### **PRODUCT**

Construction of a full directional interchange at SR-210 and Pepper Avenue.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$100,000.
  - ii. 1000357, Design Services, Amount Budgeted \$788,469.
  - iii. 1000044, Environmental Services, Amount Budgeted \$30,000.
  - iv. 1000603, Legal Services, Amount Budgeted \$30,000.
- b. New Contracts
  - i. PSA, Right of Way Capital and Utility Relocations, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$1,000,000.
  - ii. RFP, Construction Management Services, Amount Budgeted \$250,000, Total Estimated Contract Amount \$1,130,000.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$1,195,537.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task** 0883 State Route 210 Pepper Ave. Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	1,264	-	1,294	-
Regular Part-Time Employees	560	-	-	-
Fringe Allocation-General	1,144	-	1,181	-
Professional Services	-	-	60,000	30,000
Consulting Services	52,463	425,286	2,104,616	1,038,469
Program Management Fees	66,989	85,632	91,866	100,000
Legal Fees	570	475	10,000	30,000
Construction Capital	-	276	-	-
Right of Way Capital	-	-	-	1,000,000
Postage	275	-	-	100
Printing - External	237	-	-	1,000
Indirect Allocation-General	2,630	-	2,204	-
Indirect Allocation-Project Management	6,351	7,426	6,828	8,713
Total Expenditures	<u>132,482</u>	<u>519,095</u>	<u>2,277,989</u>	<u>2,208,282</u>

**Funding Sources**

MSI 1990-Valley Fund-Major Projects	<u>2,208,282</u>
Total Funding Sources	<u>2,208,282</u>

**TASK: 0884 LAUREL AVENUE GRADE SEPARATION**

**PURPOSE**

Improve safety and reduce traffic congestion at the intersection of Laurel and the Burlington Northern Santa Fe Railway (BNSF) tracks in the City of Colton.

**ACCOMPLISHMENTS**

Right of Way activities are ongoing with the acquisition of properties, easements required for construction, approval of utility agreements for utility relocations, and approval of the railroad construction and maintenance agreement. Right of Way certification is planned to occur in the Fiscal Year 2012/2013.

In October 2012, a construction management services contract was procured. Under this contract, the constructability review was performed and assistance in the preparation of the bid documents was provided. A Construction and Maintenance agreement with BNSF is expected to be executed in the Fiscal Year 2012/2013. Final design plans are expected to be approved in Fiscal Year 2012/2013 allowing the construction contract to be advertised.

**WORK ELEMENTS**

1. Process Right of Way invoices.
2. Award the construction contract.
3. Administer the construction of the project.
4. Advertise and award a construction contract.
5. Manage the contracts, budgets, and schedules.

**PRODUCT**

Construction of a railroad grade separation at the Laurel Street and BNSF tracks in the City of Colton.

**CONTRACT INFORMATION**

The existing construction cooperative agreement with the City of Colton and the funding agreement between the City, Union Pacific Railroad (UPRR), and BNSF will remain in effect through the Fiscal Year. The existing professional design contracts will also remain in effect through the fiscal year. A new construction contract is expected to be awarded in the Fiscal Year 2013/2014.

- a. Existing Contracts
  - i. 1000089, Program Management, Amount Budgeted \$75,001.
  - ii. 1000241, Right of Way Support Services, Amount Budgeted \$12,000.
  - iii. 1000354, Engineering Support Services, Amount Budgeted \$55,316.
  - iv. 1000603, Legal Services, Amount Budgeted \$15,000.
  - v. 1000734, Consulting Engineering Services for Construction Management Services, Amount Budgeted \$691,450.
  - vi. C13016, Construction Services, Amount Budgeted \$8,434,000.
  - vii. C13065, Construction Services, Amount Budgeted \$115,000.
- b. New Contracts
  - i. IFB, Construction Services, Amount Budgeted \$16,100,589, Total Estimated Contract Amount \$28,786,000.
  - ii. PSA, Right of Way Services, Amount Budgeted \$1,000,000, Total Estimated Contract Amount \$1,000,000.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Colton - \$1,651,869.
- ii. Union Pacific Railroad (UPRR) - \$1,275,757.
- iii. BNSF Railway Company (BNSF) - \$1,680,036.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0884 Laurel Ave. Grade Separation

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	661	4,138	17,879	-
Regular Part-Time Employees	1,820	-	-	-
Overtime	-	180	-	-
Fringe Allocation-General	-	4,231	16,313	-
Professional Services	452,439	-	5,000	27,000
Consulting Services	6,229	1,795,368	2,136,914	746,766
Program Management Fees	-	132,368	166,866	75,001
Legal Fees	-	19,693	57,000	2,000
Construction Capital	-	-	7,051,769	16,824,009
Right of Way Capital	-	-	6,367,710	276,580
Postage	42	66	150	100
Advertising	-	2,602	-	-
Printing - External	-	13	1,500	-
Indirect Allocation-General	-	6,666	30,439	-
Indirect Allocation-Project Management	-	8,784	12,828	15,247
<b>Total Expenditures</b>	<b>461,191</b>	<b>1,974,108</b>	<b>15,864,368</b>	<b>17,966,703</b>

**Funding Sources**

Trade Corridor Improvement Fund	7,318,654
Local Projects Fund	4,607,662
Valley Major Street Bond Fund	6,040,387
<b>Total Funding Sources</b>	<b>17,966,703</b>

**TASK: 0885 9TH STREET RAIL IMPROVEMENTS**

**PURPOSE**

Improve safety and traffic operations and eliminate 11 at-grade railroad crossings on the Union Pacific Railroad (UPRR) rail line in the City of Colton.

**ACCOMPLISHMENTS**

SANBAG is responsible for funding a portion of the construction cost of the 9<sup>th</sup> Street Rail Improvement Project in accordance with C12053, a funding agreement between SANBAG, the City of Colton, UPRR, and Burlington Northern Santa Fe Railway (BNSF) that was executed in October 2011. UPRR is the lead for all phases of this project.

Design of the 9th Street Rail Improvements are expected to be completed in the Fiscal Year 2012/2013 with a construction contract being awarded in the Fiscal Year 2013/2014.

**WORK ELEMENTS**

1. Process construction invoices.
2. Manage the contracts, budgets, and schedules.

**PRODUCT**

Relocate the existing UPRR tracks from the center of 9<sup>th</sup> Street in the City of Colton.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$75,000.
  - ii. 1000733, Construction Services, Amount Budgeted \$3,000,000.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$947,255.

**MANAGER:** Garry Cohoe, Director of Project Delivery

### Major Project Delivery Program

Task 0885 9th Street Rail Improvements

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	-	69	826	-
Fringe Allocation-General	-	67	754	-
Program Management Fees	-	1,690	75,330	75,000
Legal Fees	-	-	1,000	1,000
Construction Capital	-	-	4,055,000	3,000,000
Postage	-	-	150	100
Printing - External	-	-	1,000	1,000
Indirect Allocation-General	-	106	1,514	-
Indirect Allocation-Project Management	-	82	5,599	4,356
<b>Total Expenditures</b>	<b>-</b>	<b>2,014</b>	<b>4,141,173</b>	<b>3,081,456</b>

**Funding Sources**

MSI Valley Fund-Freeway Projects	3,081,456
<b>Total Funding Sources</b>	<b>3,081,456</b>

**TASK: 0886 COLTON QUIET ZONE**

**PURPOSE**

Reduce noise from train horns along the Burlington Northern Santa Fe Railway (BNSF) railroad corridor in the City of Colton.

**ACCOMPLISHMENTS**

SANBAG is responsible for project development of the Quiet Zone improvements in accordance with C12053, a funding agreement between SANBAG, the City of Colton, Union Pacific Railroad (UPRR), and BNSF that was executed in October 2011. In December 2011, a construction cooperative agreement with the City of Colton was executed. Per the construction cooperative agreement, the City of Colton will Advertise, Award, and Administer (AAA) the construction contract. The railroad construction and maintenance agreement is expected to be approved in the Fiscal Year 2012/2013 with advertisement and award of the construction contract following soon after.

**WORK ELEMENTS**

1. Coordinate with the City of Colton and BNSF during construction.
2. Process construction invoices.
3. Project close out activities.
4. Manage the contracts, budgets, and schedules.

**PRODUCT**

Establishment of a Quiet Zone along the BNSF railroad corridor in the City of Colton.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$75,000.
  - ii. 1000552, Construction Services, Amount Budgeted \$535,581.
  - iii. C12007, Construction Services, Amount Budgeted \$1,787,000.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$2,397,581.

**MANAGER:** Garry Cohoe, Director of Project Delivery

## Major Project Delivery Program

Task 0886 Colton Quiet Zone

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	-	258	2,602	-
Fringe Allocation-General	-	253	2,374	-
Professional Services	24,758	-	8,000	-
Consulting Services	27,383	116	-	-
Program Management Fees	292,019	180,901	319,708	75,000
Legal Fees	-	-	2,600	1,000
Construction Capital	-	-	2,753,960	2,322,581
Right of Way Capital	-	-	29,795	-
Postage	99	23	150	100
Printing - External	139	-	1,000	1,000
Indirect Allocation-General	-	398	4,430	-
Indirect Allocation-Project Management	4,255	3,173	22,808	8,713
Total Expenditures	<u>348,653</u>	<u>185,121</u>	<u>3,147,427</u>	<u>2,408,394</u>
<b>Funding Sources</b>				
MSI 1990-Valley Fund-Major Projects				2,408,394
Total Funding Sources				<u>2,408,394</u>

## **TASK: 0887 STATE ROUTE 210 LANE ADDITION**

### **PURPOSE**

Meet projected traffic demand, and improve the safety and operation of the State Route 210 (SR-210) corridor between Highland Avenue in the City of Highland and San Bernardino Avenue in the City of Redlands.

### **ACCOMPLISHMENTS**

A Project Study Report-Project Development Support (PSR-PDS) was approved in May 2008. The contract for the preparation of the Project Approval and Environmental Document (PA&ED) was approved April 2012 commencing the work on the environmental and preliminary engineering phase.

### **WORK ELEMENTS**

1. Oversee the work of the consultant in the preparation of the PA&ED.
2. Coordinate with Caltrans staff for all phases of work.
3. Manage the contracts, budgets, and schedules.

### **PRODUCT**

Addition of a lane in each direction on State Route 210 between Highland Avenue and San Bernardino Ave in the cities of Highland and San Bernardino, respectively; auxiliary lanes between Base Line and 5<sup>th</sup> St and acceleration lane at the 5<sup>th</sup> Street southbound on-ramp.

### **CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$25,000.
  - ii. 1000631, Design Consultant for PA&ED Services, Amount Budget \$811,818.
  - iii. 1000044, Consulting Services for Right of Way, Amount Budgeted \$15,000.

### **PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$550,073.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0887 State Route 210 Lane Addition

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	-	794	3,325	-
Fringe Allocation-General	-	778	3,033	-
Consulting Services	-	56,461	1,000,000	826,818
Program Management Fees	-	2,700	45,933	25,000
Legal Fees	-	95	1,000	1,000
Postage	-	28	150	100
Printing - External	-	-	1,000	1,000
Indirect Allocation-General	-	1,226	5,660	-
Indirect Allocation-Project Management	-	180	3,414	8,713
Total Expenditures	-	62,263	1,063,515	862,631
<b>Funding Sources</b>				
MSI Valley Fund-Freeway Projects				862,631
Total Funding Sources				862,631

**TASK: 0888 INTERSTATE 15 LA MESA/NISQUALLI INTERCHANGE**

**PURPOSE**

Provide access to the Interstate 15 (I-15) at La Mesa and Nisqualli Roads in the City of Victorville.

**ACCOMPLISHMENTS**

The City of Victorville has managed the project development activities leading to this project being ready for construction. Caltrans approved the Project Study Report and the Project Report in 1990 and 2007, respectively. The Draft Environmental Document was circulated for public review, a public hearing was held in September 2003, and environmental approval was obtained in April 2006. Plans Specifications & Estimates (PS&E) was completed in August 2010 and Right of Way was completed in February 2011. In April 2011 the City of Victorville requested SANBAG take the lead of the construction phase of the project. In May 2011 the SANBAG Board of Directors approved nomination of the project for Corridor Mobility Improvement Account (CMIA) funds and approved a Construction Cooperative Agreement with the City of Victorville making SANBAG responsible for the construction phase of the project. In June 2011 the Board approved a Construction Cooperative Agreement with Caltrans and awarded a construction management contract to Arcadis-US. The California Transportation Commission (CTC) awarded \$21.3 million in CMIA funds. In August 2011 the Board authorized advertisement of the project for construction and on November 15, 2011 bids were received. In December 2011 the Board awarded a construction contract to Riverside Construction Company Inc. A Notice to Proceed was issued on December 20, 2011 and construction started February 13, 2012. Construction will continue through the fall of 2013.

**WORK ELEMENTS**

1. Manage the contracts, budgets and schedules for the project construction phase as construction continues through the Fiscal Year.
2. Continue public information activities.
3. Coordinate construction of the interchange project with the City of Victorville, Caltrans and utility companies.

**PRODUCT**

Construction of a new full service Interstate 15 interchange and associated frontage roads.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Budgeted Amount \$100,000.
  - ii. 1000166, Construction Zone Enhancement and Enforcement Program (COZEEP) Services, Budgeted Amount \$25,000.
  - iii. 1000463, Construction Management Services, Budgeted Amount \$1,550,000.
  - iv. 1000547, Construction Services Budgeted Amount \$5,315,296.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Victorville - \$3,590,746.

**PRIOR YEAR BUDGETED COMMITMENTS**

The proposed Fiscal Year 2013/2014 budget includes Board approved Fiscal Year 2012/2013 appropriations in the estimated amount of \$6,990,296.

**MANAGER:** Garry Cohoe, Director of Project Delivery

### Major Project Delivery Program

Task 0888 Interstate 15 La Mesa/Nisqualli Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	3,238	27,380	15,698	11,992
Overtime	-	203	-	-
Fringe Allocation-General	1,920	27,024	14,323	12,107
Professional Services	-	52,500	181,000	25,000
Consulting Services	42,215	1,488,275	4,508,000	1,550,000
Program Management Fees	63,843	16,608	112,692	100,000
Legal Fees	3,943	2,945	-	-
Construction Capital	-	11,196,964	23,969,269	5,315,296
Postage	100	98	-	1,000
Advertising	-	311	-	1,500
Public Information Activites	-	43	-	-
Printing - External	-	4,793	-	4,000
Indirect Allocation-General	3,059	42,580	26,726	16,449
Indirect Allocation-Project Management	1,171	1,161	7,432	8,713
<b>Total Expenditures</b>	<b>119,489</b>	<b>12,860,885</b>	<b>28,835,140</b>	<b>7,046,057</b>

**Funding Sources**

Corridor Mobility Improvement Account	2,376,843
Local Projects Fund	3,590,746
Victor Valley Major Local Hwy Bond Fund	1,078,468
<b>Total Funding Sources</b>	<b>7,046,057</b>

**TASK: 0890 INTERSTATE 15 RANCHERO ROAD INTERCHANGE**

**PURPOSE**

Improve traffic operations and circulation for current and future demand on Ranchero Road at I-15 in the City of Hesperia.

**ACCOMPLISHMENTS**

The City of Hesperia has managed the project development activities leading to this project being ready for construction. In February 2012 the City of Hesperia requested SANBAG take the lead as the project manager for the construction phase of the project. Savings within the Corridor Mobility Improvement Account (CMIA) program were identified allowing \$21.135 million to be programmed on the construction phase of this project. A construction cooperative agreement with Caltrans was executed, as well as a construction cooperative agreement between SANBAG and the City of Hesperia. Procurement of construction management and contractor was completed in May, 2012 and November, 2012, respectively.

**WORK ELEMENTS**

1. Manage the contracts, budgets and schedules for the project construction phase.
2. Continue public information activities with the City of Hesperia and Caltrans.
3. Coordinate construction of the interchange project with the City of Hesperia, Caltrans and utility companies.

**PRODUCT**

Construction of a new full service Interstate 15 interchange in the City of Hesperia at Ranchero Road with associated frontage roads and utility relocations.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project management, Amount Budgeted \$175,000.
  - ii. 1000165, Construction Zone Enhancement Enforcement Program (COZEEP), Amount Budgeted \$300,000.
  - iii. 1000663, Construction Management Services, Amount Budgeted \$4,752,000.
  - iv. 1000771, Construction Services, Amount Budgeted \$17,910,053.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Hesperia - \$167,844.

**MANAGER:** Garry Cohoe, Director of Project Delivery

### Major Project Delivery Program

Task 0890 Interstate 15 Ranchero Road Interchange

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	-	1,178	14,396	24,564
Fringe Allocation-General	-	1,154	13,135	24,800
Professional Services	-	2,500	72,335	300,000
Consulting Services	-	65,596	1,510,000	4,752,000
Program Management Fees	-	57,322	150,260	175,000
Legal Fees	-	1,188	-	1,000
Construction Capital	-	-	9,612,243	17,910,053
Right of Way Capital	-	-	2,000,000	-
Postage	-	104	150	250
Printing - External	-	351	9,438	2,000
Indirect Allocation-General	-	1,818	24,510	33,696
Indirect Allocation-Project Management	-	1,538	10,989	6,534
Total Expenditures	-	132,747	13,417,456	23,229,897

**Funding Sources**

Interstate Maintenance Discretionary	1,570,037
Regional Improvement Program	3,904,261
Corridor Mobility Improvement Account	10,850,264
State Local Partnership Program-P1B	2,275,690
MSI Victor Valley Fund-Major Local Hwy	2,727,801
Local Projects Fund	167,844
Victor Valley Major Local Hwy Bond Fund	1,734,000
Total Funding Sources	23,229,897

**TASK: 0892 I-15 BASE LINE ROAD INTERCHANGE**

**PURPOSE**

Improve traffic operations and circulation for current and future traffic demand at the Base Line Road/Interstate 15 (I-15) interchange in the City of Rancho Cucamonga and the City of Fontana.

**ACCOMPLISHMENTS**

The City of Rancho Cucamonga has managed the project development activities leading up to the construction phase. In September 2012 the City requested SANBAG take the lead for the construction phase of the project. Construction, Advanced Expenditure and Escrow Agreements were approved in April 2013 between SANBAG and the City. A three party Construction Cooperative Agreement between SANBAG, the City, and Caltrans was approved in May 2013. Procurement of construction management is scheduled to occur in June of 2013 and the construction award in December 2013.

**WORK ELEMENTS**

1. Procure both a construction management consultant to oversee the construction of the project and a new construction contract.
2. Manage the contracts, budgets and schedules for the project construction phase as construction begins.
3. Engage in public information activities with the City of Rancho Cucamonga and Caltrans.
4. Coordinate construction of the interchange project with the City of Rancho Cucamonga, resource agencies, Caltrans and utility companies.

**PRODUCT**

Construction of an improved interchange on Interstate 15 at Base Line Road in the City of Rancho Cucamonga.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management, Amount Budgeted \$50,000.
- b. New Contracts
  - i. IFB, Construction Services, Amount Budgeted \$10,899,999, Total Estimated Contract Amount \$33,000,000.
  - ii. RFP, Construction Management Services, Amount Budgeted \$1,800,000, Total Estimated Amount \$7,300,000.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Fontana - \$1,771,640.
- ii. City of Rancho Cucamonga - \$3,494,300.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

Task 0892 Interstate 15 Baseline Interchange Improvement Pr

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Regular Full-Time Employees	-	-	-	10,509
Fringe Allocation-General	-	-	-	10,610
Consulting Services	-	-	-	1,800,000
Program Management Fees	-	-	-	100,000
Legal Fees	-	-	-	1,000
Construction Capital	-	-	-	10,899,999
Postage	-	-	-	250
Printing - External	-	-	-	2,000
Indirect Allocation-General	-	-	-	14,415
Indirect Allocation-Project Management	-	-	-	4,356
Total Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>12,843,139</u>
<b>Funding Sources</b>				
Transportation Enhancement Activities				860,969
Interstate Maintenance Discretionary				1,504,330
Local Projects Fund				5,265,940
Valley Fwy Interchange Bond Fund				5,211,900
Total Funding Sources				<u>12,843,139</u>

**TASK: 0893 STATE ROUTE 60 CENTRAL AVENUE INTERCHANGE**

**PURPOSE**

Relieve existing congestion and accommodate future traffic demands at the State Route 60/Central Avenue Interchange in the City of Chino.

**ACCOMPLISHMENTS**

This project is identified as number three in the Measure I Valley Interchange Program. The City of Chino is interested in having SANBAG initiate the development of the project.

**WORK ELEMENTS**

1. Prepare and execute a Memorandum of Understanding for all phases of the project.
2. Prepare and execute Project Study Report (PSR) and Project Approval & Environmental Document (PA&ED) cooperative agreements.
3. Advertise Request for Proposals for the PSR and PA&ED Services and award contracts for the same.
4. Manage the contracts, budgets, and schedules.

**PRODUCT**

Interchange improvements on State Route 60 at Central Avenue in the City of Chino.

**CONTRACT INFORMATION**

- a. New Contracts
  - i. RFP, Project Study Report – Project Development Support and Project Approval & Environmental Document, Amount Budgeted \$100,000, Total Estimated Contract Amount \$2,000,000.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Chino - \$58,800.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task 0893 State Route 60 Central Avenue Interchange**

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Professional Services	-	-	-	100,000
<b>Total Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100,000</b>
<b>Funding Sources</b>				
Local Projects Fund				58,800
Valley Fwy Interchange Bond Fund				41,200
<b>Total Funding Sources</b>				<b>100,000</b>

**TASK: 0894 STATE ROUTE 60 ARCHIBALD AVENUE INTERCHANGE**

**PURPOSE**

Relieve existing congestion and accommodate future traffic demands at the State Route 60/Archibald Avenue interchange in the City of Ontario.

**ACCOMPLISHMENTS**

This project is identified as number nine in the Measure I Valley Interchange Program. The City of Ontario is interested in having SANBAG initiate the development of the project.

**WORK ELEMENTS**

1. Prepare and execute a Memorandum of Understanding for all phases of the project.
2. Prepare and execute a Project Study Report (PSR) and Project Approval & Environmental Document (PA&ED) cooperative agreement.
3. Advertise Request for Proposals for the PSR and PA&ED services and award contracts for the same.
4. Manage the contracts, budgets, and schedules.

**PRODUCT**

Interchange improvements on State Route 60 at Archibald Avenue in the City of Chino.

**CONTRACT INFORMATION**

- a. New Contracts
  - i. RFP, Project Study Report–Project Development Support and Project Approval & Environmental Document, Amount Budgeted \$1,000,000, Total Estimated Contract \$2,000,000.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Ontario - \$66,100.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task 0894 State Route 60 Archibald Avenue Interchange**

	2010-2011 Actual	2011-2012 Actual	2012-2013 Revised Budget	2013-2014 Budget
<b>Expenditures</b>				
Professional Services	-	-	-	100,000
<b>Total Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100,000</b>
<b>Funding Sources</b>				
Local Projects Fund				66,100
Valley Fwy Interchange Bond Fund				33,900
<b>Total Funding Sources</b>				<b>100,000</b>

**TASK: 0896 INTERSTATE 10/PEPPER AVENUE INTERCHANGE**

**PURPOSE**

Relieve existing traffic congestion and accommodate future traffic demands at the Interstate 10 (I-10)/Pepper Avenue Interchange.

**ACCOMPLISHMENTS**

A three party cooperative agreement between SANBAG, the City of Colton, and the County of San Bernardino was executed for the project development and construction of highway improvements at the I-10 Pepper Avenue Interchange. Environmental studies and preliminary design efforts have commenced.

**WORK ELEMENTS**

1. Perform preliminary engineering activities, prepare Geometric Approval Drawings, and complete a Project Report.
2. Perform environmental studies, prepare environmental technical reports, and complete and circulate the Environmental Document.
3. Complete the Plans, Specifications and Estimate (PS&E) phase.
4. Conduct environmental and design peer reviews on project deliverables.
5. Coordinate with Caltrans staff for review and approval of the project.
6. Manage the contracts, budgets, and schedules.

**PRODUCT**

Construction of an additional bridge structure, ramp improvements, and local street improvements to accommodate existing and future traffic.

**CONTRACT INFORMATION**

- a. Existing Contracts
  - i. 1000089, Project Management and Design Services, Amount Budgeted \$275,000.
  - ii. 1000044, Environmental Services, Amount Budgeted \$85,000.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Colton - \$156,000.

**MANAGER:** Garry Cohoe, Director of Project Delivery

**Major Project Delivery Program**

**Task 0896 Interstate 10 Pepper Interchange Improvement Proj**

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
<b>Expenditures</b>				
Consulting Services	-	-	-	285,000
Program Management Fees	-	-	-	550,000
Legal Fees	-	-	-	2,000
Postage	-	-	-	350
Printing - External	-	-	-	4,000
Indirect Allocation-Project Management	-	-	-	28,315
<b>Total Expenditures</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>869,665</u>

**Funding Sources**

Local Projects Fund	156,000
Valley Fwy Interchange Bond Fund	713,665
<b>Total Funding Sources</b>	<u>869,665</u>

**TASK: 0897 INTERSTATE 10 CEDAR AVENUE INTERCHANGE**

**PURPOSE**

Improve the Interstate 10/Cedar Avenue interchange to relieve existing congestion and to meet future traffic demands.

**ACCOMPLISHMENTS**

This project is identified as number one in the Measure I Valley Interchange Program. The County of San Bernardino is interested in having SANBAG lead the Plans, Specification, and Estimate (PS&E) efforts.

**WORK ELEMENTS**

1. Prepare and execute a Memorandum of Understanding for all phases of the project.
2. Prepare and execute a PS&E cooperative agreement.
3. Advertise a Request for Proposals for the PS&E Services and award a contract for the same.
4. Manage the contracts, budgets, and schedules.

**PRODUCT**

Improvements to the interchange at Interstate 10/Cedar Avenue in the County of San Bernardino.

**CONTRACT INFORMATION**

- a. New Contracts
  - i. RFP, Plans Specifications & Estimates, Amount Budgeted \$100,000, Total Estimated Contract Amount \$3,000,000.

**LOCAL FUNDING SOURCE DETAIL**

- i. County of San Bernardino - \$30,000.

**MANAGER: Garry Cohoe, Director of Project Delivery**

### Major Project Delivery Program

**Task 0897 Interstate 10 Cedar Avenue Interchange**

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
<b>Expenditures</b>				
Professional Services	-	-	-	100,000
<b>Total Expenditures</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>100,000</u>
<b>Funding Sources</b>				
Local Projects Fund				30,000
Valley Fwy Interchange Bond Fund				70,000
<b>Total Funding Sources</b>				<u>100,000</u>

**TASK: 0898 INTERSTATE 10 MOUNT VERNON AVENUE INTERCHANGE**

**PURPOSE**

Improve the Interstate 10 (I-10)/Mount Vernon interchange to relieve existing congestion and to meet future traffic demands.

**ACCOMPLISHMENTS**

This project is identified as number eight in the Measure I Valley Interchange Program. The City of Colton is interested in having SANBAG initiate the development of the project.

**WORK ELEMENTS**

1. Prepare and execute a Memorandum of Understanding for all phases of the project.
2. Prepare and execute an advancement agreement for all phases of the project.
3. Prepare and execute a Project Study Report (PSR) cooperative agreement.
4. Advertise a Request for Proposals for the PSR services and award a contract for the same.
5. Manage the contracts, budgets, and schedules.

**PRODUCT**

Interchange improvements on I-10 at Mount Vernon Avenue in the City of Colton.

**CONTRACT INFORMATION**

- a. New Contracts
  - i. RFP, Project Study Report - Project Development Support and Project Approval & Environmental Document, Amount Budgeted \$100,000, Total Estimated Contract Amount \$2,000,000.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Colton - \$5,100.

**MANAGER: Garry Cohoe, Director of Project Delivery**

**Major Project Delivery Program**

**Task 0898 Interstate 10 Mount Vernon Avenue Interchange**

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
<b>Expenditures</b>				
Professional Services	-	-	-	100,000
<b>Total Expenditures</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>100,000</u>
<b>Funding Sources</b>				
Local Projects Fund				5,100
Valley Fwy Interchange Bond Fund				94,900
<b>Total Funding Sources</b>				<u>100,000</u>

**TASK: 0899 INTERSTATE 10 UNIVERSITY AVENUE INTERCHANGE**

**PURPOSE**

Improve the interchange on Interstate 10 at University Avenue in the City of Redlands to relieve existing congestion and to meet future traffic demands.

**ACCOMPLISHMENTS**

This project is identified as number four in the Measure I Valley Interchange Program. The City of Redlands is interested in having SANBAG initiate the development of the project.

**WORK ELEMENTS**

1. Prepare and execute a Memorandum of Understanding for all phases of the project.
2. Prepare and execute Project Study Report (PSR) and Project Approval & Environmental Document (PA&ED) cooperative agreements.
3. Advertise Request for Proposals for PSR and PA&ED services and award contracts for the same.
4. Manage the contracts, budgets, and schedules.

**PRODUCT**

Improvements to the interchange at University Avenue on Interstate 10 in the City of Redlands.

**CONTRACT INFORMATION**

- a. New Contracts
  - i. RFP, Project Study Report - Project Development Support and Project Approval & Environmental Document, Amount Budgeted \$100,000, Total Estimated Contract Amount \$2,000,000.

**LOCAL FUNDING SOURCE DETAIL**

- i. City of Redlands - \$15,800.

**MANAGER: Garry Cohoe, Director of Project Delivery**

**Major Project Delivery Program**

**Task** 0899 Interstate 10 University Avenue Interchange

	<u>2010-2011 Actual</u>	<u>2011-2012 Actual</u>	<u>2012-2013 Revised Budget</u>	<u>2013-2014 Budget</u>
<b>Expenditures</b>				
Professional Services	-	-	-	100,000
Total Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>100,000</u>
 <b>Funding Sources</b>				
Local Projects Fund				15,800
Valley Fwy Interchange Bond Fund				84,200
Total Funding Sources				<u>100,000</u>



- 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:** March 14, 2013

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

**Recommendation:\*** That the following be reviewed and recommended for approval at a regularly scheduled Board of Directors meeting:

Approve Amendment No. 1 to Contract No. C09124 with Parsons Transportation Group, Inc. for Program Management and Other Specialty Professional Services which will increase the contract amount by \$16,324,860.00 for a new not-to-exceed amount of \$35,006,611.00 and; extend the contract duration by three years to May 31, 2016.

**Background:** In May 2009, the Board awarded Contract No. C09124 to Parsons Transportation Group, Inc. (PTG) to provide program management and other specialty professional services. The duration of Contract No. C09124 was four years, terminating on May 31, 2013. 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 November 2012, the Board of Directors authorized staff to enter into negotiations with PTG for a three year extension of the Program Management

\*

*Approved*  
 Board Metro Valley Study Session

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

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

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

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

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

MVSS1303a-pb

Amendment: <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmnt/Shared Documents/C0912401.doc>

Attachment: <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmnt/Shared Documents/C0912401 att C 1-31-13.xlsx>

Contract No. C09124. This authorization came after consideration at the Metro Valley Study Session in October 2012 where the committee members considered the value in maintaining team continuity for the successful and efficient delivery of the Proposition 1B and other projects as scheduled so that funding is not placed at risk by virtue of a change in the project management team.

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 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 San Bernardino Associated Governments' (SANBAG) 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, I-10 Cherry Interchange, I-15 Rancho Interchange, and the SR-60 Sound Wall. In addition, seven 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-15/I-215 Devore Interchange, I-15 Base Line Road Interchange, Laurel Street Grade Separation, Lenwood Road Grade Separation, and the Palm Avenue Grade Separation. With the anticipation of upcoming construction projects and new interchange projects beginning, workload in Major Projects Program will continue to rise.

Future undertaking in program management also includes assisting in the completion of the biannual updates to the 10-Year Delivery Plan and administration of the Project Control System (PC). PTG's team replaced Excel spreadsheets via development and implementation of an integrated PC which has been instrumental in tracking and monitoring invoices, schedules, funding, and contracts as well as developing SANBAG's first 10-Year Delivery Plan.

Presently, the PTG team has a diverse group of 14 individuals working on a full-time basis in-house at SANBAG, including Project Managers, Construction Managers, Project Controls professionals and administration personnel. This team will remain intact and, as needed, PTG will continue to provide specialty professional services relative to Design-Build support on the Devore Interchange, Express Lane expertise, updates to the 10-Year Delivery Plan, development of

independent cost estimates, peer review of design and environmental delivery packages, source inspection, and other services as needed.

The estimated cost for the three year contract extension has been developed based on historical costs with consideration given to the anticipated increase in the future level of effort required for on-site, off-site, and subconsultant staff. The on-site personnel cost estimate for the existing fourteen full-time staff is calculated using their current labor rates with escalation, an overhead rate and a fixed fee. SANBAG's standard contract template for non-Federal projects contains an index which was used to determine the escalation. This index provides escalation rates based on the United States Department of Labor, Bureau of Labor Statistics Employment Cost Index for Total Compensation for private industry workers (Table 5 on the website). The overhead rate for on-site personnel in this contract extension is reduced from 127.39% in the original contract to 114.23%. The fixed fee will be unchanged. The rates for on-site staff given in Attachment "B.1" represent the maximum rate for these classifications. The estimated total cost for on-site staff is \$12,924,860.00. If any replacement staff is needed during the three year extension, SANBAG staff will have approval in specifying the classification to be used for the new personnel according to this amendment.

The estimated cost for the offsite personnel, \$1,900,000.00, is based on the average actual labor costs over the last year. With a number of specialty services utilized over the last year, this budget was estimated on a similar level of effort continuing over the next three years. Offsite personnel services will be billed at actual cost. The overhead rate for PTG offsite staff is reduced from 158.32% in the existing contract to the current calculated overhead rate of 141.03% in the contract extension. The fixed fee will remain unchanged. An additional allowance was also made for anticipated source inspection support that will be required for SANBAG construction projects during the extension period.

Within the existing PTG contract over the last four years, subconsultants were utilized on an as-needed basis to support PTG staff and provide additional specialty services to SANBAG. Some of these services included support of preparation of Federal funding request packages, development of the PC system, consultation for railroad operations, public outreach support, and construction management support through a full time senior construction project manager and support staff as required. There is no change to the team of subconsultants. For budget purposes a similar level of effort of \$1,400,000.00 was used. The overhead rates and the fixed fee will remain the same for the subconsultants for the extension as was used in the original contract. The final component of budget is for other direct costs and is set at \$100,000.00.

Given the upcoming 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 this three-year extension to the current Program Management Contract No. C09124 with PTG for a total not-to-exceed amount of \$16,324,860.00.

**Financial Impact:** Program and Project Management services under this contract will be funded using Measure I and Local Funds. These costs are consistent with the current SANBAG Fiscal Year 2012/2013 budget and will be accounted for in future year budgets.

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. SANBAG General Counsel and Contract Administrator have reviewed this item and the draft of the amendment.

**Responsible Staff:** Paula Beauchamp, Project Delivery Manager

## CONTRACT SUMMARY SHEET

Contract No. C 09124 Amendment No. 1

By and Between

San Bernardino County Transportation Authority and Parsons Transportation Group

Contract Description Program Management and Other Specialty Services

<b>Board of Director's Meeting Date:</b> 4/3/13	
<b>Overview of BOD Action:</b> Approve Contract Amendment	
<b>Is this a Sole-Source procurement?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

CONTRACT OVERVIEW					
Original Contract Amount	\$	18,681,751.00	Original Contingency Amount	\$	
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	18,681,751.00	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$	16,324,860.00	Contingency Amendment	\$	
<b>TOTAL CONTRACT VALUE</b>	<b>\$</b>	<b>35,006,611.00</b>	<b>TOTAL CONTINGENCY VALUE</b>	<b>\$</b>	
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>					<b>\$ 35,006,611.00</b>

<b>Contract Start Date</b> 6/4/09	<b>Current Contract Expiration Date</b> 5/31/13	<b>Revised Contract Expiration Date</b> 5/31/16
Has the contract term been amended? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes - please explain. Three year contract extension		

FINANCIAL INFORMATION	
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0701, 0803-0896</u> .	
<input type="checkbox"/> A Budget Amendment is required.	
How are we funding current FY? Measure I and Local Funds	
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds <input checked="" type="checkbox"/> Local Funds <input type="checkbox"/> TDA Funds <input checked="" type="checkbox"/> Measure I Funds
Provide Brief Overview of the <b>Overall</b> Funding for the duration of the Contract: This contract will be funded using Measure I and Local Funds.	
<input checked="" 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 _____ %

Paula Beauchamp	
Project Manager (Print Name)	2/20/13 Date
Garry Choe	
Task Manager (Print Name)	2-20-13 Date
Andrea Zureick	
Dir. of Fund Admin. & Programming (Print Name)	2/20/13 Date
Jeffery Hill	
Contract Administrator (Print Name)	2/25/13 Date
WSHWPLA	
Chief Financial Officer (Print Name)	2/27/13 Date

**AMENDMENT NO. 1**  
**TO**  
**CONTRACT NO. C09124**  
**BETWEEN**  
**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**  
**AND**  
**PARSONS TRANSPORTATION GROUP, INC.**

This AMENDMENT No. 1 to Contract No. C09124 (this "Amendment") is made by and between Parsons Transportation Group, Inc. (hereafter called CONSULTANT) and the San Bernardino County Transportation Authority (hereafter called AUTHORITY):

**WITNESSETH:**

**WHEREAS**, AUTHORITY, under Contract No. C09124, has engaged the services of CONSULTANT to provide program management and other specialty services for the Measure I program; and

**WHEREAS**, AUTHORITY and CONSULTANT desire to amend the aforesaid contract to extend the period of performance through May 31, 2016, and to adjust the cost for Services.

**NOW THEREFORE**, the PARTIES hereto do mutually agree to amend Contract No. C09124 as follows:

1. Delete paragraph 2.1 of Article 2 "Performance Schedule", in its entirety and replace with the following:

"The Period of Performance by CONSULTANT under this Contract shall commence on June 4, 2009, and shall continue in effect until May 31, 2016, until work is completed, or otherwise terminated, cancelled or extended as hereinafter provided."

2. Delete paragraph 3.2 of Article 3 "Contract Price and Cost Principles" in its entirety and replace with the following:

"The total cost for Services to the project shall not exceed \$35,006,611.00. This amount does not include a contingency. Services to be provided under terms of this Contract are to be provided on an as needed basis and compensated for as set forth in Attachment "B", incorporated herein by reference, through May 31, 2013, and Attachment "B.1", incorporated herein by reference for work after June 1, 2013. CONSULTANT's fee will be fixed, as set forth in Attachment "B" through

May 31, 2013 and as set forth in Attachment "B.1" for all work after June 1, 2013."

3. Delete paragraph 3.3 of Article 3 "Contract Price and Cost Principles" in its entirety and replace with the following:

"CONSULTANT's overhead rates will be fixed, as set forth in Attachment "B" through May 31, 2013, and as set forth in Attachment "B.1" for all work after June 1, 2013. The fixed overhead rate will not be subject to adjustment."

4. Delete paragraph 3.4 of Article 3 "Contract Price and Cost Principles" in its entirety and replace with the following:

"Escalation shall be at a specific rate, as shown on the Employment Cost Index for Total Compensation for private industry workers-Table 5, at [www.bls.gov/news.release](http://www.bls.gov/news.release). The Employment Cost Index will be annually adjusted, apply to total benefits for the private industry economic sector, not be seasonally adjusted, but will include a 12-month percent change. Escalation shall commence as of June 1, 2014, and shall be subject to change each June 1 for the term of the Contract as set forth in Attachment "B.1" for all work after June 1, 2013."

5. Amend Article 11 "Technical Direction" to replace the words "Director of Freeway Construction" in Article 11.1 with "Director of Project Development".

6. Add the paragraph below to Article 11 "Technical Direction":

"11.1.4 Certain administrative modifications to the Contract as defined in the CHANGES Article of this Contract."

7. Add the paragraph below to Article 12 "Changes":

"12.3 SANBAG's Executive Director or Designee may modify this Contract for certain administrative modifications without issuing a written amendment. Administrative modifications as defined herein are limited to: substitutions of personnel identified in this Contract as Key Personnel and subcontractors; and modifications to hourly rates and classifications; and modifications of the address of the CONSULTANT. All administrative modifications shall be documented in writing between the Parties."

8. Exhibit 1 (Contract Attachment B.1) is attached to and incorporated into this Amendment by this reference.

9. The Contract is incorporated into this Amendment.

10. Except as amended by this Amendment, all other provisions of the Contract shall remain in full force and effect.

11. This Amendment No. 1 is effective on the date executed by SANBAG.

IN WITNESS WHEREOF, the parties have duly executed this Amendment No. 1 below.

**PARSONS TRANSPORTATION  
GROUP, INC.**

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

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

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

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

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

**APPROVED AS TO FORM:**

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

**CONCURRENCE:**

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

**Exhibit 1  
Contract Attachment B.1**

<b>On-Site Personnel</b>		
	<b>6/13-5/14</b>	
<b>Classification</b>	<b>Raw Hourly Rate</b>	<b>3 Year Total (2080hrs/yr)</b>
Senior Project Manager	\$ 88.53	\$ 1,309,423.02
Senior Project Manager	\$ 86.24	\$ 1,275,552.26
Senior Project Manager	\$ 68.19	\$ 1,008,579.64
Project Manager	\$ 56.02	\$ 828,576.50
Senior Construction Project Manager*	\$ 95.16	\$ 1,642,493.51
Construction Project Manager	\$ 71.30	\$ 1,054,578.80
Deputy Construction Project Manager	\$ 51.33	\$ 759,208
Project Controls Manager	\$ 61.46	\$ 909,038.05
Senior Contracts Manager	\$ 76.96	\$ 1,138,294.31
Cost Engineer	\$ 44.70	\$ 661,145.48
Project Scheduler	\$ 49.10	\$ 726,224.67
Cost Engineer	\$ 33.65	\$ 497,707.95
Document Controls Manager	\$ 44.06	\$ 651,679.41
Administrative Assistant	\$ 31.26	\$ 462,358.11
<b>Total</b>		<b>\$ 12,924,860</b>

\* Non Parsons employee (subconsultant)

Notes:

<sup>1</sup> Escalation shall be at a specific rate, as shown on the Employment Cost Index for Total Compensation for private industry workers-Table 5, at [www.bls.gov/news.release](http://www.bls.gov/news.release). The Employment Cost Index will be annually adjusted, apply to total benefits for the private industry economic sector, not be seasonally adjusted, but will include a 12-month percent change. Escalation shall commence as of June 1, 2014, and shall be subject to change each June 1st for the term of the contract.

<sup>2</sup> SANBAG staff approval required in selecting classification for replacement on-site personnel

Overhead Rate: Parsons On-site personnel:	114.23%
Overhead Rate: On-Site subconsultant:	150%
Estimated Escalation for budget purposes:	1.5%
Fixed Fee:	9%

<b>Off-Site Personnel</b>	
1. Billed at actual cost	
2. Overhead Rate: Parsons off-site personnel: 141.03%	
3. Fixed Fee: 9%	
<b>Estimated 3 Year Total off-site Personnel Costs:</b>	<b>\$ 1,900,000</b>

<b>Off-Site Personnel-Subconsultants</b>	
1. Will be billed at actual cost	
2. Overhead Rate: Max. 150%	
3. Fixed Fee: 9%	
Subconsultants: S2 Engineering-CM services as needed besides On-Site Senior Construction PM:	\$400,000
Other Subconsultants:	\$1,000,000
<b>Estimated 3 Year Total Subconsultants:</b>	<b>\$1,400,000</b>

<b>ODC's:</b>	<b>\$ 100,000</b>
---------------	-------------------

<b>Summary C0912401 3 year Cost Estimate</b>	
<b>On-Site Personnel</b>	<b>\$ 12,924,860</b>
<b>Off-Site Personnel</b>	<b>\$ 1,900,000</b>
<b>Off-Site Personnel-Subconsultants</b>	<b>\$ 1,400,000</b>
<b>ODC's</b>	<b>\$ 100,000</b>
<b>Total Estimate</b>	<b>\$ 16,324,860</b>



- 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:** March 14, 2013

**Subject:** Interstate 10 (I-10) Tippecanoe Avenue Interchange Construction Project

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

Approve a Landscape Maintenance Agreement C13092 with the State of California Department of Transportation for the I-10 Tippecanoe Interchange Project Phase 1 at no cost.

**Background:** **This is a new contract.** San Bernardino Associated Governments (SANBAG) is the lead agency for both design and construction of the I-10 Tippecanoe Avenue Interchange Improvements. In August 2011, SANBAG staff developed a strategy to separate the Plans, Specifications & Estimate (PS&E) package into two construction phases. The logical split involved isolating the design within existing State right-of-way (Phase 1) and that which is outside of State right-of-way (Phase 2). The Phase 1 of the project, which includes improvements to the eastbound I-10 mainline and off-ramp at Tippecanoe, was positioned to and successful in receiving \$10 million in savings from the Corridor Mobility Improvement Account (CMIA) program. Start of construction was August 2012, and continues.

\*

*Approved*  
 Board Metro Valley Study Session

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

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

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

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

COG		CTC	X	CTA	X	SAFE		CMA	
-----	--	-----	---	-----	---	------	--	-----	--

Check all that apply.

MVSS1303a-bmf

Attachments: <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13092.docx>

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13092%20Exh.%20A.pdf>

**Recommendation 1:** This request is for approval of a Phase 1 Tippecanoe Avenue Interchange Landscape Maintenance Agreement which defines SANBAG's maintenance responsibilities as four years after the completion of construction and plant establishment. The agreement is consistent with the landscape maintenance taking place on State Route 210 and includes maintenance of irrigation, landscape, and hardscape. The City of Loma Linda is supplying the irrigation water for Phase 1. There are no costs associated with this agreement with Caltrans. However, after the plant establishment period, SANBAG will bid and award the 4 year maintenance contract which is budgeted at \$250,000. Staff is recommending this Landscape Maintenance Agreement between Caltrans and SANBAG be approved by the Board.

**Financial Impact:** This recommendation is consistent with the adopted SANBAG Fiscal Year 2012/2013 budget for Task No. 0842 I-10 Tippecanoe Interchange.

**Reviewed By:** This agenda item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. General Counsel and Contract Administrator have reviewed this item and drafts of the contracts.

**Responsible Staff:** Paula Beauchamp, Project Delivery Manager

## CONTRACT SUMMARY SHEET

Contract No. C C13092 Amendment No. \_\_\_\_\_

By and Between

San Bernardino Associated Governments and State of California Dept. of Trans.

Contract Description Agreement for Landscape Maintenance for Ph. 1 Tippecanoe I-10 I/C

**Board of Director's Meeting Date:** April 3, 2013

**Overview of BOD Action:**

Is this a Sole-Source procurement?  Yes  No

### CONTRACT OVERVIEW

Original Contract Amount	\$ 0	Original Contingency Amount	\$ 0
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>\$ 0</b>	<b>TOTAL CONTINGENCY VALUE</b>	<b>\$ 0</b>
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>			<b>\$ 0</b>

Contract Start Date Est. Aug. 29, 2014	Current Contract Expiration Date Est. Aug. 29, 2018	Revised Contract Expiration Date
---	--	----------------------------------

Has the contract term been amended?  No  Yes - please explain.

Contract start date is 1 year after the completion of the Ph. 1 improvements

### FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 0842.

A Budget Amendment is required.

How are we funding current FY? N/A

Federal Funds  State Funds  Local Funds  TDA Funds  Measure I Funds

*Provide Brief Overview of the Overall Funding for the duration of the Contract:*

The payable will be with after an RFA for a maintenance contract.

Payable  Receivable

### CONTRACT MANAGEMENT INFORMATION

**Check all applicable boxes:**

Retention? If yes, indicate % \_\_\_\_.

Disadvantaged Business Enterprise (DBE) Goal \_\_\_\_ %

Barbara Fortman  
Project Manager (Print Name)

Garry Cohoe  
Task Manager (Print Name)

Andree Guericke  
Dir. of Fund Adm. & Programming (Print Name)

\_\_\_\_\_  
Contract Administrator (Print Name)

\_\_\_\_\_  
Chief Financial Officer (Print Name)

Barbara Fortman 2.27.13  
Signature Date

Garry Cohoe 2-27-13  
Signature Date

Andree Guericke 2-28-13  
Signature Date

\_\_\_\_\_  
Signature Date

\_\_\_\_\_  
Signature Date

**C13092 - AGREEMENT FOR LANDSCAPE MAINTENANCE  
WITHIN STATE HIGHWAY RIGHT OF WAY  
ON ROUTE 10 WITHIN THE CITY OF LOMA LINDA AND COUNTY OF SAN  
BERNARDINO**

THIS AGREEMENT is made and executed effective this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_ by and between the State of California, acting through its Department of Transportation, hereinafter referred to as "STATE," and the San Bernardino Associated Governments, acting in its capacity as the San Bernardino County Transportation Authority, hereinafter referred to as "AUTHORITY," together referred to as "PARTIES".

**WITNESSETH**

**RECITALS:**

1. PARTIES desire to work together to allocate their respective obligations relative to newly constructed or revised improvements within STATE's right of way by Permit Number (s) 08-12-N-MC-0312.
2. This Agreement addresses AUTHORITY's responsibility for the landscaping, planting, irrigation systems, hardscaping, mulches, control, litter and weed removal, and Biofiltration Swales (collectively the "LANDSCAPING") placed within State Highway right of way on State Route 10, as shown on Exhibit A, attached to and made a part of this Agreement.

**Section I**

In consideration of the mutual covenants and promises herein contained, AUTHORITY and STATE agree as follows:

- a) PARTIES have agreed to an allocation of maintenance responsibilities that includes, but is not limited to, inspection, providing emergency repair, replacement, & maintenance, (collectively hereinafter "MAINTAIN/MAINTENANCE") of LANDSCAPING as shown on said Exhibit "A."
- b) When a planned future improvement is constructed and/or a minor revision has been effected with STATE's consent or initiation within the limits of the STATE's right of way herein described which affects PARTIES' Division of Maintenance's responsibility as described herein, PARTIES will agree upon and execute a new dated and revised Exhibit which will be made a part hereof and will thereafter supersede the attached original Exhibit "A" to thereafter become a part of this Agreement. The new exhibit can be executed only upon written consent of the Parties hereto acting by and through their authorized representatives. No formal amendment to this Agreement will be required.

## Section II

AUTHORITY agrees, at AUTHORITY expense, to do the following:

- a) AUTHORITY may contract authorizing a licensed contractor with appropriate class of license in the State of California, to MAINTAIN (Section 27 of the Streets and Highways Code) LANDSCAPING conforming to those plans and specifications (PS&E) pre-approved by STATE.
- b) AUTHORITY will submit the final form of the PS&E, prepared, stamped and signed by a licensed landscape architect, for LANDSCAPING to STATE's District Permit Engineer for review and approval and will obtain and have in place a valid necessary encroachment permit prior to the start of any work within STATE'S right of way. All proposed LANDSCAPING must meet STATE's applicable standards.
- c) AUTHORITY shall ensure that LANDSCAPED areas designated on Exhibit "A" are provided with adequate scheduled routine MAINTENANCE necessary to MAINTAIN a neat and attractive appearance.
- d) An Encroachment Permit rider may be required for any changes to the scope of work allowed by this Agreement prior to the start of any work within STATE's right of way.
- e) AUTHORITY contractors will be required to obtain an Encroachment Permit prior to the start of any work within STATE's right of way.
- f) To furnish electricity for irrigation system controls, water, and fertilizer necessary to sustain healthy plant growth during the entire life of this Agreement.
- g) To replace unhealthy or dead plantings when observed or within 30 days when notified in writing by STATE that plant replacement is required.
- h) To prune shrubs, tree plantings, and trees to control extraneous growth and ensure STATE standard lines of sight to signs and corner sight distances are always maintained for the safety of the public.
- i) To MAINTAIN, repair and operate the irrigation systems in a manner that prevents water from flooding or spraying onto STATE highway, spraying parked and moving automobiles, spraying pedestrians on public sidewalks/bike paths, or leaving surface water that becomes a hazard to vehicular or pedestrian/bicyclist travel.
- j) To control weeds at a level acceptable to the STATE. Any weed control performed by chemical weed sprays (herbicides) shall comply with all laws, rules, and regulations established by the California Department of Food and Agriculture. All

chemical spray operations shall be reported quarterly (form LA17) to the STATE to: the District Maintenance at 464 W. 4<sup>th</sup> St., San Bernardino, CA 92401

- k) To expeditiously repair any STATE facility damage ensuing from AUTHORITY'S LANDSCAPE sign and presence and, activities, including, but not limited to, damage caused by plants and plant roots and to reimburse STATE for its costs to repair the STATE facility damage ensuing from AUTHORITY's LANDSCAPE presence and activities should STATE be required to cure an AUTHORITY default.
- l) To remove LANDSCAPING and appurtenances and restore STATE owned areas to a safe and attractive (include IMPROVEMENTS, SYSTEM, if relevant) condition acceptable to STATE in the event this Agreement is terminated as set forth herein.
- m) To inspect LANDSCAPING (include IMPROVEMENTS, SYSTEM, if relevant) on a regular monthly or weekly basis to ensure the safe operation and condition of the LANDSCAPING.
- n) To expeditiously MAINTAIN, replace, repair or remove from service any LANDSCAPING system component that has become unsafe or unsightly.
- o) To allow random inspection of LANDSCAPING by a STATE representative.
- p) To keep the entire landscaped area policed and free of litter and deleterious material.
- q) All work by or on behalf of AUTHORITY will be done at no cost to STATE.

### **Section III**

STATE agrees to do the following:

- a) May provide AUTHORITY with timely written notice of unsatisfactory conditions that require correction by the AUTHORITY. However, the non-receipt of notice does not excuse AUTHORITY from maintenance responsibilities assumed under this Agreement.
- b) Issue encroachment permits to AUTHORITY and AUTHORITY contractors at no cost to them.

## Section IV

### Legal Relations and Responsibilities:

- a) Nothing within the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement, or affect the legal liability of either PARTY to this Agreement by imposing any standard of care respecting the design, construction and maintenance of these STATE highway improvements or AUTHORITY facilities different from the standard of care imposed by law.

If during the term of this Agreement, AUTHORITY should cease to MAINTAIN the LANDSCAPING to the satisfaction of STATE as provided by this Agreement, STATE may either undertake to perform that MAINTENANCE on behalf of AUTHORITY at AUTHORITY's expense or direct AUTHORITY to remove or itself remove LANDSCAPING at AUTHORITY's sole expense and restore STATE's right of way to its prior or a safe operable condition. AUTHORITY hereby agrees to pay said STATE expenses, within thirty (30) days of receipt of billing by STATE. However, prior to STATE performing any MAINTENANCE or removing LANDSCAPING, STATE will provide written notice to AUTHORITY to cure the default and AUTHORITY will have thirty (30) days within which to effect that cure.

- b) Neither AUTHORITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction arising under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless AUTHORITY and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement with the exception of those actions of STATE necessary to cure a noticed default on the part of AUTHORITY.
- c) Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction arising under this Agreement. It is understood and agreed that AUTHORITY shall fully defend, indemnify and save harmless STATE and all of its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by AUTHORITY under this Agreement.
- d) Prevailing Wage Requirements; Labor Code Compliance

If the work performed on this Project is done under contract and falls within the Labor Code section 1720(a)(1) definition of a "public work" in that it is

construction, alteration, demolition, installation, repair or maintenance AUTHORITY must conform to the provisions of Labor Code sections 1720 through 1815, all applicable regulations and coverage determinations issued by the Director of Industrial Relations. AUTHORITY agrees to include prevailing wage requirements in its contracts for public work. Work performed by AUTHORITY'S own forces is exempt from the Labor Code's Prevailing Wage requirements.

f) Prevailing Wage Requirements in Subcontracts

AUTHORITY shall require its contractors to include prevailing wage requirements in all subcontracts funded by this Agreement when the work to be performed by the subcontractor is a "public work" as defined in Labor Code Section 1720(a)(1). Subcontracts shall include all prevailing wage requirements set forth in AUTHORITY'S contracts.

g) Insurance

AUTHORITY and their contractors shall maintain in force, during the term of this agreement, a policy of general liability insurance, including coverage of bodily injury liability and property damage liability, naming the State of California, its officers, agents and employees as the additional insured in an amount of \$1 million per occurrence and \$2 million in aggregate. Coverage shall be evidenced by a certificate of Insurance in a form satisfactory to STATE that shall be delivered to STATE with a signed copy of this Agreement.

h) Termination

This Agreement may be terminated by timely mutual written consent by PARTIES, and AUTHORITY'S failure to comply with the provisions of this Agreement may be grounds for a Notice of Termination by STATE.

i) Term of Agreement

This Agreement shall become effective on the date first shown on its face sheet and shall remain in full force and effect for 4 years after the completion of the construction contract of EA 44811.

**PARTIES are empowered by Streets and Highways Code Section 114 & 130 to enter into this Agreement and have delegated to the undersigned the authority to execute this Agreement on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this Agreement.**

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year first above written.

**SAN BERNARDINO ASSOCIATED  
GOVERNMENTS**

**STATE OF CALIFORNIA  
DEPARTMENT OF  
TRANSPORTATION**

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

By: \_\_\_\_\_  
Malcolm Daugherty  
Acting Director of Transportation

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

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

**APPROVED AS TO FORM AND  
PROCEDURE:**

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

By: \_\_\_\_\_  
Deputy District Director  
Maintenance

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

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

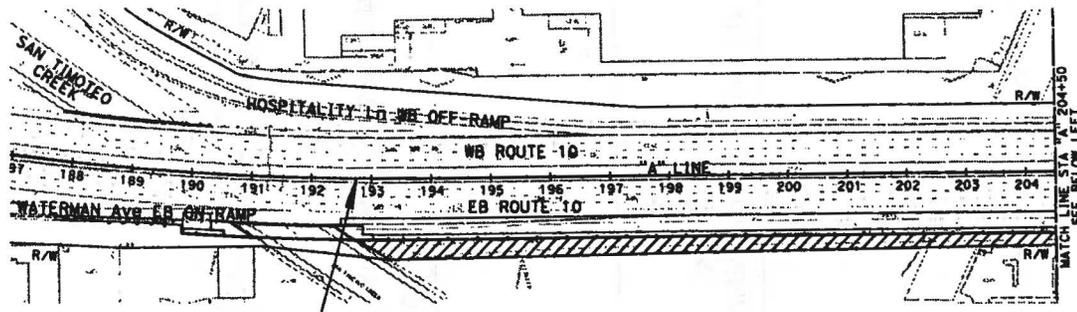
Attest:

By: \_\_\_\_\_  
Vicki Watson  
Clerk of the Board

By: \_\_\_\_\_  
**\*\*Attorney**  
Department of Transportation

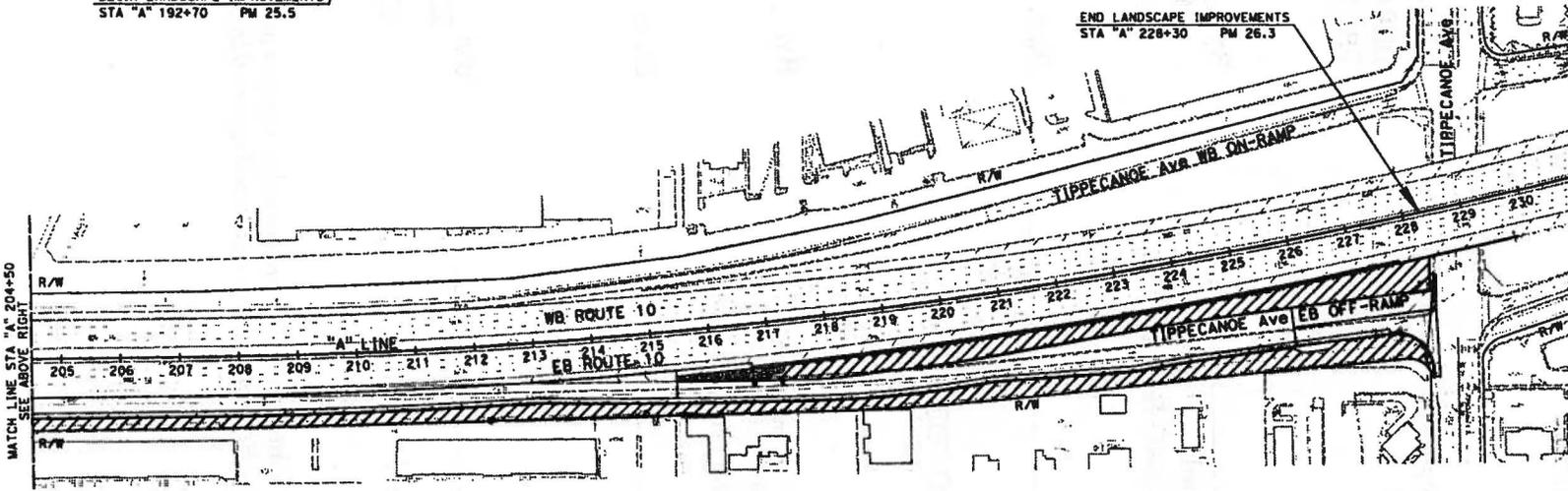
*\*\*Approval by STATE'S Attorney is not required unless changes are made to this form, in which case, the draft will be submitted to Headquarters for review and approval by STATE's Attorney as to form and procedures.*

**ROUTE 10 AND TIPPECANOE AVENUE  
EA 44811 / PN 0800020451**



BEGIN LANDSCAPE IMPROVEMENTS  
STA "A" 192+70 PM 25.5

END LANDSCAPE IMPROVEMENTS  
STA "A" 228+30 PM 26.3



MATCH LINE STA "A" 204+50  
SEE ABOVE RIGHT

MATCH LINE STA "A" 204+50  
SEE BELOW LEFT

**LEGEND:**

 LANDSCAPED AREA TO BE MAINTAINED BY SANBAG

**EXHIBIT "A"**  
LANDSCAPE MAINTENANCE AGREEMENT

SIGNATURE: \_\_\_\_\_ DATE \_\_\_\_\_  
SANBAG APPROVAL

SIGNATURE: \_\_\_\_\_ DATE \_\_\_\_\_  
CALTRANS APPROVAL

DATE:	DECEMBER 2012
SCALE:	AS SHOWN
SHEET 1 OF	1 SHEET



- 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:** March 14, 2013

**Subject:** Three Utility agreements for the Palm Avenue Grade Separation Project in the City of San Bernardino

**Recommendation:\*** That the following be reviewed and recommended for approval by the Board of Directors, acting in its capacity as the San Bernardino County Transportation Commission, at a regularly scheduled Board meeting:

1. Approve Utility Agreement No. C13115 with Southern California Edison Distribution for relocation of their facility for the Palm Avenue Grade Separation Project in the amount of \$120,206.08.
2. Approve a 25% contingency for C13115 in the amount of \$30,051.52 and authorize the Executive Director or designee to release contingency as necessary for the project contract.
3. Approve Utility Agreement No. C13116 with Southern California Gas Company for relocation of their facility for the Palm Avenue Grade Separation Project in the amount of \$139,790.00.
4. Approve a 25% contingency for C13116 in the amount of \$34,947.50 and authorize the Executive Director or designee to release contingency as necessary for the project contract.

\*

*Approved*  
 Board Metro Valley Study Session

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

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

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

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

COG		CTC	X	CTA	X	SAFE		CMA	
-----	--	-----	---	-----	---	------	--	-----	--

Check all that apply.

MVSS1303d-ds

Attachment: <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13115.doc>  
<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13116.doc>  
<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13117.doc>

5. Approve Utility Agreement No. C13117 with Verizon California Inc. for relocation of their facility for the Palm Avenue Grade Separation Project in the amount of \$136,185.53.
6. Approve a 25% contingency for C13117 in the amount of \$34,046.38 and authorize the Executive Director or designee to release contingency as necessary for the project contract.

**Background:**

The Palm Avenue Grade Separation project is a new grade separation project over the BNSF Railway railroad tracks in the north end of the City of San Bernardino. The final right-of-way interests are currently being acquired and funding applications for construction are being prepared with the intent of advertising the project for construction later this spring. The project involves the realignment of several local streets which also require the relocation of some facilities owned by various utility companies. In one area, along Institution Avenue, the existing utilities have superior rights to those of the project; therefore, the relocation of these facilities will be a project cost. The three utility agreements submitted for approval specify that San Bernardino Associated Governments (SANBAG) will require the relocation of these specific utilities and will pay for those relocation costs.

The SANBAG Board approved cooperative agreement C11180 with the City of San Bernardino for the responsibilities and funding for project right-of-way and utility relocations. The agreement specifies that SANBAG will fund 85.4% of eligible costs and the City 14.6% of the costs. As a result, the funding for these utility agreements will be at this same percentage. The costs for these relocations are within the estimated costs that were developed for the cooperative agreement; therefore, no additional funding will be required. SANBAG will fund its cost share with Measure I 2010-2040 Valley Major Streets Bond funds.

Staff is recommending that the Board approve Utility Agreements No. C13115, C13116, and C13117. This costs in the agreements are estimated and SANBAG and the City of San Bernardino are responsible if actual costs are greater. Staff is also requesting that the Board approve a 25% contingency for each agreement. The contract language provides for payment of up to 25% over the initial estimated cost before an amendment to the agreement is required.

**Financial Impact:** This item is consistent with the adopted SANBAG Fiscal Year 2012/2013 budget. This contract will be funded with Measure I 2010-2040 Valley Major Streets Bond Funds with a cost share from the City of San Bernardino provided under Task Number No. 0874.

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. SANBAG Contract Administrator and General Counsel have reviewed this item and drafts of the contracts.

**Responsible Staff:** Dennis Saylor, Project Manager



## CONTRACT SUMMARY SHEET

Contract No. C 13115 Amendment No. \_\_\_\_\_

By and Between

San Bernardino County Transportation Commission and Southern California Edison Distribution

Contract Description Palm Avenue Grade Separation Utility Agreement

**Board of Director's Meeting Date:** 4/3/13  
**Overview of BOD Action:** Approve agreement and expenditure for utility relocation expenses

Is this a Sole-Source procurement?  Yes  No

CONTRACT OVERVIEW			
Original Contract Amount	\$	120,206.08	Original Contingency Amount
			\$ 30,051.52
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>120,206.08</b>	<b>TOTAL CONTINGENCY VALUE</b>
			<b>\$ 30,051.52</b>
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>			<b>\$ 150,257.60</b>

<b>Contract Start Date</b> 4/3/13	<b>Current Contract Expiration Date</b> 4/3/16	<b>Revised Contract Expiration Date</b>
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Has the contract term been amended?  No  Yes - please explain.

Budget authority for this contract currently exists in Task No. 0874.  
 A Budget Amendment is required.

How are we funding current FY? Meas. | 2010-2040 Valley Grade Sep Bond Fund and City of SB

<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds	<input checked="" type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds	<input checked="" type="checkbox"/> Measure I Funds
--	--------------------------------------	---	------------------------------------	---

*Provide Brief Overview of the Overall Funding for the duration of the Contract:*  
 Funding will be primarily from Measure I 2010-2040 Valley Grade Separation Bond Funds along with City of San Bernardino

Payable  Receivable

CONTRACT MANAGEMENT INFORMATION

**Check all applicable boxes:**

Retention? If yes, indicate % \_\_\_\_\_.

Disadvantaged Business Enterprise (DBE) Goal \_\_\_\_\_ %

DENNIS JAYLOR		2/27/13
Project Manager (Print Name)	Signature	Date
Garry Cohen		2-27-13
Task Manager (Print Name)	Signature	Date
Andrea Ureidic		2/28/13
Dir. of Fund Admin. & Programming (Print Name)	Signature	Date
Jeffery Hill		3/1/13
Contract Administrator (Print Name)	Signature	Date
Chief Financial Officer (Print Name)	Signature	Date

SAN BERNARDINO ASSOCIATED GOVERNMENTS  
**UTILITY AGREEMENT**  
**SANBAG Agreement No. C13115**

DISTRICT 08	COUNTY San Bernardino	ROUTE Palm Ave.	POST MILE N/A	EA N/A
FEDERAL AID NUMBER N/A		OWNER'S PLAN NUMBER 0401647		
FEDERAL PARTICIPATION				
On the project <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		On the Utilities <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

**UTILITY AGREEMENT NO. 120**

**DATE**

San Bernardino Associated Governments, acting solely in its capacity as the San Bernardino County Transportation Commission (SANBAG), proposes the construction of Palm Avenue Grade Separation project which is located south of Interstate 215 and the Palm Avenue Interchange. The Palm Avenue Grade Separation project includes the construction of an overhead bridge at Cajon Blvd and the BNSF tracks, reconfiguration of intersections, widening of local streets, grading, and striping.

And

**Southern California Edison (Distribution) – 287 Tennessee Street, Redlands, CA 92373**

Hereinafter called "Owner", owns and maintains  
**Electric facilities along North side of Institution Road**

Within the limits of SANBAG's project which requires  
**relocation of electric facilities on Institution Road.**

to accommodate SANBAG's project

It is hereby mutually agreed that:

**I. WORK TO BE DONE**

In accordance with Notice to Owner No. 120, dated 2/07/13, OWNER shall relocate electrical facilities on Institution Road. All work shall be performed substantially in accordance with OWNER's Plan No. 0401647 dated 02/29/12 consisting of 4 sheets, a copy of which is on file at San Bernardino Associated Governments (SANBAG), at 1170 West 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor San Bernardino, CA 92410-1715.

Deviations from the OWNER's plan described above initiated by either SANBAG or OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by SANBAG and agreed to/acknowledged by OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to written execution by OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

**II. LIABILITY FOR WORK**

Existing facilities are located in their present position pursuant to rights superior to those of SANBAG and will be relocated at SANBAG's expense.

### III. PERFORMANCE OF WORK

OWNER agrees to perform the herein described work with its own forces or to cause the herein described work to be performed by the OWNER's contractor, employed by written contract on a continuing basis to perform work of this type, and to provide and furnish all necessary labor, materials, tools, and equipment required therefore, and to prosecute said work diligently to completion.

Use of out-of-state personnel or personnel requiring lodging and meal ("per diem") expenses will not be allowed without prior written authorization by SANBAG's representative. Requests for such permission must be contained in OWNER's estimate of actual and necessary relocation costs. OWNER shall include an explanation why local employee or contract labor is not considered adequate for the relocation work proposed. Per diem expenses shall not exceed the per diem expense amounts allowed under the California Department of Transportation's Department of Personnel Administration travel expense guidelines.

Pursuant to Public Works Case No. 2001-059 determination by the California Department of Industrial Relations dated October 25, 2002, work performed by OWNER's contractor is a public work under the definition of Labor Code Section 1720(a) and is therefore subject to prevailing wage requirements, as applicable. OWNER shall verify compliance with this requirement in the administration of its contracts referenced above.

OWNER agrees to comply and to require its contractors to comply with the "Buy America" requirements set forth in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) Sections 1041(a) and 1048(a), 23 U.S.C.313 and C.F.R. Part 635.410, which are incorporated into this Agreement by reference, and which require that all steel and iron products, and their coatings, used in FHWA-founded projects are produced in the United States, unless a waiver has been granted by FHWA or the product is subject to a general waiver.

### IV. PAYMENT FOR WORK

SANBAG shall pay its share of the actual and necessary cost of the herein described work within 45 days after receipt of five (5) copies of OWNER's itemized bill, signed by an authorized, responsible official of OWNER and prepared on OWNER's letterhead, compiled on the basis of the actual and necessary cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts prescribed for OWNER by the California Public Utilities Commission, Federal Energy Regulatory Commission or Federal Communications Commission, whichever is applicable.

It is understood and agreed that SANBAG will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to SANBAG for the "used life" or accrued depreciation of the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount specified below may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by SANBAG of documentation supporting the cost increase and after an Amendment to this Agreement has been duly executed by the parties to this Agreement.

The OWNER shall submit a final bill to SANBAG within 360 days after the completion of the work described in Section I above. If SANBAG has not received a final bill within 360 days after notification of completion of OWNER's work described in Section V of this Agreement, and SANBAG has delivered to OWNER fully executed Easement Deeds as required for OWNER's facilities, SANBAG will provide written notification to OWNER of its intent to close its file within 30 days and OWNER hereby acknowledges, to the extent allowed by law, that all remaining costs will be deemed to have been abandoned. If SANBAG processes a final bill for payment more than 360 days after notification of completion of OWNER's work, payment of the late bill may be subject to allocation and/or approval by the SANBAG Board.

The final billing shall be in the form of an itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, SANBAG shall not pay final bills which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER and approval of documentation by SANBAG. Except, if the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation. In either case, payment of the amount over the estimated cost of this Agreement may be subject to allocation and/or approval by the SANBAG Board.

In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an Amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNER'S final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of the SANBAG Board.

Detailed records from which the billing is compiled shall be retained by OWNER for a period of three years from the date of the final payment and will be available for audit by State and/or Federal auditors. Owner agrees to comply with Contract Cost Principles and Procedures as set forth in 48 CFR, Chapter 1, Part 31, et seq., 23 CFR, Chapter 1, Part 645 and or 18 CFR, Chapter 1, Parts 101, 201, et al. If a subsequent State and/or Federal audit determines payments to be unallowable, OWNER agrees to reimburse SANBAG upon receipt of SANBAG's billing.

## **V. GENERAL CONDITIONS**

All costs accrued by OWNER as a result of SANBAG Liability Claim Letter request of December 12, 2011, to review, study and/or prepare relocation plans and estimates for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If SANBAG'S Project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, SANBAG will notify OWNER, in writing, and SANBAG reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

OWNER shall submit a Notice of Completion to SANBAG within 30 days of the completion of the work described herein.

SANBAG will acquire new rights-of-way in the name of either SANBAG or OWNER through negotiation or condemnation and when acquired in SANBAG's name, shall convey same to OWNER by Easement Deed. SANBAG's liability for such rights-of-way will be at the proration shown for relocation work involved under this Agreement.

THE ESTIMATED COST TO SANBAG FOR THE ABOVE DESCRIBED WORK IS  
**\$ 120,206.08**

**Signatures on Following Page**

UTILITY AGREEMENT NO. 120

SIGNATURE PAGE  
TO  
UTILITY AGREEMENT NO. 120

IN WITNESS WHEREOF, the above parties have executed this Agreement the day and year above written.

SANBAG

Owner:  
Southern California Edison - Distribution

APPROVED

APPROVED

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

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

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

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

APPROVED AS TO FORM:

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

CONCURRENCE:

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

APPROVAL RECOMMENDED:

By: \_\_\_\_\_ Date \_\_\_\_\_  
Michael W. Parker  
Utility Project Manager  
Overland, Pacific & Cutler, Inc.



## CONTRACT SUMMARY SHEET

Contract No. C 13116 Amendment No. \_\_\_\_\_

By and Between

San Bernardino County Transportation Commission and Southern California Gas Company

Contract Description Palm Avenue Grade Separation Utility Agreement

**Board of Director's Meeting Date:** 4/3/13  
**Overview of BOD Action:** Approve agreement and expenditure for utility relocation expenses

Is this a Sole-Source procurement?  Yes  No

CONTRACT VALUES			
Original Contract Amount	\$	139,790.00	Original Contingency Amount
			\$ 34,947.50
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>139,790.00</b>	<b>TOTAL CONTINGENCY VALUE</b>
			<b>\$ 34,947.50</b>
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>			<b>\$ 174,737.50</b>

Contract Start Date 4/3/13	Current Contract Expiration Date 4/3/16	Revised Contract Expiration Date
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

**BUDGET INFORMATION**

Budget authority for this contract currently exists in Task No. 0874.  
 A Budget Amendment is required.

How are we funding current FY? Meas. I 2010-2040 Valley Grade Sep Bond Funds and City of SB

Federal Funds   
  State Funds   
  Local Funds   
  TDA Funds   
  Measure I Funds

*Provide Brief Overview of the Overall Funding for the duration of the Contract:*  
 Funding will be primarily from Measure I 2010-2040 Valley Grade Separation Bond Funds along with City of San Bernardino

Payable     Receivable

**CONTRACT MANAGEMENT INFORMATION**

**Check all applicable boxes:**

Retention? If yes, indicate % \_\_\_\_\_.

Disadvantaged Business Enterprise (DBE) Goal \_\_\_\_\_ %

Project Manager (Print Name) <i>Dennis Sawyer</i>	Signature <i>Dennis Sawyer</i>	Date 2/27/13
Task Manager (Print Name) <i>Garry Cohoe</i>	Signature <i>Garry Cohoe</i>	Date 2-27-13
Dif. of Fund Admin. & Programming (Print Name) <i>Andrea Turcotte</i>	Signature <i>Andrea Turcotte</i>	Date 2/28/13
Contract Administrator (Print Name) <i>Jeffery Hill</i>	Signature <i>Jeffery Hill</i>	Date 3/1/13
Chief Financial Officer (Print Name)	Signature	Date

SAN BERNARDINO ASSOCIATED GOVERNMENTS  
**UTILITY AGREEMENT**  
**SANBAG Agreement No. C13116**

DISTRICT 08	COUNTY San Bernardino	ROUTE Palm Ave.	POST MILE N/A	EA N/A
FEDERAL AID NUMBER N/A		OWNER'S PLAN NUMBER WR2069068 & WR2069098		
FEDERAL PARTICIPATION				
On the project <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			On the Utilities <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

**UTILITY AGREEMENT NO. 121**

**DATE**

San Bernardino Associated Governments acting solely in its capacity as the San Bernardino County Transportation Commission (SANBAG), proposes the construction of Palm Avenue Grade Separation project which is located south of Interstate 215 and the Palm Avenue Interchange. The Palm Avenue Grade Separation project includes the construction of an overhead bridge at Cajon Blvd and the BNSF tracks, reconfiguration of intersections, widening of local streets, grading, and striping.

And

**Southern California Gas Company – 1981 West Lugonia Avenue, Redlands, CA 92374**

Hereinafter called "Owner", owns and maintains  
**Natural gas facilities along North side of Institution Road**

Within the limits of SANBAG project which requires  
**relocation of gas facilities in Institution Road.**

to accommodate SANBAG project

It is hereby mutually agreed that:

**I. WORK TO BE DONE**

In accordance with Notice to Owner No. 121, dated 02/07/13, OWNER shall relocate natural gas facilities on Institution Road. All work shall be performed substantially in accordance with OWNER's Plan No. WR2069068 & WR2069098 dated 02.07.12 consisting of 2 sheets, a copy of which is on file at San Bernardino Associated Governments (SANBAG), at 1170 West 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor San Bernardino, CA 92410-1715.

Deviations from the OWNER's plan described above initiated by either SANBAG or OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by SANBAG and agreed to/acknowledged by OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to written execution by OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

**II. LIABILITY FOR WORK**

Existing facilities are located in their present position pursuant to prescriptive rights prior and superior to those of SANBAG and will be relocated at SANBAG expense.

**III. PERFORMANCE OF WORK**

OWNER agrees to perform the herein described work with its own forces or to cause the herein described work to be performed by the OWNER's contractor, employed by written contract on a continuing basis to perform work of this type, and to provide and furnish all necessary labor, materials, tools, and equipment required therefore, and to prosecute said work diligently to completion.

Use of out-of-state personnel or personnel requiring lodging and meal ("per diem") expenses will not be allowed without prior written authorization by SANBAG's representative. Requests for such permission must be contained in OWNER's estimate of actual and necessary relocation costs. OWNER shall include an explanation why local employee or contract labor is not considered adequate for the relocation work proposed. Per diem expenses shall not exceed the per diem expense amounts allowed under the California Department of Transportation's Department of Personnel Administration travel expense guidelines.

Pursuant to Public Works Case No. 2001-059 determination by the California Department of Industrial Relations dated October 25, 2002, work performed by OWNER's contractor is a public work under the definition of Labor Code Section 1720(a) and is therefore subject to prevailing wage requirements. OWNER shall verify compliance with this requirement in the administration of its contracts referenced above.

OWNER agrees to comply and to require its contractors to comply with the "Buy America" requirements set forth in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) Sections 1041(a) and 1048(a), 23 U.S.C.313 and C.F.R. Part 635.410, which are incorporated into this Agreement by reference, and which require that all steel and iron products, and their coatings, used in FHWA-funded projects are produced in the United States, unless a waiver has been granted by FHWA or the product is subject to a general waiver.

**IV. PAYMENT FOR WORK**

SANBAG shall pay its share of the actual and necessary cost of the herein described work within 45 days after receipt of five (5) copies of OWNER's itemized bill, signed by an authorized, responsible official of OWNER's organization and prepared on OWNER's letterhead, compiled on the basis of the actual and necessary cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts prescribed for OWNER by the California Public Utilities Commission, Federal Energy Regulatory Commission or Federal Communications Commission, whichever is applicable.

It is understood and agreed that SANBAG will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to SANBAG for the "used life" or accrued depreciation of the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount specified below may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by SANBAG of documentation supporting the cost increase and after an Amendment to this Agreement has been duly executed by the parties to this Agreement.

The OWNER shall submit a final bill to SANBAG within 360 days after the completion of the work described in Section I above. If SANBAG has not received a final bill within 360 days after notification of completion of OWNER's work described in Section V of this Agreement, and SANBAG has delivered to OWNER fully executed Easement Deeds as required for OWNER's facilities, SANBAG will provide written notification to OWNER of its intent to close its file within 30 days and OWNER hereby acknowledges, to the extent allowed by law, that all remaining costs will be deemed to have been abandoned. If SANBAG processes a final bill for payment more than 360 days after notification of completion of OWNER's work, payment of the late bill may be subject to allocation and/or approval by the SANBAG Board.

The final billing shall be in the form of an itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, SANBAG shall not pay final bills which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER and approval of documentation by SANBAG. Except, if the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation. In either case, payment of the amount over the estimated cost of this Agreement may be subject to allocation and/or approval by the SANBAG Board.

In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an Amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNER'S final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of the SANBAG Board.

Detailed records from which the billing is compiled shall be retained by OWNER for a period of three years from the date of the final payment and will be available for audit by State and/or Federal auditors. Owner agrees to comply with Contract Cost Principles and Procedures as set forth in 48 CFR, Chapter 1, Part 31, et seq., 23 CFR, Chapter 1, Part 645 and or 18 CFR, Chapter 1, Parts 101, 201, et al. If a subsequent State and/or Federal audit determines payments to be unallowable, OWNER agrees to reimburse SANBAG upon receipt of SANBAG's billing.

## **V. GENERAL CONDITIONS**

All costs accrued by OWNER as a result of SANBAG Liability Claim Letter request of December 12, 2011 to review, study and/or prepare relocation plans and estimates for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If SANBAG'S Project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, SANBAG will notify OWNER, in writing, and SANBAG reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

All obligations of SANBAG under the terms of this Agreement are contingent upon the acceptance of this Agreement by SANBAG's Board of Directors.

OWNER shall submit a Notice of Completion to SANBAG within 30 days of the completion of the work described herein.

SANBAG will acquire new rights-of-way in the name of either SANBAG or OWNER through negotiation or condemnation and when acquired in SANBAG's name, shall convey same to OWNER by Easement Deed. SANBAG's liability for such rights-of-way will be at the proration shown for relocation work involved under this Agreement.

**THE ESTIMATED COST TO SANBAG FOR THE ABOVE DESCRIBED WORK IS  
\$139,790.**

**Signatures on Following Page**

UTILITY AGREEMENT NO. 121

SIGNATURE PAGE  
TO  
UTILITY AGREEMENT NO. 121

IN WITNESS WHEREOF, the above parties have executed this Agreement the day and year above written.

SANBAG

Owner:  
Southern California Gas Company

APPROVED

APPROVED

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

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

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

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

APPROVED AS TO FORM:

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

CONCURRENCE:

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

APPROVAL RECOMMENDED:

By: \_\_\_\_\_ Date  
Michael W. Parker  
Utility Project Manager  
Overland, Pacific & Cutler, Inc.



## CONTRACT SUMMARY SHEET

Contract No. C 13117 Amendment No. \_\_\_\_\_

By and Between

San Bernardino County Transportation Commission and Verizon

Contract Description Palm Avenue Grade Separation Utility Agreement

**Board of Director's Meeting Date:** 4/3/13

**Overview of BOD Action:** Approve agreement and expenditure for utility relocation expenses

Is this a Sole-Source procurement?  Yes  No

CONTRACT OVERVIEW					
Original Contract Amount	\$	136,185.53	Original Contingency Amount	\$	34,046.38
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>136,185.53</b>	<b>TOTAL CONTINGENCY VALUE</b>	<b>\$</b>	<b>34,046.38</b>
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>					<b>\$ 170,231.91</b>

Contract Start Date 4/3/13	Current Contract Expiration Date 4/3/16	Revised Contract Expiration Date
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>0874</u> .					
<input type="checkbox"/> A Budget Amendment is required.					
How are we funding current FY? Meas. I 2010-2040 Valley Grade Sep Bond Funds and City of SB					
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds	<input checked="" type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds	<input checked="" type="checkbox"/> Measure I Funds	
Provide Brief Overview of the Overall Funding for the duration of the Contract:					
Funding will be primarily from Measure I 2010-2040 Valley Grade Separation Bond Funds along with City of San Bernardino					
<input checked="" 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 _____ %	

<u>DENNIS JAYLOR</u> Project Manager (Print Name)	 Signature	<u>2/27/13</u> Date
<u>Garry Cohoe</u> Task Manager (Print Name)	 Signature	<u>2-27-13</u> Date
<u>Andrea Ureick</u> Dir. of Fund Admin. & Programming (Print Name)	 Signature	<u>2/28/13</u> Date
<u>Jeffery Hill</u> Contract Administrator (Print Name)	 Signature	<u>3/1/13</u> Date
_____ Chief Financial Officer (Print Name)	_____ Signature	_____ Date

SAN BERNARDINO ASSOCIATED GOVERNMENTS  
**UTILITY AGREEMENT**  
**SANBAG Agreement No. C13117**

DISTRICT 08	COUNTY San Bernardino	ROUTE Palm Ave	POST MILE N/A	EA N/A
FEDERAL AID NUMBER N/A		OWNER'S PLAN NUMBER 0590-7P0A0AG		
FEDERAL PARTICIPATION On the project <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO      On the Utilities <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				

**UTILITY AGREEMENT NO. 122**

**DATE**

San Bernardino Associated Governments acting solely in its capacity as the San Bernardino County Transportation Commission (SANBAG), proposes the construction of Palm Avenue Grade Separation project which is located south of Interstate 215 and the Palm Avenue Interchange. The Palm Avenue Grade Separation project includes the construction of an overhead bridge at Cajon Blvd and the BNSF tracks, reconfiguration of intersections, widening of local streets, grading, and striping.

And

**Verizon – 150 South Juanita Street, Hemet, CA 92543**

Hereinafter called "Owner", owns and maintains  
**telephone facilities along North side of Institution Road**

Within the limits of SANBAG's project which requires  
**relocation of telephone facilities in Institution Road.**

to accommodate SANBAG project

It is hereby mutually agreed that:

**I. WORK TO BE DONE**

In accordance with Notice to Owner No. 122, dated 02/07/13 OWNER shall relocate telephone facilities in Institution Road. All work shall be performed substantially in accordance with OWNER's Plan No. 0590-7P0A0AG dated 09/20/12 consisting of 4 sheets, a copy of which is on file at San Bernardino Associated Governments (SANBAG), at 1170 West 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor San Bernardino, CA 92410-1715.

Deviations from the OWNER's plan described above initiated by either SANBAG or OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by SANBAG and agreed to/acknowledged by OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to written execution by OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

**II. LIABILITY FOR WORK**

Existing facilities are located in their present position pursuant to prescriptive rights prior and superior to those of SANBAG and will be relocated at SANBAG's expense.

**III. PERFORMANCE OF WORK**

OWNER agrees to perform the herein described work with its own forces or to cause the herein described work to be performed by the OWNER's contractor, employed by written contract on a continuing basis to perform work of this type, and to provide and furnish all necessary labor, materials, tools, and equipment required therefore, and to prosecute said work diligently to completion.

Use of out-of-state personnel or personnel requiring lodging and meal ("per diem") expenses will not be allowed without prior written authorization by SANBAG's representative. Requests for such permission must be contained in OWNER's estimate of actual and necessary relocation costs. OWNER shall include an explanation why local employee or contract labor is not considered adequate for the relocation work proposed. Per diem expenses shall not exceed the per diem expense amounts allowed under the California Department of Transportation's Department of Personnel Administration travel expense guidelines.

Pursuant to Public Works Case No. 2001-059 determination by the California Department of Industrial Relations dated October 25, 2002, work performed by OWNER's contractor is a public work under the definition of Labor Code Section 1720(a) and is therefore subject to prevailing wage requirements. OWNER shall verify compliance with this requirement in the administration of its contracts referenced above.

OWNER agrees to comply and to require its contractors to comply with the "Buy America" requirements set forth in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) Sections 1041(a) and 1048(a), 23 U.S.C.313 and C.F.R. Part 635.410, which are incorporated into this Agreement by reference, and which require that all steel and iron products, and their coatings, used in FHWA-funded projects are produced in the United States, unless a waiver has been granted by FHWA or the product is subject to a general waiver.

OWNER shall indemnify and defend SANBAG for any claims or liability arising out of the OWNER's failure to comply with the prevailing wage requirements.

**IV. PAYMENT FOR WORK**

SANBAG shall pay its share of the actual and necessary cost of the herein described work within 45 days after receipt of five (5) copies of OWNER's itemized bill, signed by an authorized responsible official of OWNER's organization and prepared on OWNER's letterhead, compiled on the basis of the actual and necessary cost and expense incurred and charged or allocated to said work in accordance with the uniform system of accounts prescribed for OWNER by the California Public Utilities Commission, Federal Energy Regulatory Commission or Federal Communications Commission, whichever is applicable.

It is understood and agreed that SANBAG will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to

SANBAG for the "used life" or accrued depreciation of the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount specified below may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by SANBAG of documentation supporting the cost increase and after an Amendment to this Agreement has been duly executed by the parties to this Agreement.

The OWNER shall submit a final bill to SANBAG within 360 days after the completion of the work described in Section I above. If SANBAG has not received a final bill within 360 days after notification of completion of OWNER's work described in Section V of this Agreement, and SANBAG has delivered to OWNER fully executed Easement Deeds as required for OWNER's facilities, SANBAG will provide written notification to OWNER of its intent to close its file within 30 days and OWNER hereby acknowledges, to the extent allowed by law, that all remaining costs will be deemed to have been abandoned. If SANBAG processes a final bill for payment more than 360 days after notification of completion of OWNER's work, payment of the late bill may be subject to allocation and/or approval by the SANBAG Board.

The final billing shall be in the form of an itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, SANBAG shall not pay final bills which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER and approval of documentation by SANBAG. Except, if the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation. In either case, payment of the amount over the estimated cost of this Agreement may be subject to allocation and/or approval by the SANBAG Board.

In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an Amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNER'S final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of the SANBAG Board.

Detailed records from which the billing is compiled shall be retained by OWNER for a period of three years from the date of the final payment and will be available for audit by State and/or Federal auditors. Owner agrees to comply with Contract Cost Principles and Procedures as set forth in 48 CFR, Chapter 1, Part 31, et seq., 23 CFR, Chapter 1, Part 645 and or 18 CFR, Chapter 1, Parts 101, 201, et al. If a subsequent State and/or Federal audit determines payments to be unallowable, OWNER agrees to reimburse SANBAG upon receipt of SANBAG's billing.

#### **V. GENERAL CONDITIONS**

All costs accrued by OWNER as a result of SANBAG Liability Claim Letter request of December 13, 2011 to review study and/or prepare relocation plans and estimates for the

project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If SANBAG'S Project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, SANBAG will notify OWNER, in writing, and SANBAG reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

All obligations of SANBAG under the terms of this Agreement are contingent upon the acceptance of this Agreement by SANBAG's Board of Directors.

OWNER shall submit a Notice of Completion to SANBAG within 30 days of the completion of the work described herein.

SANBAG will acquire new rights-of-way in the name of either SANBAG or OWNER through negotiation or condemnation and when acquired in SANBAG's name, shall convey same to OWNER by Easement Deed. SANBAG's liability for such rights-of-way will be at the proration shown for relocation work involved under this Agreement.

THE ESTIMATED COST TO SANBAG FOR THE ABOVE DESCRIBED WORK IS  
**\$136,185.53**

**Signatures on Following Page**





- 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:** March 14, 2013

**Subject:** Cooperative Agreement with the Southern California Regional Rail Authority for the Laurel Street Grade Separation Project

**Recommendation:\*** That the following be reviewed and recommended for final approval by the Board of Directors at a regularly scheduled Board meeting:

Approve Cooperative Agreement No. C13065 with the Southern California Regional Rail Authority for the Laurel Street Grade Separation Project in a not-to-exceed amount of \$265,000 for railroad work, flagging, and administration and inspection costs.

**Background:** The Laurel Street Grade Separation Project will improve safety and reduce traffic delays along Laurel Street by separating pedestrians and vehicles from train traffic on six tracks along the BNSF rail corridor. San Bernardino Associated Governments (SANBAG) is the lead agency for the construction phase of the project pursuant to Cooperative Agreement No. C12037 that was executed between SANBAG and the City of Colton in December 2011.

Staff is recommending approval of cooperative agreement No. C13065 with the Southern California Regional Rail Authority (SCRRA) for the Laurel Street Grade Separation Project. The Laurel Street Grade Separation railroad shoo-fly will encroach into the SCRRA Eastern Maintenance Facility (EMF) during construction. While the underlying fee title of the EMF belongs to the BNSF Railway Company, SCRRA holds a permanent operating easement. The terms of the cooperative agreement with SCRRA are given below.

\*

*Approved*  
 Board Metro Valley Study Session

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

Moved:                      Second:

In Favor:      Opposed:      Abstained:

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

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

MVSS1303a-pm

Attachment: <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13065.docx>

At Project cost, SANBAG will pay SCRRA a total not-to-exceed amount of \$265,000 for railroad work within the EMF property. The design and construction of the EMF tail tracks was temporarily modified from its ultimate configuration in order to accommodate the construction of the Laurel Street Grade Separation shoo-fly. After the construction of the Laurel Street Grade Separation, SCRRA will construct the EMF tail tracks to its ultimate configuration.

SANBAG will construct the bridge abutments for a future bridge that will be part of a future phase of the EMF facility expansion. The cost of the construction of the abutments is estimated at \$189,000 and will be constructed as part of the Laurel Street Grade Separation project.

SCRRA will cooperate with SANBAG on the construction of the Laurel Street Grade Separation project and will allow SANBAG's contractor to work within the EMF facility. Administration and inspection costs for the Laurel Street Grade Separation project are included under this agreement.

SCRRA agrees to vacate its permanent operating easement over areas where a permanent storm water basin and pump station will be constructed which SANBAG will acquire the right-of-way in fee title.

Staff is recommending approval of cooperative agreement No. C13065 with SCRRA in order to proceed with the project. The approval of this agreement is required to certify the right-of-way for the project.

***Financial Impact:*** The costs under the agreement are accounted for in the 2012/2013 fiscal year budget. The costs under the agreement will be funded with Traffic Congestion Relief Program funds, and with City of Colton, BNSF, and Union Pacific Railroad local funds.

***Reviewed By:*** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. SANBAG Contract Administrator and Legal Counsel have reviewed this item and drafts of the contracts.

***Responsible Staff:*** Dennis Saylor, Project Manager

## CONTRACT SUMMARY SHEET

Contract No. C 13065 Amendment No. 0

By and Between

San Bernardino Transportation Commission and Southern California Regional Rail Authority

Contract Description Cooperative Agreement for Laurel Street Grade Separation

**Board of Director's Meeting Date:** April 3, 2013

**Overview of BOD Action:** Approve Cooperative Agreement No. C13065 with the Southern California Regional Rail Authority (SCRRA) for the Laurel Street Grade Separation Project in a not-to-exceed amount of \$265,000 for railroad work, flagging, and administration and inspection costs.

Is this a Sole-Source procurement?  Yes  No

### CONTRACT OVERVIEW

Original Contract Amount	\$	265,000.00	Original Contingency Amount	\$	0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	0	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	0
Current Amendment Amount	\$	0	Contingency Amendment	\$	0
<b>TOTAL CONTRACT VALUE</b>	<b>\$</b>	<b>265,000.00</b>	<b>TOTAL CONTINGENCY VALUE</b>	<b>\$</b>	<b>0</b>
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>					<b>\$ 265,000.00</b>

Contract Start Date April 3, 2013	Current Contract Expiration December 30, 2016	Revised Contract Expiration Date
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Has the contract term been amended?  No  Yes - please explain.

### FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 0884.

A Budget Amendment is required.

How are we funding current FY? TCRP, UPRR, BNSF, and City of Colton

Federal Funds  State Funds  Local Funds  TDA Funds  Measure I Funds

*Provide Brief Overview of the Overall Funding for the duration of the Contract:*

72.34% TCRP, 7.7% UPRR, 10% BNSF, and 9.96% City of Colton

Payable  Receivable

### CONTRACT MANAGEMENT INFORMATION

**Check all applicable boxes:**

Retention? If yes, indicate % \_\_\_\_\_.

Disadvantaged Business Enterprise (DBE) Goal \_\_\_\_\_ %

PAUL MELOTON  
 Project Manager (Print Name)

Garry Cohoe  
 Task Manager (Print Name)

Andrea Zureick  
 Dir. of Fund Admin. & Programming (Print Name)

\_\_\_\_\_  
 Contract Administrator (Print Name)

\_\_\_\_\_  
 Chief Financial Officer (Print Name)

<u>[Signature]</u> Signature	<u>2/28/13</u> Date
<u>[Signature]</u> Signature	<u>7-28-13</u> Date
<u>[Signature]</u> Signature	<u>3/6/13</u> Date
_____ Signature	_____ Date
_____ Signature	_____ Date

**SANBAG CONTRACT # C13065**

**COOPERATIVE AGREEMENT**

**BETWEEN THE**

**SAN BERNARDINO ASSOCIATED GOVERNMENTS AND  
THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

**FOR**

**THE LAUREL STREET GRADE SEPARATION PROJECT**

**I. PARTIES**

- A. This Cooperative Agreement ("Agreement") is executed by and between the SAN BERNARDINO ASSOCIATED GOVERNMENTS ("SANBAG"), acting as the San Bernardino County Transportation Commission, and the SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY ("SCRRA") (hereafter individually known as "Party" and together the "Parties").

**II. RECITALS**

- A. SANBAG is a joint exercise of powers authority designated as the San Bernardino County Transportation Commission, created and existing pursuant to California Public Utilities Code Sections 130053 and 130053.5.
- B. SCRRA is a joint powers authority created and existing pursuant to California Government Code Section 6500 et seq., and Public Utilities Code Section 130255.
- C. SANBAG is lead agency with regard to planning and development of the expansion of the Eastern Maintenance Facility Project (hereafter known as "EMF") and the Laurel Street Grade Separation Project (hereafter known as Project).
1. The EMF expansion will accommodate the staging, servicing, and maintenance of trains, inclusive of operations for the San Bernardino and Inland Empire Orange County lines. The EMF site is depicted on Exhibit "A", attached to and made a part of this Agreement.
  2. The Laurel Street Grade Separation Project will separate vehicular traffic from six tracks along the BNSF Railway Company (BNSF) corridor and one track along the SCRRA corridor by an underpass structure. The Laurel Street Grade Separation Project is depicted on Exhibit "A" and made part of this Agreement.
- D. SANBAG as lead agency is primarily responsible for all design and construction of the EMF. SANBAG entered into a cooperative agreement with SCRRA on July 21, 2012 for the EMF. SCRRA controls, operates, and maintains the EMF

pursuant to its rights under a December 12, 2007 agreement with the BNSF and upon completion of construction will operate and maintain the service, right-of-way and associated infrastructure relative to the operating envelope to be developed through the EMF.

- E. SANBAG as lead agency is primarily responsible for all design, acquisition of right of way, and construction of the Project. SANBAG entered into a construction and right-of-way cooperative agreement with the City of Colton on December 7, 2011. Per the cooperative agreement, upon completion of construction, City of Colton will accept all right-of-way acquired for the Project and will operate and maintain any portion of the Project within City of Colton right-of-way.
- F. To construct a temporary railroad shoo-fly for the Project (hereafter known as "Shoo-fly"), it is anticipated that SANBAG will acquire a Temporary Construction Easement (TCE) from BNSF within the EMF as shown in Exhibit "B" and made part of this Agreement. The area designated for the TCE is currently owned by BNSF in fee title and is subject to a permanent operating easement by SCRRA for the EMF facility. Areas that are owned in fee-title by SCRRA or areas that contain a permanent operating easement by SCRRA are hereafter known as "SCRRA right-of-way".
- G. The Shoo-fly is in conflict with a portion of the tail tracks for the Phase 3 expansion of the EMF facility (hereafter known as "Tail-tracks"). The area of conflict is depicted on Exhibit "A" and made part of this Agreement. The Tail-tracks were temporarily modified in the final design of the EMF to accommodate the conflict with the Shoo-fly.
- H. The scope of the Project includes drainage improvements that will collect and convey storm water runoff from the EMF facility and will be of benefit to SCRRA. Said drainage improvements will include a pump station, storm water force main, and a detention basin, all of which will be owned and maintained by the City of Colton.
- I. To construct a storm water detention basin and pump station, SANBAG will acquire, portions of right-of-way in fee title from BNSF that are located within the EMF and are depicted on Exhibit "C" and made part of the Agreement. Said portions of right-of-way are currently owned by BNSF in fee title and contain a permanent operating easement by SCRRA for the EMF facility.
- J. SANBAG will enter into a Construction and Maintenance (C&M) agreement with BNSF for the Project. Under the C&M agreement, BNSF will construct, operate, maintain, and remove the Shoo-fly and related signal work. After removal of the Shoo-fly, SANBAG's contractors will perform grading work within the EMF to specifications for the reconstruction of the Tail tracks.
- K. The current scope of the Project includes construction of bridge abutments to accommodate a future SCRRA bridge over Laurel Street as part of future work for the EMF facility (hereafter known as "Abutments"). The Abutments are depicted on Exhibit "D" and made part of this Agreement. The Abutments will be owned and maintained by the City of Colton.

- L. The Parties desire to enter into this Agreement for the purpose of documenting the terms and conditions of cooperation between the Parties with regard to the Project.

### **III. PARTIES RESPONSIBILITIES**

#### **A. General**

1. SCRRRA shall vacate or quit-claim to BNSF its permanent operating easement over portions of right-of-way necessary for the Project as shown in Exhibit "C" for the construction of a storm water detention basin and pump station.
2. SCRRRA shall issue a Right-of-Entry permit, per SCRRRA terms and conditions, to SANBAG's contractor and other designated persons for work within the EMF for the Project.
3. Upon removal of the Shoo-fly, SANBAG shall grade the site to accommodate construction of the portion of the Tail-tracks and all associated components that were modified for the EMF expansion project, as shown in Exhibit "A", as Project cost. SANBAG will comply with SCRRRA Standards, Specifications and Procedures. Grading details for sub-ballast are shown on Exhibit "E", attached to and made part of this Agreement.
4. SANBAG agrees that the contract with its construction contractor will require insurance coverage meeting SCRRRA's requirements for work within SCRRRA's right-of-way. Builders' Risk insurance shall name SCRRRA and SANBAG as insured parties and other Policies must contain an additional insured endorsement naming SCRRRA, its member agencies, other operating railroads, and their officers, agents, and employees as additional insured parties. This insurance coverage must be evidenced by a Certificate of Insurance in a form satisfactory to SCRRRA which will be delivered to SCRRRA before the commencement of work.
5. SANBAG will require that its contractors fully comply with SCRRRA's published Right-of-Entry procedures, that protection reasonably acceptable to SCRRRA is put in place for all project activities that have potential to affect SCRRRA's services or customers, and that all personnel working on or near SCRRRA's right-of-way are trained to comply with SCRRRA Right-of-Entry procedures and protection requirements.
6. SANBAG will require that its contractors and employees comply with all SCRRRA and BNSF rules, regulations, restrictions, codes of conduct, standards, procedures, and safety obligations adopted and published as of the date of SANBAG's contract with its contractor. Any deviation from same will require SCRRRA advance approval.
7. SANBAG will provide full access for emergency services throughout all worksites at all times.

8. During construction, SANBAG will require that its contractor(s) comply with the following in order that the Project work does not cause detrimental impact to any SCRRA owned or maintained infrastructure or equipment, as well as to ensure the safety of SCRRA staff and its ridership:
  - a. Except as specifically approved in writing in advance by SCRRA, the Contractor may not move, relocate, remove, obstruct, or otherwise interfere with any railroad tracks, signals, cables, signs, flags, or other railroad facilities, or any service or connection to any railroad facilities, that are in operation.
  - b. Maintain safe access to all SCRRA services, facilities and places of work in the event of temporary or permanent road closures, with appropriate signage, designated walkways free of hazards, vehicular routes and illumination.
9. Following the grading and construction of the sub-ballast as referenced in Exhibit E, as Project cost, SCRRA shall construct and install the Tail Tracks and associated components that were modified in the EMF expansion project to accommodate the Shoo-fly. Said cost for the construction and installation of Tail-tracks shall be a not-to-exceed amount of \$230,000. SANBAG will also reimburse SCRRA for all SCRRA flagging costs up to a total amount of not-to-exceed \$10,000 and administration and inspection costs up to a total amount of not-to-exceed \$25,000.
10. SCRRA will send monthly invoices to SANBAG. With each monthly invoice, SCRRA will include all back-up material including but not limited to detailed expenditures, time cards, invoices from third parties including consultants and contractors, and descriptions of activities performed. SANBAG will pay invoices within thirty (30) days of receipt of a complete invoice that contains all back-up material. SANBAG acknowledges that until SCRRA receives formal approval of its overhead rates by the Federal Transit Administration, (FTA), SCRRA's cognizant audit agency, at the completion of its audit, an estimated allocated overhead rate will be provided for invoicing purposes. SANBAG will reimburse SCRRA on a time and materials basis in the total amount not-to-exceed \$265,000 ("SCRRA Expense Cap") for total costs incurred by SCRRA pursuant to this Agreement, associated with the Project.
11. Within 30 days of execution of this Agreement, SCRRA shall invoice SANBAG for an initial deposit in the amount of \$26,500 and SANBAG will pay the invoice within 20 working days.
12. At SANBAG's cost, SCRRA will review and approve the design of the Abutments prior to construction of the Project.
13. SANBAG will construct Abutments as part of the Project as a Project cost.

14. The Parties shall agree on a schedule of testing and inspection of the construction of Abutments. SANBAG will also report to SCRRA on all construction inspection and testing of Abutments, and will seek SCRRA concurrence prior to final inspection and SCRRA acceptance of Abutments.
15. All Project work performed by SANBAG, or performed on SANBAG's behalf, will be performed in accordance with all applicable state, federal, and local laws, regulations, policies, standards and procedures and SCRRA standards for operational tracks.
16. SCRRA agrees to the following obligations:
  - a. To reasonably cooperate and not interfere with the Project.
  - b. To timely review and communicate approval of all submittals from SANBAG or SANBAG consultant within 20 working days of receipt.
  - c. To timely appoint various personnel in writing to SANBAG designating specific staff members for fulfilling various duties under this Agreement.
  - d. To timely notify SANBAG of any changes to various personnel in writing to SANBAG modifying any designated staff members responsible for fulfilling various duties under this agreement.
  - e. To timely execute and deliver any and all documents reasonably necessary to convey rights of entry and/or fee or easement rights in SCRRA right of way and operating easement properties as and to the extent needed for the Project.

#### **IV. MISCELLANEOUS**

- A. The above recitals are true and correct, and are fully incorporated by this reference.
- B. All of the exhibits attached to this Agreement are hereby incorporated by this reference.
- C. In the event of any conflict between the Agreement and Exhibit(s), Table(s), or Figure(s) attached to the Agreement and incorporated by reference, the Agreement shall take precedence over the Exhibit(s), Table(s), and Figure(s).
- D. Neither SCRRA, nor the Operating Railroads (BNSF, Amtrak and Union Pacific), nor any of SCRRA's board members, member agencies other than SANBAG, officers, agents, volunteers, contractors, or employees will be responsible for any damage or liability occurring by reason of any acts or omissions on the part of SANBAG under or in connection with the Project or this Agreement. To the

fullest extent allowed by law, SANBAG will indemnify, defend, and hold harmless SCRRA, Operating Railroads, as well as their respective board members, member agencies other than SANBAG, officers, agents, volunteers, contractors, and employees ("SCRRA Indemnitees") from any and all liability, loss, expense (including reasonable attorneys' fees and other defense costs), demands, suits, liens, damages, costs, claims, including but not limited to, claims for bodily injury, death, personal injury, or property damage, that are incurred by or asserted against the SCRRA Indemnitees arising out of or connected with any acts or omissions on the part of SANBAG, its Board, officers, agents, contractors, or employees under or in connection with the Projects or this Agreement. This indemnity will survive expiration or termination of this Agreement.

- E. Neither SANBAG, nor its Board, member agencies, officers, agents, volunteers, contractors, or employees will be responsible for any damage or liability occurring by reason of any acts or omissions on the part of SCRRA under or in connection with the Project or this Agreement. To the fullest extent allowed by law, SCRRA will indemnify, defend, and hold harmless SANBAG, as well as its Board, officers, agents, contractors, and employees ("SANBAG Indemnitees") from any and all liability, loss, expense (including reasonable attorneys' fees and other defense costs), demands, suits, liens, damages, costs, claims, including but not limited to, claims for bodily injury, death, personal injury, or property damage, that are incurred by or asserted against the SANBAG Indemnitees arising out of or connected with any acts or omissions on the part of SCRRA, its board members, officers, agents, volunteers, contractors or employees under or in connection with the Projects or this Agreement. This indemnity will survive expiration or termination of this Agreement.
- F. **Governing Law.** This Agreement will be governed by and construed in accordance with the laws of the State of California. Venue shall be in San Bernardino County.
- G. **Attorneys' Fees.** If either party commences an action against the other party arising out of or in connection with this Agreement, the prevailing party in such litigation will be entitled to have and recover from the losing party reasonable attorneys' fees and costs of suit.
- H. **Termination.** Both SANBAG and SCRRA shall have the right at any time, to terminate this Agreement by giving thirty (30) calendar days written notice to the other party, specifying the date of termination. Such termination shall be subject to the continuing obligations of this Agreement contained in Part III. D. sections 27 and 28, and Part VII A and B.
- I. This Agreement shall terminate upon completion of obligations set forth in this agreement, or on December 30, 2016, whichever is earlier in time, except that the indemnification provisions shall remain in effect until terminated or modified, in writing, by mutual agreement.
- J. **Notification.** Each Party will designate a person to be responsible for day-to-day communications regarding work under the Projects. For SCRRA, the initial person designated will be Patricia Watkins, with a copy to Legal Counsel. For SANBAG, the initial person designated shall be Garry Cohoe. All notices and

communications regarding this Agreement, interpretation of the terms of this Agreement, or changes thereto will be provided as follows:

<b>Legal Department Metrolink / SCRRA One Gateway Plaza, 12th Floor Los Angeles, CA 90012 ATTN: General Counsel</b>	<b>SANBAG San Bernardino Associated Governments 1170 W. 3rd Street San Bernardino, CA 92410-1715 ATTN: Executive Director CC: General Counsel</b>
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- K. Amendment.** In the event that the Parties determine that the provisions of this Agreement should be altered, the Parties may execute an amendment to add delete, or amend any provision of this Agreement. All such amendments must be in the form of a written instrument signed by the original signatories of this Agreement, or their successors or designees.
- L. Entire Agreement.** This Agreement constitutes the entire agreement between the Parties relating to the Project and supersedes any previous agreements or understandings arising prior to the execution of this Agreement.
- M. Severability.** If any portion of this Agreement or the application thereof to any person or circumstance shall be held invalid or unenforceable, the remainder of the Agreement shall not be affected and shall be enforced to the greatest extent permitted by law.”

**SOUTHERN CALIFORNIA  
REGIONAL RAIL AUTHORITY**

**APPROVED**

By: \_\_\_\_\_  
Patrick Morris  
Chair, Board of Directors

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

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Donald O. DelRio  
General Counsel

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

**APPROVED**

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

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

**APPROVED AS TO FORM:**

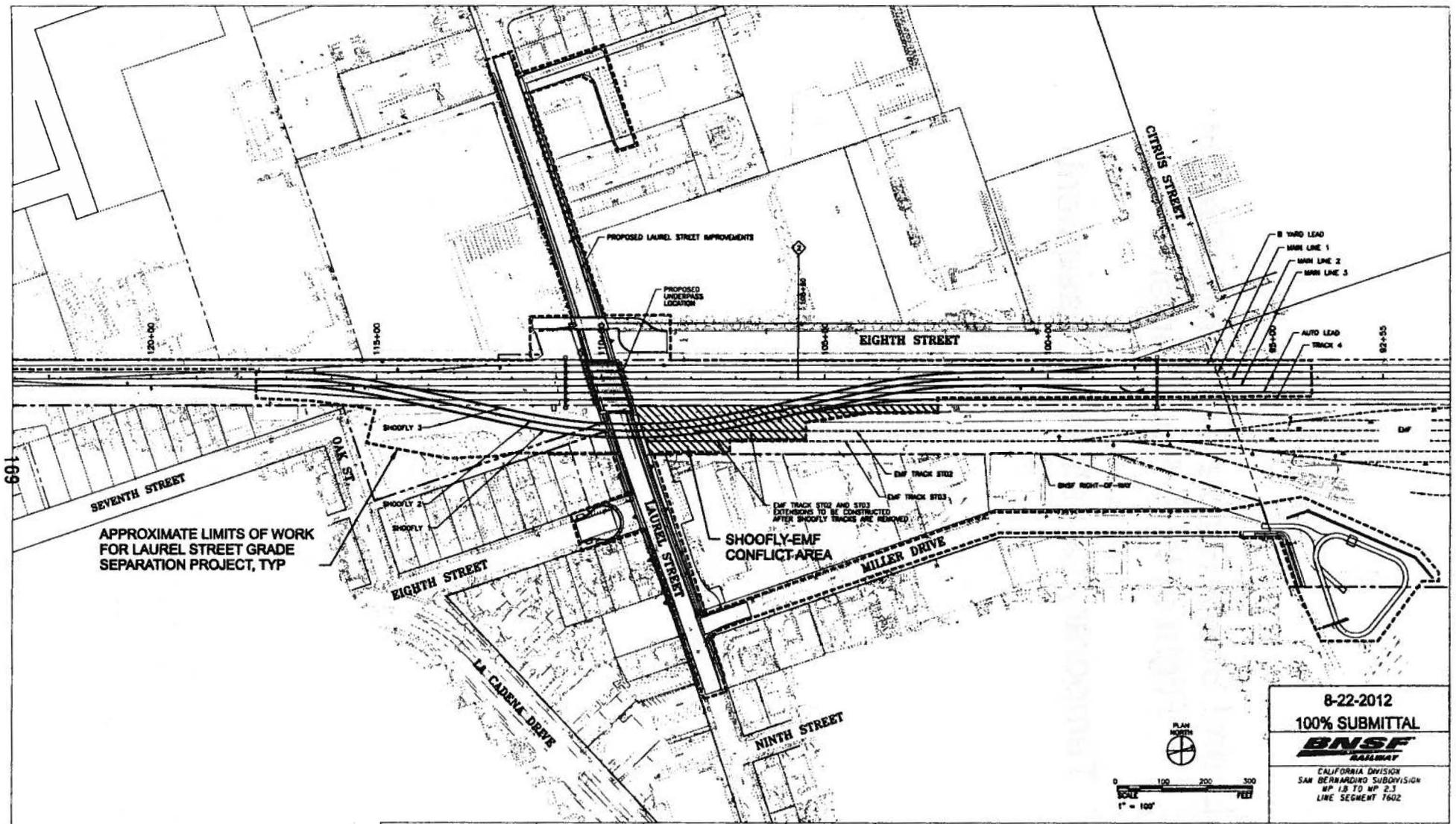
By: \_\_\_\_\_  
Eileen Monaghan Teichert  
General Counsel

**CONCURRENCE:**

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

# EXHIBIT A

## Laurel Street Grade Separation Project And Eastern Maintenance Facility



APPROXIMATE LIMITS OF WORK FOR LAUREL STREET GRADE SEPARATION PROJECT, TYP

8-22-2012  
 100% SUBMITTAL  
**BNSF**  
 RAILWAY  
 CALIFORNIA DIVISION  
 SAN BERNARDINO SUBDIVISION  
 MP 1.8 TO MP 2.3  
 LINE SEGMENT 1602

<p>Underground Service Alert</p>  <p>Call: TOLL FREE        1-800        422-4133</p> <p>TWO WORKING DAYS BEFORE YOU DIG</p>	<p><b>BENCHMARK</b></p> <p>SEE GENERAL NOTES SHEET FOR BENCHMARK INFORMATION</p>	<p><b>SANBAG</b></p> <p>SAN BERNARDINO ASSOCIATED GOVERNMENTS</p> <p>1170 WEST THIRD STREET        SAN BERNARDINO, CA 92410        1-909-384-8276        www.sanbag-co.gov</p>	<p><b>CITY OF COLTON</b></p> <p>PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT</p> <p>PREPARED BY:  B. WILSON CENTRE DRIVE, SANTA ANA, CA 92701</p> <p>NAME: AMER JAMER        P.L.S. 60932        EXPIRES 9-30-13</p> <p>APPROVED: _____ DATE: 8/17/2012</p> <p>PRINCIPAL ENGINEER R.C.E. No. 19460 DATE: _____ PLAN NO. 1282-1</p>	<p>REVISED: _____ DATE: _____</p> <p>LAUREL STREET GRADE SEPARATION PROJECT</p> <p><b>EXHIBIT A</b></p> <p>ADDRESS: COLTON, CA 92324</p> <p>SHEET 1 OF 1</p>
---	--	--	---	--

IF THIS DRAWING IS LARGER THAN 8 1/2" X 11" IT IS REDUCED SIZE DRAWING

## **EXHIBIT B**

### **Laurel Street Grade Separation Project Right of Way Requirements**

### **Temporary Construction Easement**

**EXHIBIT 'A'**  
**Legal Description**

That portion of Blocks 8, 11 and 12, Colton Land and Water Company Subdivision, in the City of Colton, County of San Bernardino, State of California, as shown on the map recorded in Book 1, Page 40 of Maps, in the Office of the County Recorder of said County, described as follows:

**BEGINNING** at the intersection of the northerly line of Laurel Street, 66 feet wide, with the easterly line of Eighth Street, 80 feet wide, as shown on the map filed in Book 28, Page 79 of Records of Survey, in the Office of the County Recorder of said County, said easterly line also being the westerly line of the 100-foot wide strip of land described in deed recorded July 10, 1883 in Book 34, Page 122 of Deeds, in the Office of the County Recorder of said County;

Thence along said easterly line and said westerly line, North 18°21'19" East 1944.98 feet;

Thence leaving said easterly and westerly lines, South 71°38'41" East 100.00 feet to the easterly line of said 100-foot wide strip of land;

Thence along said easterly line, South 18°21'19" West 237.99 feet;

Thence leaving said easterly line, South 71°40'57" East 12.96 feet;

Thence South 18°19'03" West 28.35 feet;

Thence North 71°40'57" West 12.98 feet to said easterly line;

Thence along said easterly line, South 18°21'19" West 24.84 feet;

Thence leaving said easterly line, South 71°38'41" East 16.41 feet;

Thence South 18°21'19" West 34.23 feet;

Thence North 71°38'41" West 16.41 feet to said easterly line;

Thence along said easterly line, South 18°21'19" West 258.36 feet;

Thence leaving said easterly line, South 71°38'41" East 107.92 feet to a line parallel with and distant 157.92 feet from the centerline of said 100-foot wide strip of land;

Thence along said parallel line, South 18°21'19" West 1291.03 feet to said northerly line;

Thence along said northerly line, South 89°42'12" West 219.45 feet to the **POINT OF BEGINNING**.

**EXCEPTING THEREFROM** that portion lying within the land conveyed in the Quitclaim Deed to Javier Soto and Antonio Cuevas recorded August 16, 2002 as Document No. 2002-0430701 of Official Records of said County.

**ALSO EXCEPTING THEREFROM** that portion described as follows:

**BEGINNING** at the intersection of the northerly line of Laurel Street, 66 feet wide, with a line parallel with and distant 157.92 feet from the centerline of the 100-foot wide strip of land described in deed recorded July 10, 1883 in Book 34, Page 122 of Deeds, in the Office of the County Recorder of said County;

Thence along said parallel line, North 18°21'19" East 56.89 feet;

Thence leaving said parallel line, North 71°39'16" West 8.45 feet;

Thence South 18°20'44" West 59.74 feet to said northerly line;

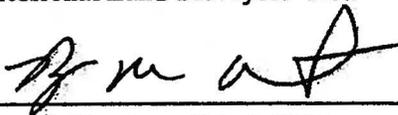
Thence along said northerly line, North 89°42'12" East 8.91 feet to the **POINT OF BEGINNING**.

The above described parcel contains 334,291 square feet (7.674 acres), more or less.

The bearings and distances shown in the above description are on the California Coordinate System of 1983 (2007.00), Zone 5. Divide distances shown in the above description by 0.99994626 to obtain ground distances.

As shown on Exhibit 'B', attached hereto and made a part hereof.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

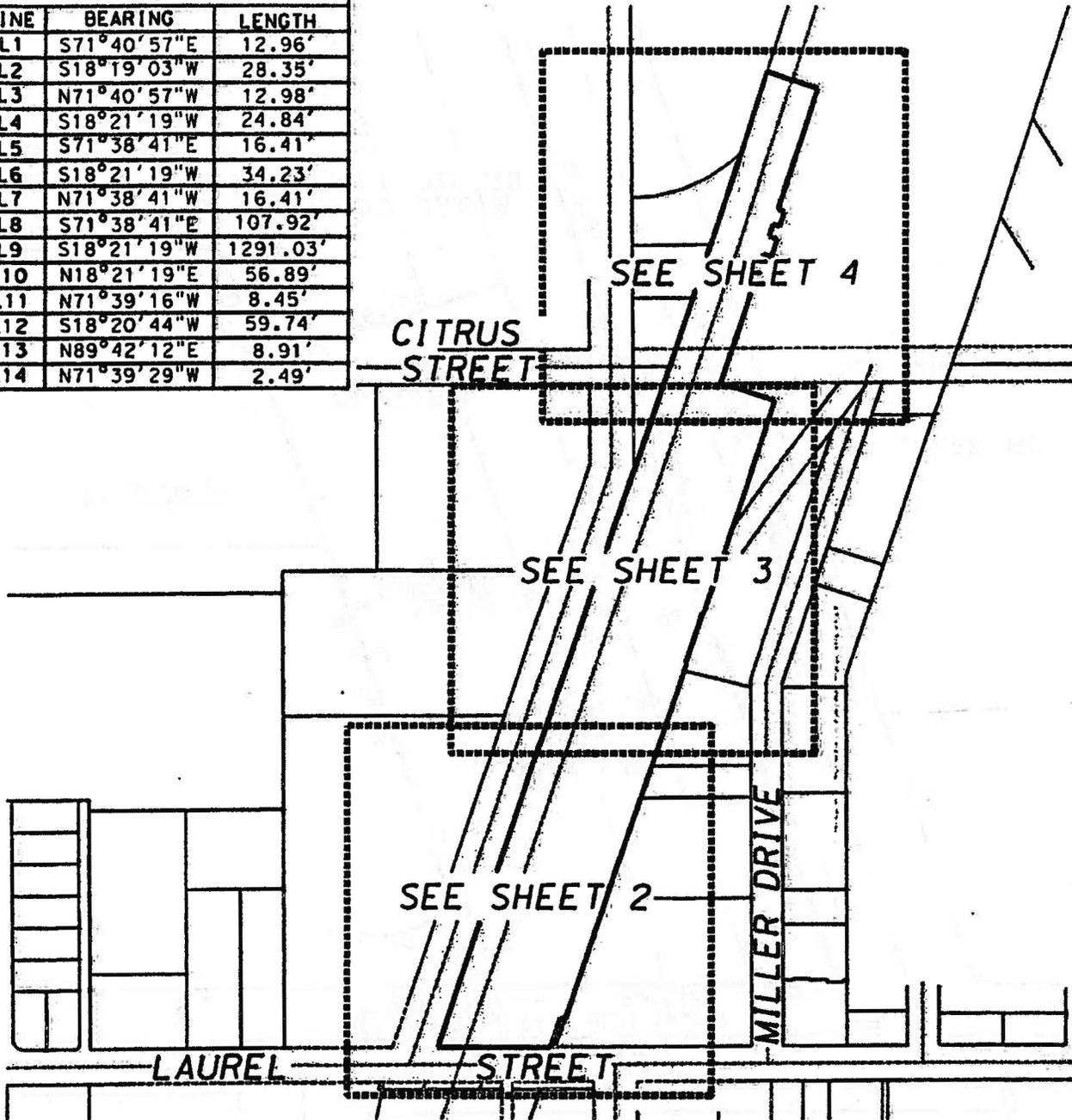
  
\_\_\_\_\_  
Ryan M. Versteeg, P.L.S. 7809

2-2-2012  
Date



EXHIBIT 'B'

LINE TABLE		
LINE	BEARING	LENGTH
L1	S71°40'57"E	12.96'
L2	S18°19'03"W	28.35'
L3	N71°40'57"W	12.98'
L4	S18°21'19"W	24.84'
L5	S71°38'41"E	16.41'
L6	S18°21'19"W	34.23'
L7	N71°38'41"W	16.41'
L8	S71°38'41"E	107.92'
L9	S18°21'19"W	1291.03'
L10	N18°21'19"E	56.89'
L11	N71°39'16"W	8.45'
L12	S18°20'44"W	59.74'
L13	N89°42'12"E	8.91'
L14	N71°39'29"W	2.49'



LEGEND

-  PROPERTY LINES
-  EASEMENT AREA
-  POB AREA
- POINT OF BEGINNING  
334,291± SQUARE FEET



**DAVID EVANS  
AND ASSOCIATES INC.**  
4200 Concourse, Suite 200  
Ontario California 91764  
Phone: 909.481.5750

EXHIBIT 'B'

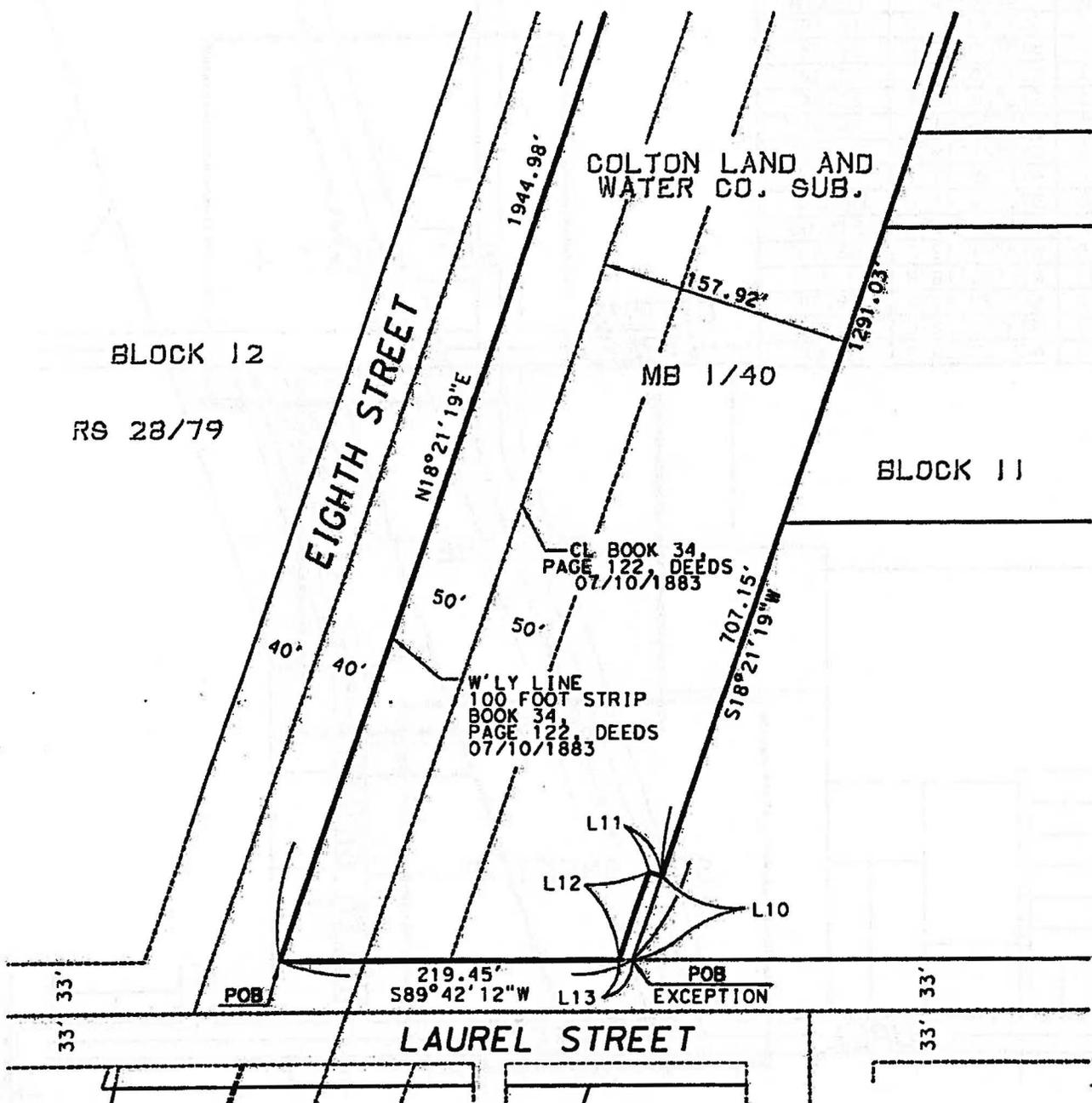
JOB NO.:  
TRAN0000-0004  
SHEET: 1 TOTAL: 4

COUNTY: SAN BERNARDINO CITY: COLTON  
**TEMPORARY CONSTRUCTION  
EASEMENT**  
APN: 0160-151-17, 0160-242-32  
0160-242-33, 0160-242-34, 0160-242-40

CHECKED BY: RMVE  
DRAWN BY: KXG  
DATE: 01/28/12  
SCALE: 1"=300'

**EXHIBIT 'B'**

SEE SHEET 3



**LEGEND**

- PROPERTY LINES
- ▭ EASEMENT AREA
- POB AREA POINT OF BEGINNING  
334,291± SQUARE FEET

NOTE: SEE SHEET 1 FOR LINE TABLE



**DAVID EVANS AND ASSOCIATES INC.**  
4200. Concourse, Suite 200  
Ontario California 91764  
Phone: 909.481.5750

**EXHIBIT 'B'**

JOB NO: TRAN0000-0004

SHEET: 2 TOTAL: 4

COUNTY: SAN BERNARDINO

CITY: COLTON

**TEMPORARY CONSTRUCTION EASEMENT**

APN: 0160-242-33 & 34

CHECKED BY: RMVE

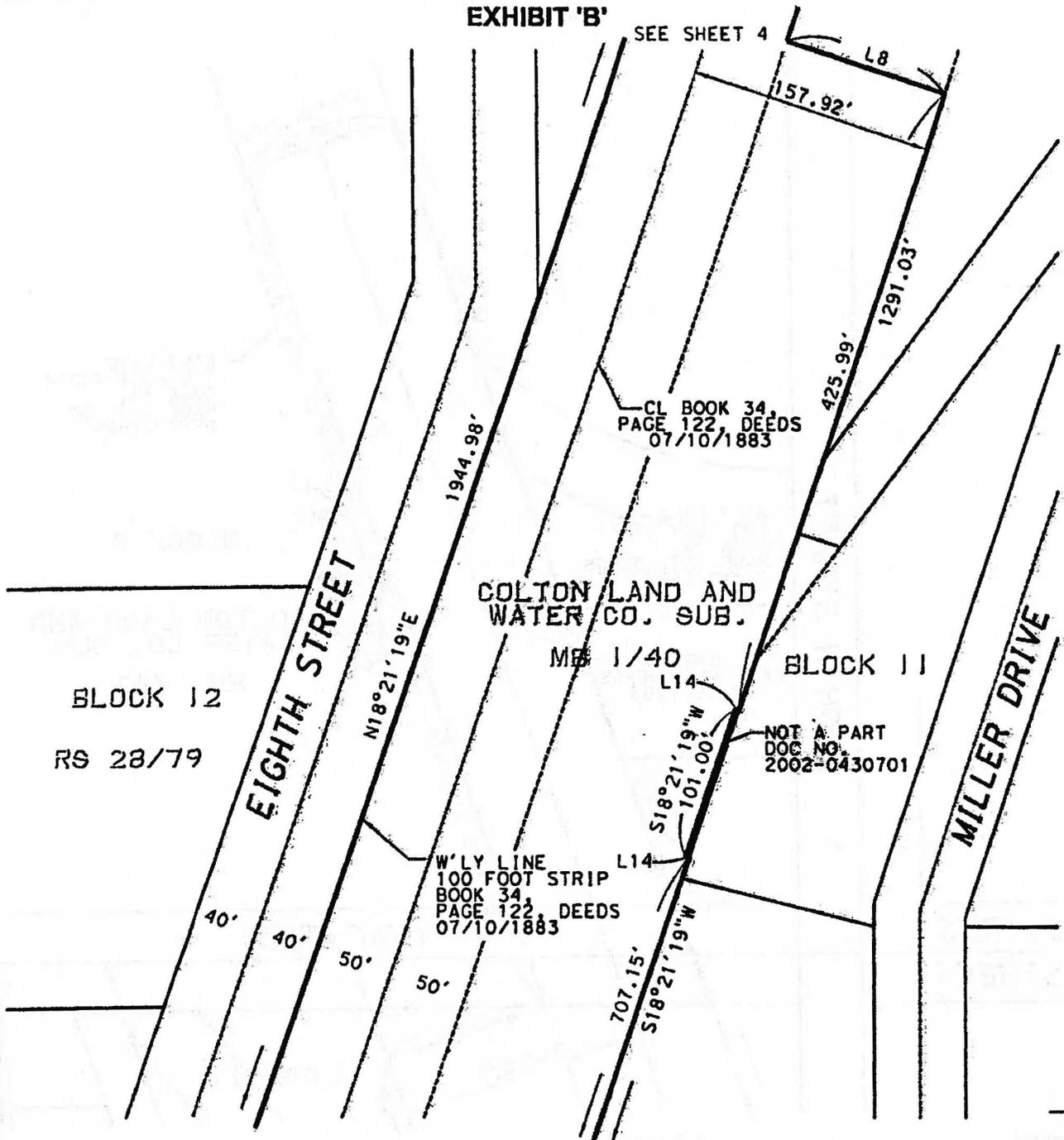
DRAWN BY: KXG

DATE: 01/26/12

SCALE: 1"=100'

**EXHIBIT 'B'**

SEE SHEET 4



BLOCK 12

RS 28/79

COLTON LAND AND WATER CO. SUB.

ME 1/40

BLOCK 11

NOT A PART  
DOC NO.  
2002-0430701

W'LY LINE  
100 FOOT STRIP  
BOOK 34,  
PAGE 122, DEEDS  
07/10/1883

**LEGEND**

-  PROPERTY LINES
-  EASEMENT AREA
-  POINT OF BEGINNING
-  AREA

SEE SHEET 2

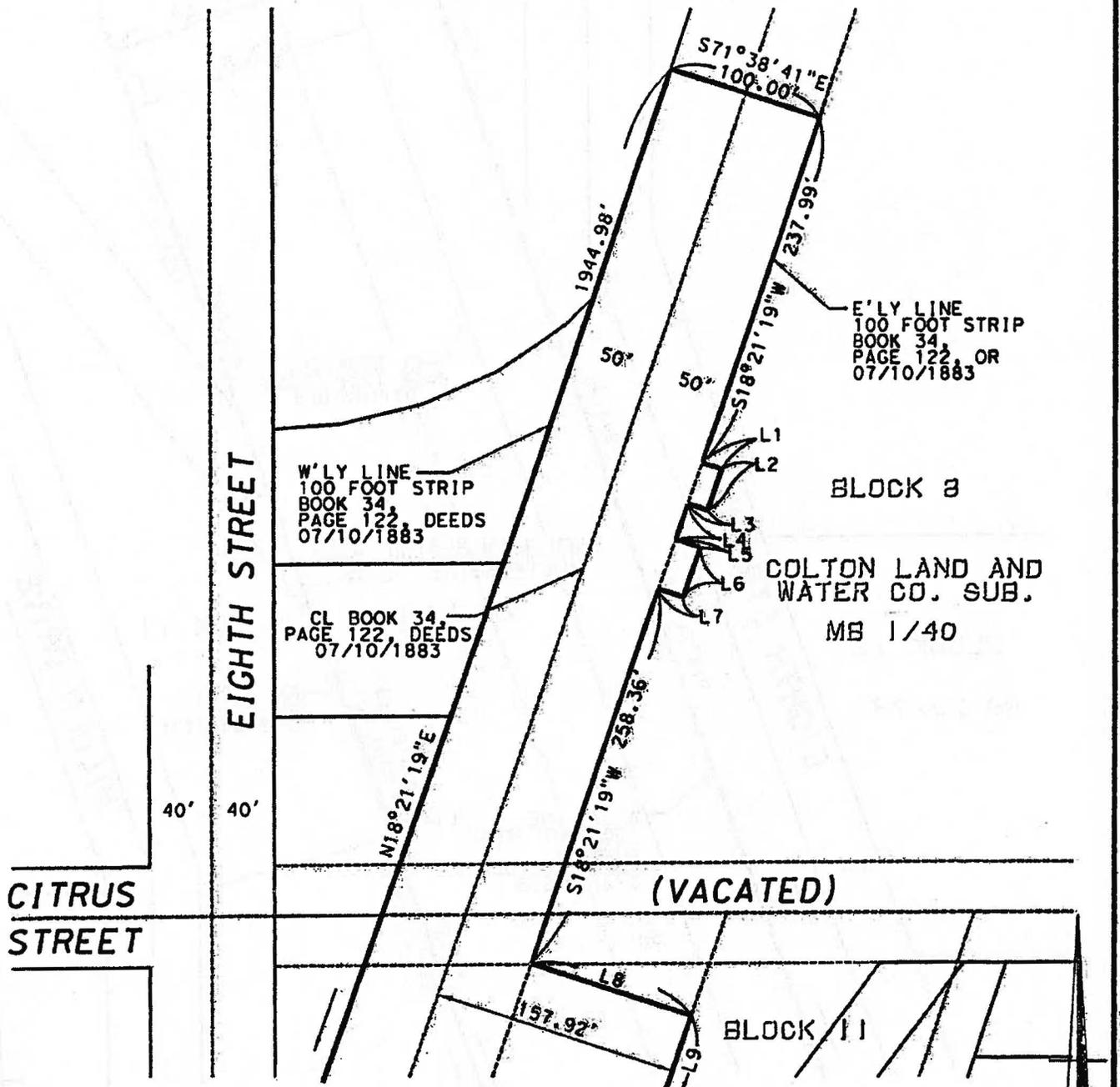
NOTE: SEE SHEET 1 FOR LINE TABLE



**DAVID EVANS AND ASSOCIATES INC.**  
4200 Concoors, Suite 200  
Ontario California 91764  
Phone: 909.481.5750

<b>EXHIBIT 'B'</b>		COUNTY: SAN BERNARDINO	CITY: COLTON	CHECKED BY: RMVE
		<b>TEMPORARY CONSTRUCTION EASEMENT</b>		DRAWN BY: KXG
JOB NO.: TRAN0000-0004				DATE: 01/26/12
SHEET: 3	TOTAL: 4	APN: 0160-242-33 & 34	SCALE: 1"=100'	

EXHIBIT 'B'



LEGEND

-  PROPERTY LINES
-  EASEMENT AREA
-  POB
-  AREA
- POINT OF BEGINNING
- 334,291± SQUARE FEET

NOTE: SEE SHEET 1 FOR LINE TABLE

 <p><b>DAVID EVANS AND ASSOCIATES INC.</b> 4200 Concourse, Suite 200 Ontario California 91764 Phone: 909.481.5750</p>	<b>EXHIBIT 'B'</b>		COUNTY: SAN BERNARDINO	CITY: COLTON	CHECKED BY: RMVE
	JOB NO.: TRAN0000-0004		<b>TEMPORARY CONSTRUCTION EASEMENT</b>		DRAWN BY: KXG
	SHEET: 4	TOTAL: 4	APN: 0181-242-33 & 34		DATE: 01/28/12
					SCALE: 1"=100'

**EXHIBIT 'A'**  
**Legal Description**

That portion of Lot 8, Colton Land and Water Company Subdivision, in the City of Colton, County of San Bernardino, State of California, as shown on the map recorded in Book 1, Page 40 of Maps, in the Office of the County Recorder of said County, together with Citrus Street, 66 feet wide, adjoining said Lot 8 on the south, as vacated by the City of Colton Ordinance No. 474, described as follows:

**COMMENCING** at the intersection of the southerly line of said Citrus Street with a line parallel with and lying distant 449.98 feet from the centerline of the 100-foot wide strip of land described in deed recorded July 10, 1883 in Book 34, Page 122 of Deeds, in the Office of the County Recorder of said County, also known as the centerline of the railway company eastward main track;

Thence along said parallel line North 18°21'19" East 329.93 feet to the southwesterly line of Parcel 1 of the easement to San Bernardino County Flood Control District recorded November 13, 1948 in Book 2320, Page 238, Official Records of said County, being also the **TRUE POINT OF BEGINNING**;

Thence along said southwesterly line North 32°15'51" West 0.39 feet;

Thence leaving said southwesterly line, South 67°21'22" West 77.35 feet;

Thence South 41°25'59" West 257.68 feet;

Thence South 00°35'13" East 57.01 feet;

Thence South 18°10'04" West 36.40 feet to the southerly line of said Citrus Street;

Thence along said southerly line, South 89°35'00" West 8.30 feet;

Thence North 00°35'13" West 99.15 feet;

Thence North 41°25'59" East 269.96 feet;

Thence North 67°21'22" East 99.73 feet to said parallel line;

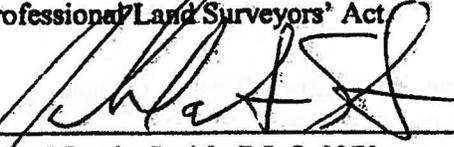
Thence along said parallel line, South 18°21'19" West 27.01 feet to the **TRUE POINT OF BEGINNING**.

The above described parcel contains 8,756 square feet, more or less.

The bearings and distances shown in the above description are on the California Coordinate System of 1983 (2007.00), Zone 5. Divide distances shown in the above description by 0.99994626 to obtain ground distances.

As shown on Exhibit 'B', attached hereto and made a part hereof.

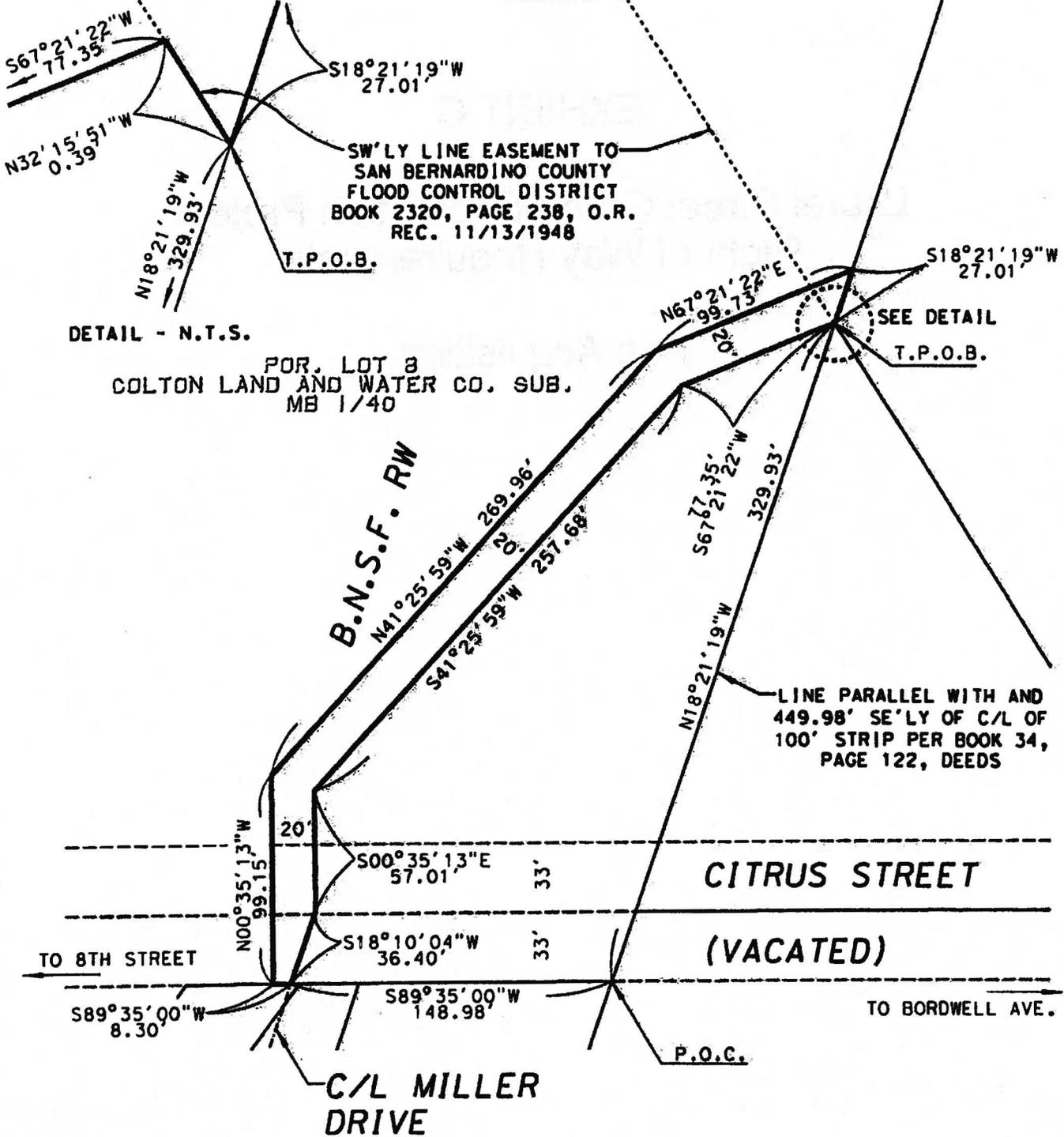
This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act

  
John Martin Smith, P.L.S. 8070

5/29/2012  
Date



**EXHIBIT 'B'**



DETAIL - N.T.S.

FOR LOT 8  
COLTON LAND AND WATER CO. SUB.  
MB 1/40

SW'LY LINE EASEMENT TO  
SAN BERNARDINO COUNTY  
FLOOD CONTROL DISTRICT  
BOOK 2320, PAGE 238, O.R.  
REC. 11/13/1948

LINE PARALLEL WITH AND  
449.98' SE'LY OF C/L OF  
100' STRIP PER BOOK 34,  
PAGE 122, DEEDS

**LEGEND**

-  PROPERTY LINES
-  EASEMENT AREA

P.O.C. POINT OF COMMENCEMENT  
T.B.O.B. TRUE POINT OF BEGINNING  
AREA 8,756± SQUARE FEET



**DAVID EVANS  
AND ASSOCIATES INC.**  
4200 Concourse, Suite 200  
Ontario California 91764  
Phone: 909.481.5750

**EXHIBIT 'B'**

JOB NO.:  
TRAN0000-0004

SHEET: 1 TOTAL: 1

COUNTY: SAN BERNARDINO	CITY: COLTON	CHECKED BY: MXSM
<b>TEMPORARY CONSTRUCTION EASEMENT</b>		DRAWN BY: RMVE
		DATE: 05/24/2012
APN: 0160-161-04	SCALE: NTS	

# EXHIBIT C

## Laurel Street Grade Separation Project Right of Way Requirements

### Fee Acquisition

**EXHIBIT 'A'**  
**Legal Description**

That portion of Lot 8, Colton Land and Water Company Subdivision, in the City of Colton, County of San Bernardino, State of California, as shown on the map recorded in Book 1, Page 40 of Maps, in the Office of the County Recorder of said County, together with Citrus Street, 66 feet wide, adjoining said Lot 8 on the south, as vacated by the City of Colton Ordinance No. 474, described as follows:

**BEGINNING** at the intersection of the southerly line of said Citrus Street with a line parallel with and lying distant 449.98 feet from the centerline of the 100-foot wide strip of land described in deed recorded July 10, 1883 in Book 34, Page 122 of Deeds, in the Office of the County Recorder of said County, also known as the centerline of the railway company eastward main track;

Thence along said parallel line North 18°21'19" East 329.93 feet to the southwesterly line of Parcel 1 of the easement to San Bernardino County Flood Control District recorded November 13, 1948 in Book 2320, Page 238, Official Records of said County;

Thence along said southwesterly line North 32°15'51" West 0.39 feet;

Thence leaving said southwesterly line, South 67°21'22" West 77.35 feet;

Thence South 41°25'59" West 257.68 feet;

Thence South 00°35'13" East 57.01 feet;

Thence South 18°10'04" West 36.40 feet to the southerly line of said Citrus Street;

Thence along said southerly line, North 89°35'00" East 148.98 feet to the **POINT OF BEGINNING**.

The above described parcel contains 37,243 square feet, more or less.

The bearings and distances shown in the above description are on the California Coordinate System of 1983 (2007.00), Zone 5. Divide distances shown in the above description by 0.99994626 to obtain ground distances.

As shown on Exhibit 'B', attached hereto and made a part hereof.

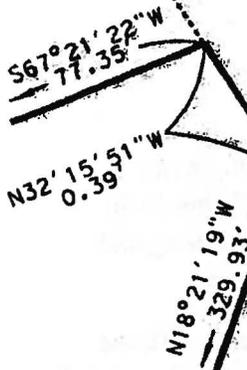
This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

  
John Martin Smith, P.L.S. 8070

5/29/12  
Date



**EXHIBIT 'B'**



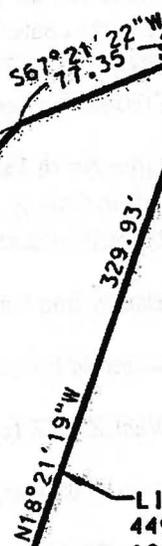
DETAIL - N.T.S.

SW'LY LINE EASEMENT TO  
SAN BERNARDINO COUNTY  
FLOOD CONTROL DISTRICT  
BOOK 2320, PAGE 238, O.R.  
REC. 11/13/1948

POR. LOT 8  
COLTON LAND AND WATER CO. SUB.  
MB 1/40

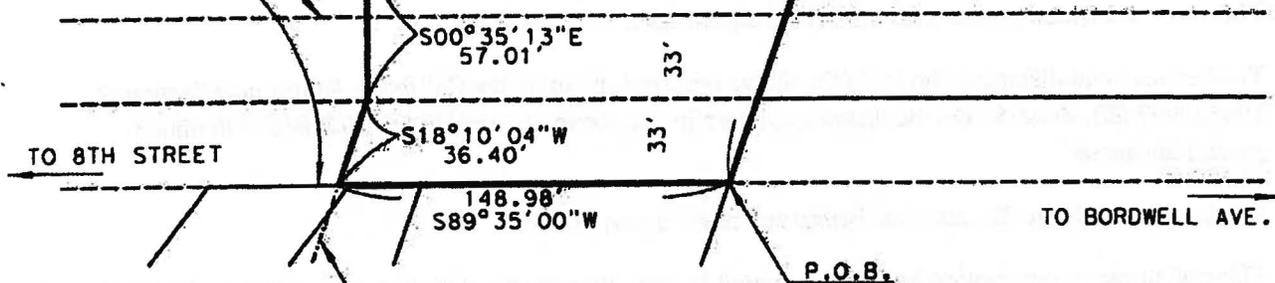
SEE DETAIL

**B.N.S.F. RW**



LINE PARALLEL WITH AND  
449.98' SE'LY OF C/L OF  
100' STRIP PER BOOK 34,  
PAGE 122, DEEDS

**CITRUS STREET  
(VACATED)**



TO 8TH STREET

TO BORDWELL AVE.

**C/L MILLER  
DRIVE**

P.O.B.

**LEGEND**

-  PROPERTY LINES
  -  EASEMENT AREA
  -  POB
  -  AREA
- POINT OF BEGINNING  
37,243± SQUARE FEET



**DAVID EVANS  
AND ASSOCIATES INC.**  
4200 Concourse, Suite 200  
Ontario California 91764  
Phone: 909.481.5750

**EXHIBIT 'B'**

JOB NO.:  
**TRAN0000-0004**

SHEET: 1 TOTAL: 1

COUNTY: **SAN BERNARDINO** CITY: **COLTON**

**RIGHT-OF-WAY  
EASEMENT**

APN: **0160-161-04**

CHECKED BY:  
**MXSM**

DRAWN BY:  
**RMVE**

DATE:  
**05/29/2012**

SCALE:  
**NTS**

**EXHIBIT 'A'**  
**Legal Description**

That portion of Block 12, Colton Land and Water Company Subdivision, in the City of Colton, County of San Bernardino, State of California, as shown on the map recorded in Book 1, Page 40 of Maps, in the Office of the County Recorder of said County, described as follows:

**BEGINNING** at the intersection of the northerly line of Laurel Street, 66 feet wide, with a line parallel with and distant 157.92 feet from the centerline of the 100-foot wide strip of land described in deed recorded July 10, 1883 in Book 34, Page 122 of Deeds, in the Office of the County Recorder of said County;

Thence along said parallel line, North 18°21'19" East 56.89 feet;

Thence leaving said parallel line, North 71°39'16" West 8.45 feet;

Thence South 18°20'44" West 59.74 feet to said northerly line;

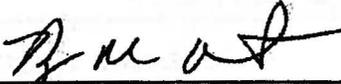
Thence along said northerly line, North 89°42'12" East 8.91 feet to the **POINT OF BEGINNING**.

The above described parcel contains 493 square feet, more or less.

The bearings and distances shown in the above description are on the California Coordinate System of 1983 (2007.00), Zone 5. Divide distances shown in the above description by 0.99994626 to obtain ground distances.

As shown on Exhibit 'B', attached hereto and made a part hereof.

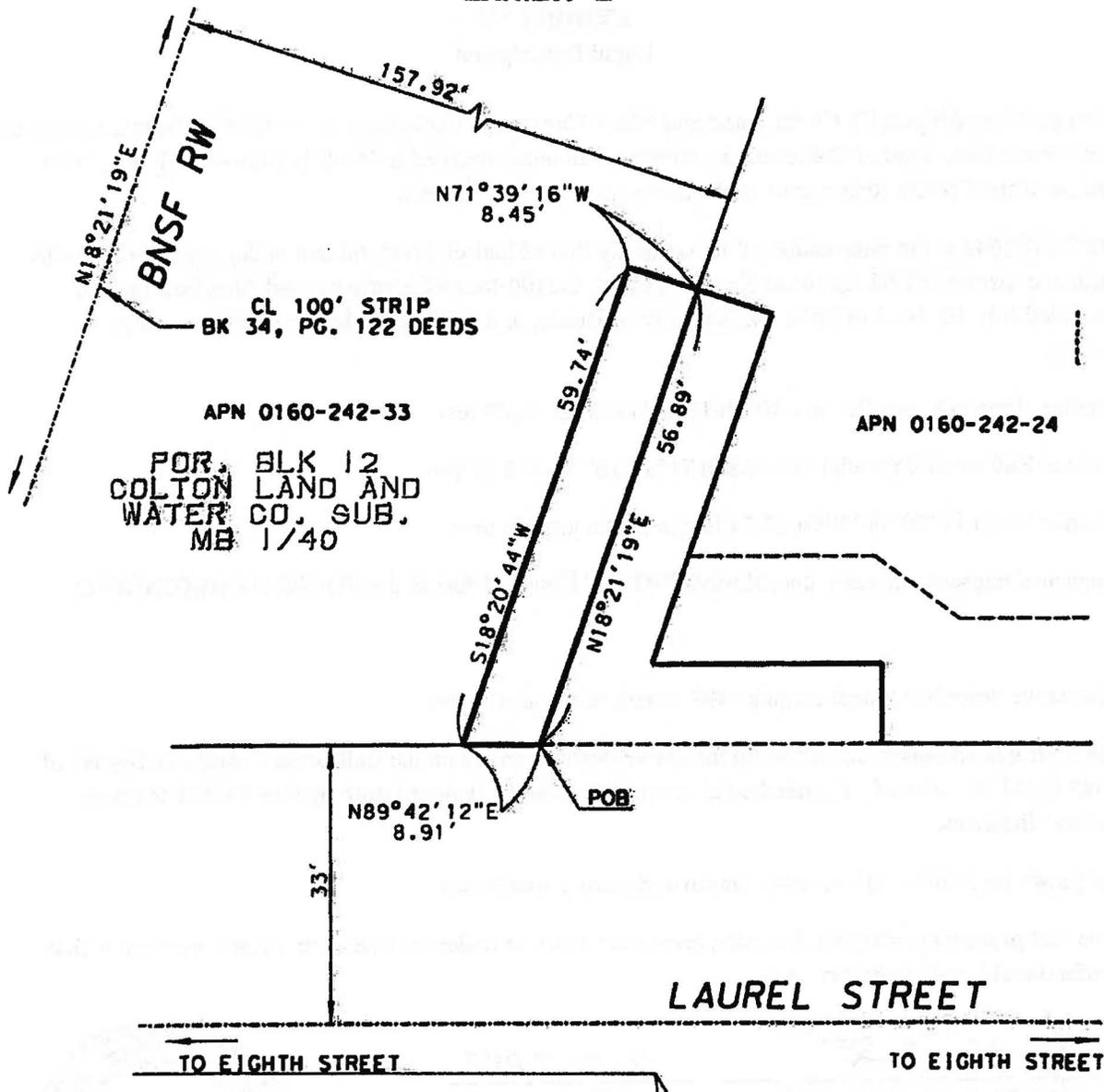
This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

  
\_\_\_\_\_  
Ryan M. Versteeg, P.L.S. 7809

2-2-2012  
Date



**EXHIBIT 'B'**



**LEGEND**

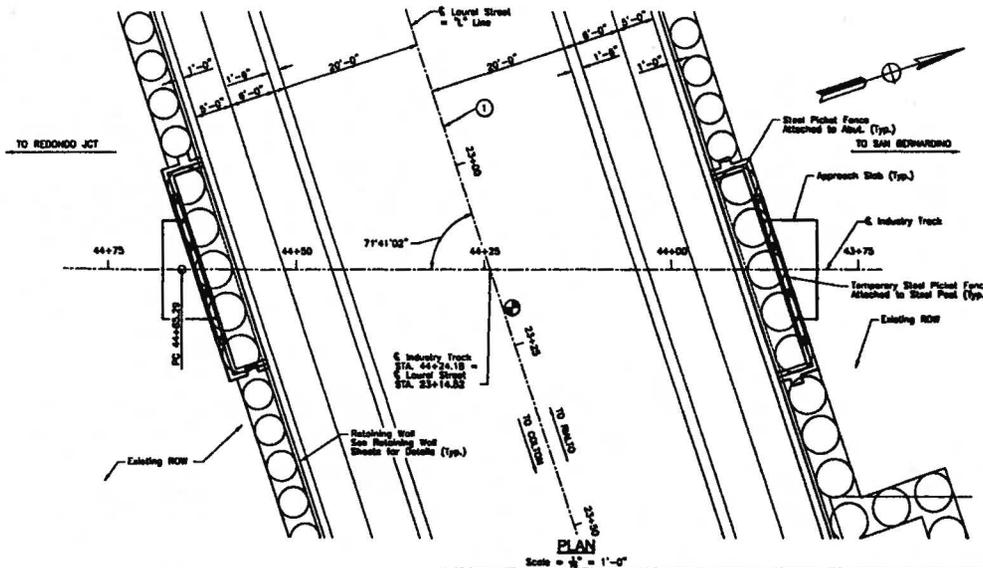
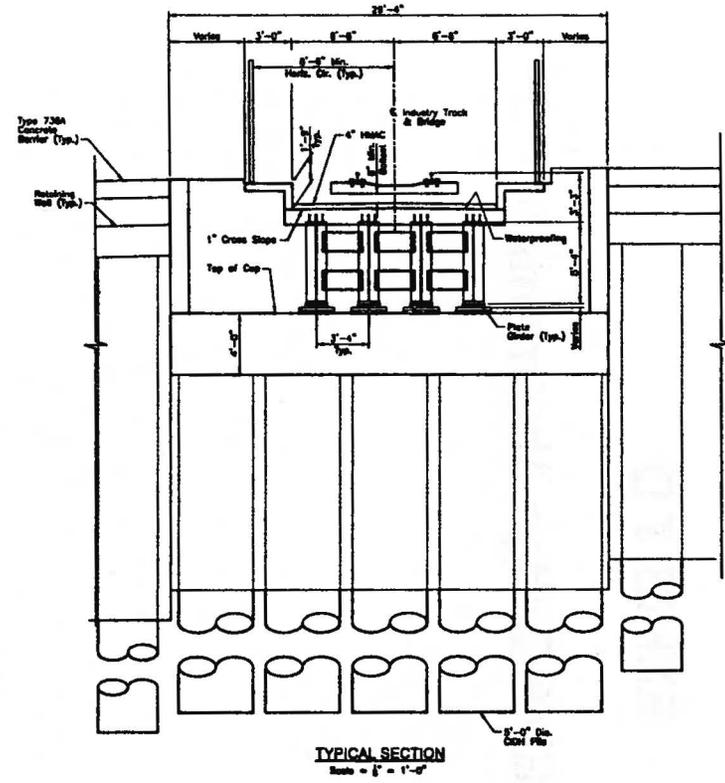
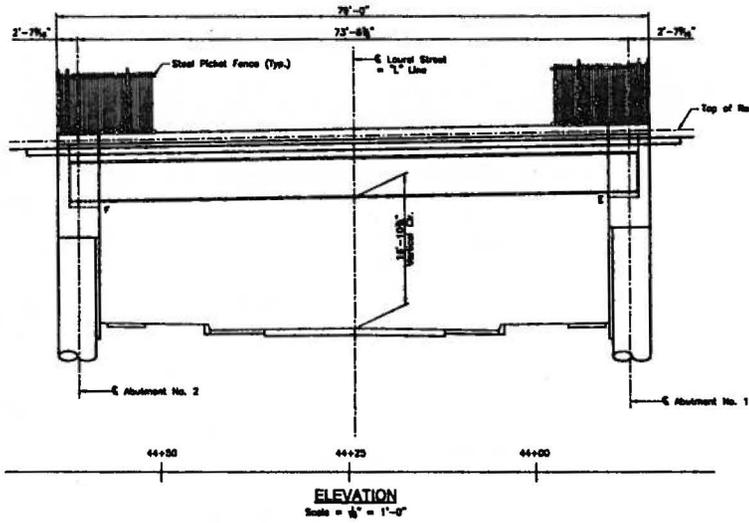
- PROPERTY LINES
- ▭ EASEMENT AREA
- AREA: 493± SQUARE FEET
- POB POINT OF BEGINNING



 <p><b>DAVID EVANS AND ASSOCIATES INC.</b> 4200 Concourse, Suite 200 Ontario California 91764 Phone: 909.481.5750</p>	<b>EXHIBIT 'B'</b>		COUNTY: SAN BERNARDINO	CITY: COLTON	CHECKED BY: RMVE	
	JOB NO: TRAN0000-0004		<b>ROAD EASEMENT</b>			DRAWN BY: RMVE
	SHEET: 1	TOTAL: 1	APN: 0160-242-33			DATE: 01/03/12
					SCALE: 1"=20'	

# EXHIBIT D

## Future EMF Bridge Abutments



CURVE DATA			
No.	R	Δ	L
①	7000.00'	16°47'	281.20' 532.80'

- LEGEND:**
- ⊕ Indicates point of minimum vertical clearance
  - E Indicates expansion bearing
  - F Indicates fixed bearing

DRAFT FINAL PLAN

Note: The Contractor shall verify all controlling field elevations before entering or fabricating any material.

**Underground Service Alert**

Call: TOLL FREE 1-800-422-4133

TWO WORKING DAYS BEFORE YOU DIG

**BENCHMARK**

SEE TITLE SHEET T-2 FOR BENCHMARK INFORMATION

**SANBAG**

SAN BERNARDINO ASSOCIATED GOVERNMENTS

1110 WEST THIRD STREET  
SAN BERNARDINO, CA 92410  
(909) 384-8278  
www.sanbag.ca.gov



**CITY OF COLTON**

PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT

PREPARED BY: [Signature]

DATE: 12/22/11

PRINCIPAL ENGINEER S.E. No. 3640 DATE

**LAUREL STREET GRADE SEPARATION PROJECT**

LAUREL ST. UNDERPASS/INDUSTRY TRACK GENERAL PLAN

ADDRESS: COLTON, CA 92324

DATE: 12/22-1

PLAN NO. 1282-1

DATE: 12/22-1

PROJECT NO. 1282-1

DATE: 12/22-1

PROJECT NO. 1282-1

DATE: 12/22-1

**RAILROAD BRIDGE DESIGN CRITERIA**

The railroad bridge design shall meet all applicable portions of the State of California special laws and regulations and in accordance with the requirements of the AREMA 2010 Manual and special requirements of the AREMA Manual shall be in accordance with the current edition of AASHTO/Caltrans Bridge Design Specifications and items to Caltrans.

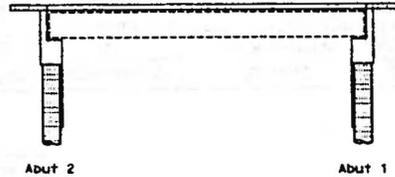
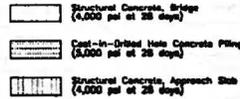
- DESIGN:**  
1. AREMA Manual for Railway Engineering, 2010 Edition
- DESIGN LOADING:**  
AREMA Manual Chapter 9, AREMA Manual Chapter 9, AREMA Manual
- SEISMIC DESIGN:**  
Chapter 9, AREMA Manual
- ABUTMENT DESIGN:**  
Service Load Design  
AREMA Manual Chapter 6, Part 2 and Part 3, Chapter 9.

1. **DEAD LOAD:**  
150 pcf concrete  
120 pcf in-situ concrete  
200 pcf iron  
120 pcf HMA  
30 pcf fence per side
2. **LIVE LOADING:**  
Cooper E 80 Unloaded plus impact
3. **DESIGN SPEED:**  
30 MPH
4. **SEISMIC DESIGN LOADING:**  
Site Coefficient 1.2  
Three Level Response Spectrum Curves, see ARS Curve Performance Objectives:  
1. Serviceability limit state (100 years return period)  
2. Ultimate limit state (500 years return period)  
3. Survivability limit state (2400 years return period)

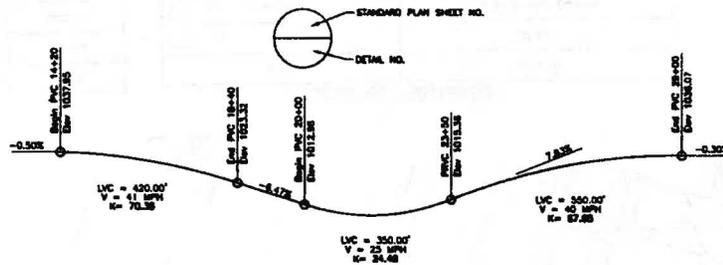
- REINFORCED CONCRETE:**  
f<sub>c</sub> = 50,000 psi unless otherwise noted  
f<sub>y</sub> = 40,000 psi  
n = 8
- STRUCTURAL STEEL:**  
f<sub>y</sub> = 50,000 psi
- SOIL PARAMETERS:**  
Per Geotechnical Report provided by Earth Mechanics, Inc dated June 20, 2012
- NOTES:**  
#1-3" Concrete ties

**INDEX TO PLANS**

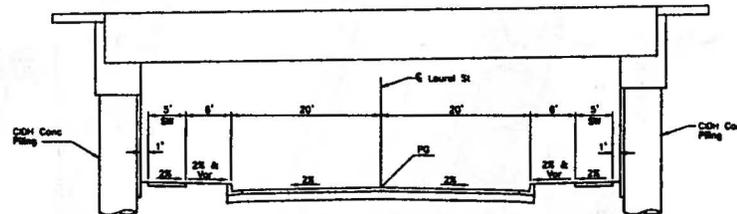
SHEET NO.	Title
1	GENERAL PLAN
2	GENERAL NOTES
3	FOUNDATION PLAN
4	ABUTMENT 1 LAYOUT
5	ABUTMENT 2 LAYOUT
6	ABUTMENT DETAILS (1 OF 2)
7	ABUTMENT DETAILS (2 OF 2)



**CONCRETE STRENGTH AND TYPE LIMITS**  
NO SCALE



**ROADWAY PROFILE GRADE**  
NO SCALE



**ROADWAY PROFILE GRADE**  
SCALE: 1/8"=1'-0"

**PILE DATA TABLE**

LOCATION	PILE TYPE	DESIGN LOADING SERVICE (kips)	NOMINAL RESISTANCE (kips)		CUT-OFF ELEVATION (ft)	DESIGN TIP ELEVATION (ft)	SPECIFIED TIP ELEVATION (ft)
			COMPRESSION	TENSION			
ABUT 1	60" CDH Conc	450	800	0	1026.8	958.5(A), 958.5(D)	958.5
ABUT 2	60" CDH Conc	450	800	0	1025.5	952.5(A), 952.5(D)	952.5

NOTE: Design Tip Elevation for Abutments are controlled by the following demands: (A) Compression, (D) Lateral Load Specified Tip Elevation shall be the least of (A) & (D)

SUMMARY OF QUANTITIES		
DESCRIPTION	UNIT	QUANTITY
Structure Extension (Bridge)	CY	42
Structure Section (Bridge)	CY	21
18" Lean Concrete Slab Pile	LF	166
60" Cast-in-Drilled-Hole Concrete Piling	LF	700
D-48 and Bond Dwell	LF	170
Structural Concrete, Wall Facing	CY	18
Structural Concrete, Bridge	CY	77
Structural Concrete, Approach Slab (Type ED)	CY	9
Architectural Treatment (Fractured Fin)	SOFT	886
Bar Reinforcing Steel (Bridge)	LB	188,843
Staircase	CY	30
Temporary Steel Post	EA	8
Temporary Precast Concrete Panels	EA	8

**GENERAL NOTES**

**CONSTRUCTION:**

- All excavation within the Railroad's right-of-way and/or excavation that may impact the Railroad's tracks or operations shall comply with the Railroad's Construction Requirements.
- A final walk through inspection will be required by Interlock before commencing any work.
- The proposed grade separation project shall not increase the quantity and/or characteristics of the flow in the Railroad ditches and/or drainage structures.
- The Contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad prior to beginning any grading on the project site.
- For Railroad construction phases refer to the Railroad's Construction Requirements as part of the Special Provisions of this project.
- Temporary Construction Clearance, including clearance, shall comply with Interlock Construction Clearance Guidelines provided in SOBA Standard CS2101.
- All permanent clearances shall be verified before project closed.
- Material specifications shall comply with the Special Provisions, the SOBA Standard Specifications, as amended.
- For Construction submittal requirements, see Special Provisions and Standard Specifications.
- Contractor must submit "Plans and Working Drawings" to Interlock for review and approval. Submit final submittal for Plan grades.

**CAST-IN-PLACE CONCRETE:**

All concrete material, placement and workmanship shall be in accordance with Chapter 9 of the 2010 edition of AREMA and the following:

- Minimum Compressive Strength—4000 lb. per square inch at 28 days.
- Exposed surfaces shall be formed in a manner that will produce a smooth and uniform appearance without rubbing or plastering. Top surface of 90 degrees or less are to be chamfered 1/4" x 1/4". Exposed surface to have a smooth finish, free of all dust or loose mortar with the exception that a broom finish be used on all utility surfaces.
- Concrete shall be proportioned such that the water-cementitious ratio (by weight) does not exceed the values in AREMA Table 9-1-2. Precast concrete shall contain a minimum of 610 pounds of compressive material per cubic yard of concrete. Cast-in-place concrete must provide a minimum of 200 pounds of compressive material per cubic yard of concrete, if by sea it used with cement it shall be limited to 125 of compressive material.
- Cement shall be Type I, II or III Portland Cement per ASTM C150.
- Coarse aggregate shall be also no. 57.
- Fine aggregate shall be natural sand.
- Admixtures, other than air entrainment, shall not be used without approval by the Railroad.
- Membrane curing compound shall conform to ASTM C309 Type 2.
- Apply Thoflex Epoxy Adhesive 24PL or approved alternate before placing new concrete against hardened surfaces.

**PRECAST CONCRETE:**

- The fabricator shall stamp the fabricator's name, date of fabrication, the bridge number, lifting weight and place mark on each component.
- The production facility must be prequalified. Production procedures for the manufacture of precast members shall be in accordance with AREMA and the current edition of the Precast Concrete Institute's Manual 308, 118 for Quality Control.
- Dimensional tolerances governing the manufacture of precast members shall conform to Division 16, Section 04.4.6 of the PD Manual MSB 118 for QC. Tolerances for lifting devices shall be ±1/4".
- The area around all lifting loops shall be reinforced so that the loops can be removed to a depth of 12" and grouted. Properly designed air enclosures are acceptable in lieu of lifting loops.
- The fabricator will be responsible for loading and properly securing the precast concrete members for shipment. All concrete components shall be ready to be placed at the Railroad's discretion, for inspection by the Engineer-at-Armed and the Railroad at the fabricator's plant prior to shipment.

**REINFORCING STEEL:**

- Reinforcing Steel shall be determined, new label bars per current ASTM A615 Specifications and meet Grade 60 requirements or as indicated.
- Reinforcing Steel requiring field welding or bending shall conform to ASTM A615 Specifications, Grade 60.
- Fabrication of reinforcing steel shall be per Chapter 7 of the CRD Manual of Standard Practice. Ultimate capacity must be done in accordance with Caltrans Standard Specifications, dimensions of bending details shall be as indicated.
- Reinforcing steel is to be attached to proper location and securely held against displacement. Field welding of reinforcement is prohibited. Exposed concrete shall not otherwise noted shall meet current AREMA requirements.

**CALTRANS STANDARD PLANS DATED MAY 2008**

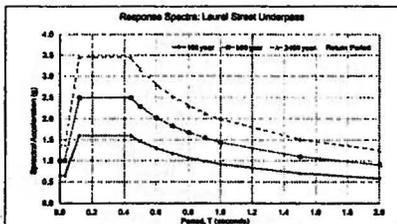
A10A & A10B	ACRYLONITRILE AND ABBREVIATIONS
A10C & A10D	SYMBOLS
A10E	LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL BRIDGE
B0-1	BRIDGE DETAILS
B0-2	BRIDGE DETAILS
B0-3	BRIDGE DETAILS
B0-4	BRIDGE DETAILS

**ABBREVIATIONS**

AREMA	THE AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION
BNSF	BURLINGTON NORTHERN SANTA FE RAILWAY
CPUC	CALIFORNIA PUBLIC UTILITIES COMMISSION
FDOT	FEDERAL HIGHWAY ADMINISTRATION
UPRR	UNION PACIFIC RAILROAD

**DEPTH FROM TOR TO BRIDGE DECK:**

Roll + Tie Plates	8"
Concrete Tie	6"
Reinforcing & HMA	6"
Life Surface under Tie	6"
Min Total	26"



**ARS CURVE**

Note: The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

**Underground Service Alert**

Call: TOLL FREE 1-800-422-4133

TWO BORING DAYS BEFORE YOU DIG

**BENCHMARK**

SEE TITLE SHEET T-2 FOR BENCHMARK INFORMATION

**SANBAG**

SAN BERNARDINO ASSOCIATED GOVERNMENTS

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909.388.4275  
www.sanbag.ca.gov

CITY OF COLTON

**CITY OF COLTON**

PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT

PREPARED BY: [Signature]

6 NORTH CENTRE DRIVE, COLTON, CA 92304

DATE: 12/21/12

APPROVED: [Signature]

DATE: 12/21/12

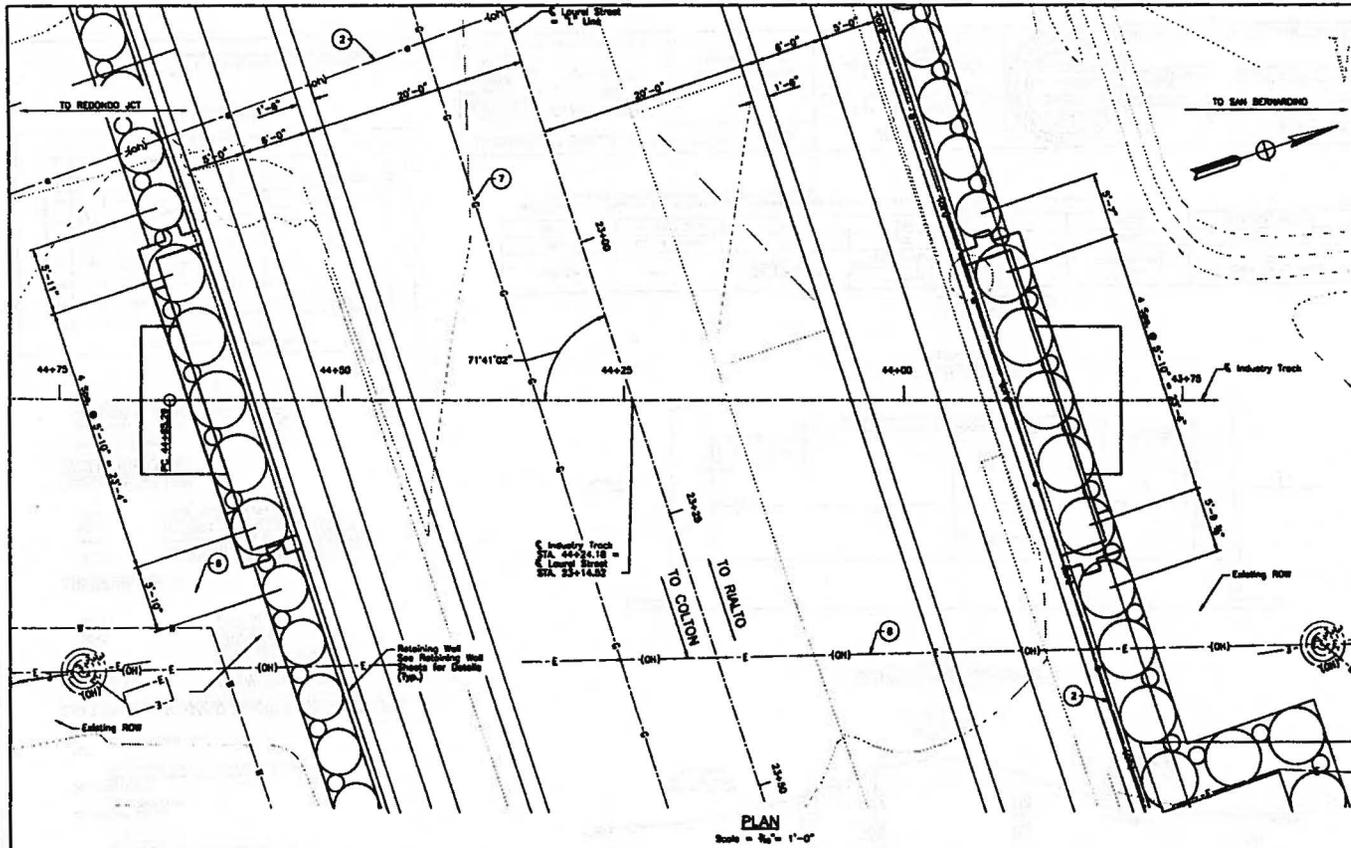
PRINCIPAL ENGINEER S.E. NO. 2640 DATE: 12/21/12

**DRAFT FINAL PLAN**

NO.	REVISION	DATE	APPROVED
1	LAUREL STREET GRADE SEPARATION PROJECT		
2	LAUREL ST. UNDERPASS/INDUSTRY TRACK		
3	GENERAL NOTES		

ADDRESS: COLTON, CA 92304

8-31 SHEET 233 OF 243



PLAN  
Scale = 1/4" = 1'-0"

**EXISTING UTILITIES:**

OWNER	DESCRIPTION	STATUS
1	SDC 2" Gas line in 4" casing	Removed
2	City of Colton/AT&T/TWC Overhead Electrical	Removed
3	AT&T/Next G Overhead Phone	To Remain
4	Sprint Fiber optic line	Relocated
5	MCI (Abandoned)	
6	City of Colton 12" C&L Water in 24" casing	Removed

**PROPOSED NEW UTILITIES:**

OWNER	DESCRIPTION
7	SDC 2" Gas
8	City of Colton/AT&T 12 KV Overhead Electrical
9	Sprint 2-4" NPS Fiber optic line
10	City of Colton Double 14x7 RBC

Note: For Utility relocation, see "Utility Plans".

**BENCHMARK:**

Benchmark: W 471  
 Elevation: 1066.11 feet  
 Datum: North American Vertical Datum of 1988 (NAVD88)  
 Agency: National Geodetic Survey (NGS)

Description: A bench mark disk set vertically in the north face of the northeast pillar of a building at the intersection of 1 Street and 3rd Street, in the City of San Bernardino, California 11.5 feet west of the west curb of 1 Street, 14.1 feet south of the south curb of 3rd Street and 2.2 feet above the sidewalk.

**NOTES:**

1. For size and type of existing utilities, please refer to utility plans and proposed utility elevations, see "Utility Plans".
2. For Piling details, see "Foundation 1 Layout" and "Foundation Details No. 1" sheets.
3. For Curve Data, see "General Plan" sheet.
4. Temporary shoring system required for construction of Double 14x7 RBC, see "Road Plans".

**LEGEND:**

- Indicates 60" OD Conc Piling
- Indicates 48" OD Conc Box Piling
- Indicates 18" Long Conc Secant Piling

DRAFT FINAL PLAN

Note: The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

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**BENCHMARK**  
 SEE TITLE SHEET T-2 FOR BENCHMARK INFORMATION

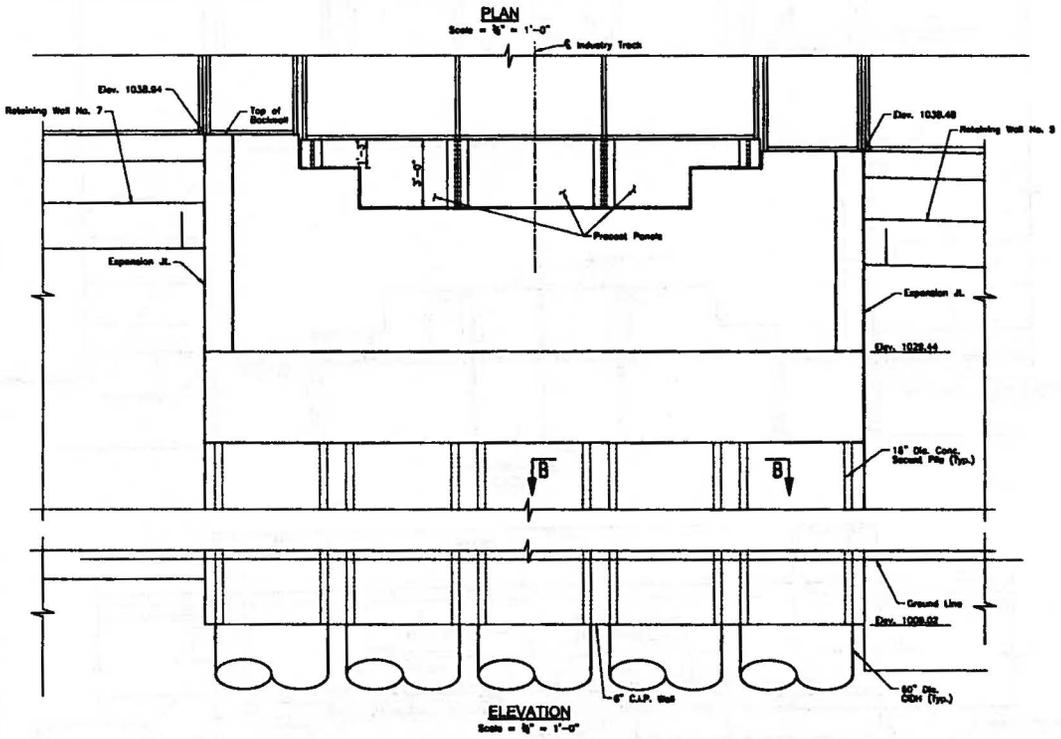
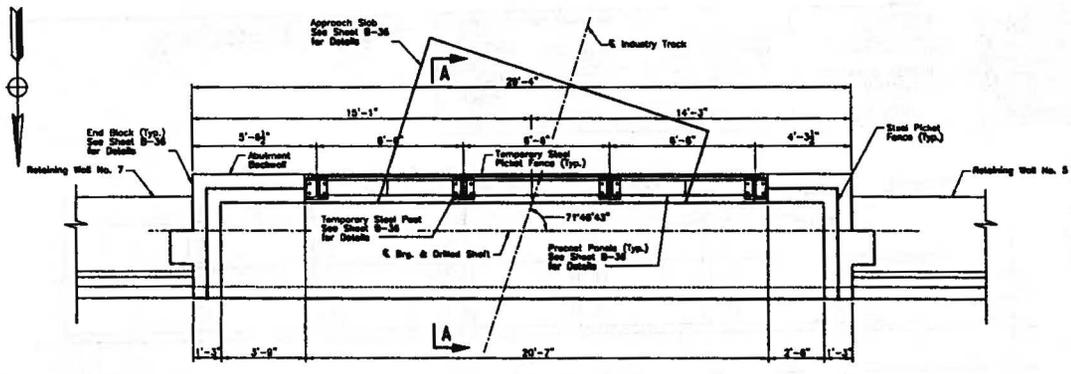
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 SAN BERNARDINO, CA 92410  
 (909) 384-8275  
 www.sanbag.ca.gov

REGISTERED PROFESSIONAL ENGINEER  
 CLARENCE I. BARNHILL  
 No. 82880  
 Exp. 12/31/13  
 State of California

**CITY OF COLTON**  
 PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT  
 CITY ENGINEER  
 PREPARED BY: [Signature]  
 DATE: 8/20/13  
 NAME: ANDER JAMES  
 R.E.C. 52682  
 EXP. LINES 9-30-13  
 APPROVED: [Signature]  
 DATE: [Blank]  
 PRINCIPAL ENGINEER S.E. No. 2560 DATE: [Blank]  
 PLAN NO. 1282-1

**LAUREL STREET GRADE SEPARATION PROJECT**  
 LAUREL ST. UNDERPASS/INDUSTRY TRACK FOUNDATION PLAN  
 ADDRESS: COLTON, CA 92324  
 8-82 SHEET 234 OF 242



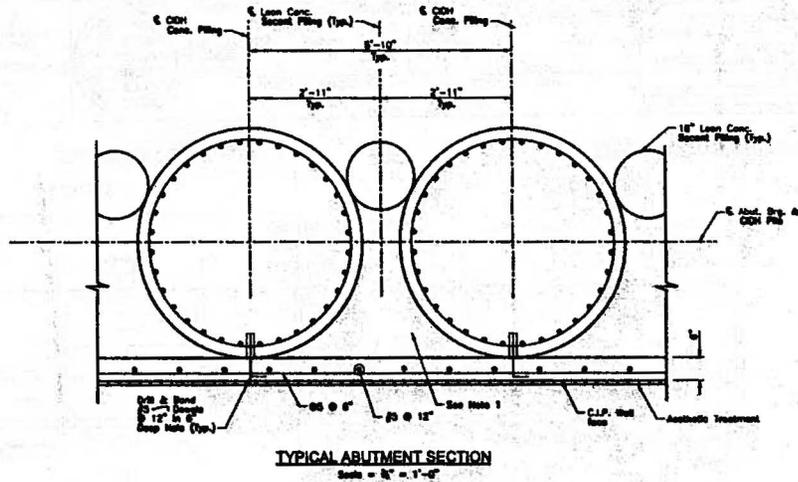
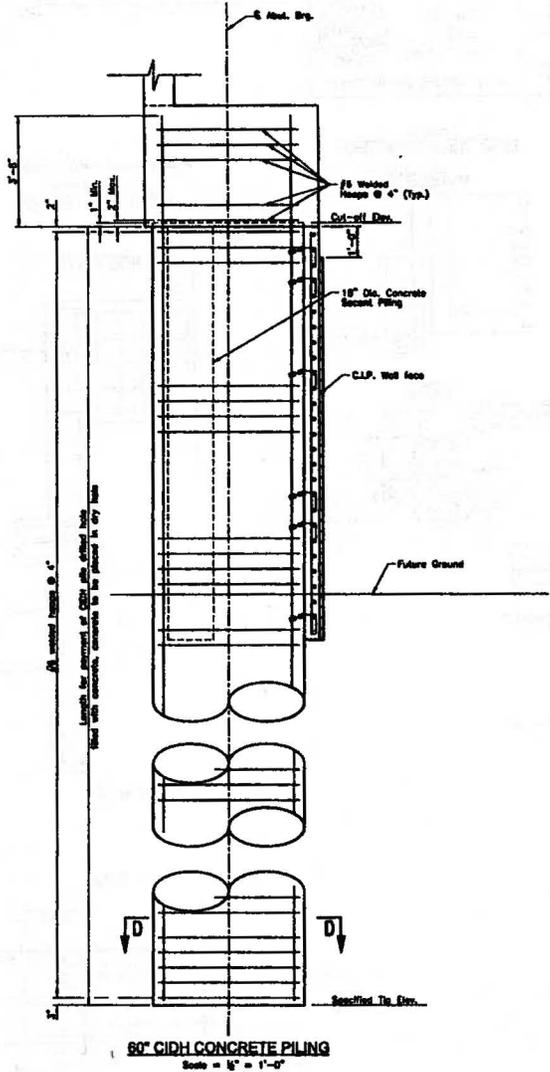


- NOTES:**
1. Any loose soil material and voids behind wall shall be filled with geotexture.
  2. For Sections A-A and B-B, see "Restraint 1 Layout" sheet.
  3. For pile reinforcement, See Sheet B-35.
  4. For End Block details, See Sheet B-36.

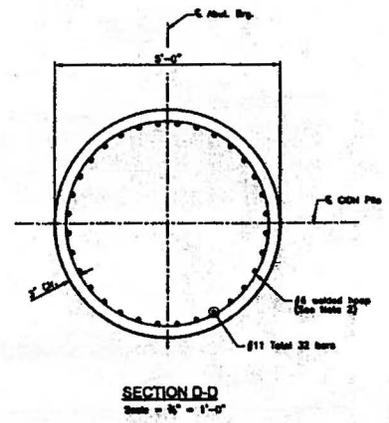
DRAFT FINAL PLAN

**Note:**  
The Contractor shall verify all controlling field elevations before ordering or fabricating any material.

<p><b>Underground Service Alert</b></p> <p>Call: TOLL FREE 1-800 422-4133</p> <p>TWO BORROWING DAYS BEFORE YOU DIG</p>	<p><b>BENCHMARK</b></p> <p>SEE TITLE SHEET T-2 FOR BENCHMARK INFORMATION</p>	<p><b>SANBAG</b></p> <p>SAN BERNARDINO ASSOCIATED GOVERNMENTS</p> <p>1170 WEST THIRD STREET SAN BERNARDINO, CA 92410 1909184-0278 www.sanbag.ca.gov</p>		<p><b>CITY OF COLTON</b></p> <p>PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT</p>		<p>REVISIONS</p> <table border="1"> <tr><th>NO.</th><th>DATE</th><th>APPROV.</th></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NO.	DATE	APPROV.									
				NO.	DATE		APPROV.											
<p>PREPARED BY: [Signature]</p> <p>DATE: 12/21/12</p>	<p>CITY ENGINEER</p> <p>NAME: ANER JAMHER N.C.S. 50632</p> <p>DATE: _____</p>	<p>EXP. NO. D-30-13</p> <p>DATE: _____</p>	<p><b>LAUREL STREET GRADE SEPARATION PROJECT LAUREL ST. UNDERPASS/INDUSTRY TRACK ABUTMENT B LAYOUT</b></p>	<p>ADDRESS: COLTON, CA 92324</p> <p><b>B-34</b></p> <p>SHEET 318 OF 343</p>														
<p>PRINCIPAL ENGINEER S.E. No. 2546 DATE: _____</p>				<p>PLAN NO. 1282-1</p>														



**TYPICAL ABUTMENT SECTION**  
Scale = 1/4" = 1'-0"



**SECTION D-D**  
Scale = 1/4" = 1'-0"

- NOTES:**
1. All voids behind facing wall shall be filled with alternate or concrete.
  2. #6 hoops shall be alternate butt spliced.
  3. PVC inspection tubes are required for the CIDH piles, see Technical Specifications for inspection tube requirements.

Note: The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

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**CITY OF COLTON**

PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT

PREPARED BY: [Signature]

DATE: 12/15/15

DESIGNED BY: AMER JAMER  
D.S.E. 5-80832

APPROVED: [Signature]

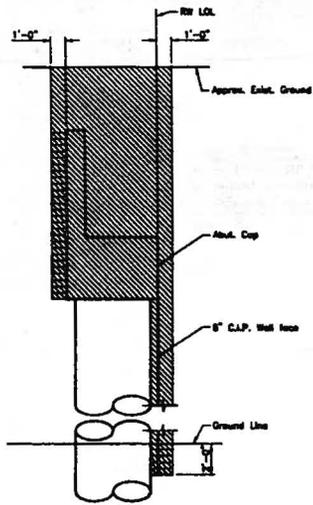
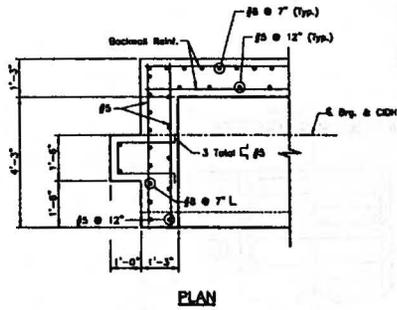
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PRINCIPAL ENGINEER S.E. NO. 3540 DATE: 12/22-1

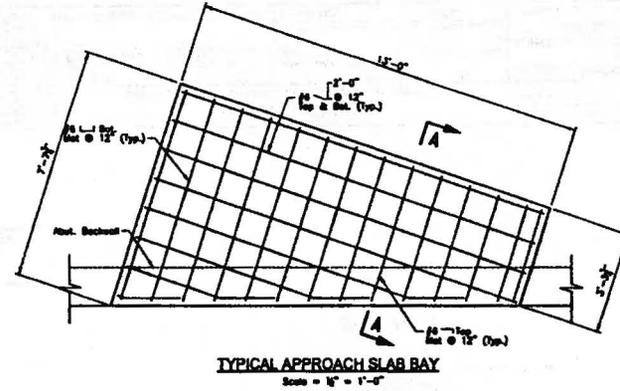
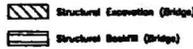
PLAN NO. 1282-1

**DRAFT FINAL PLAN**

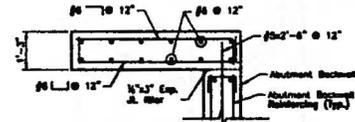
PROJECT	DATE	APPV.
LAUREL STREET GRADE SEPARATION PROJECT		
LAUREL ST. UNDERPASS/INDUSTRY TRACK ABUTMENT DETAILS (1 OF 2)		
ADDRESS: COLTON, CA 92324	B-35	SHEET 237 OF 243



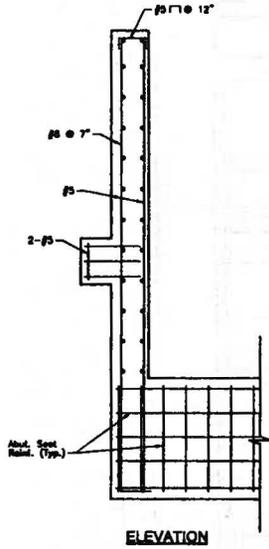
**EXCAVATION AND BACKFILL**  
NO SCALE



**TYPICAL APPROACH SLAB BAY**  
Scale = 1/2" = 1'-0"

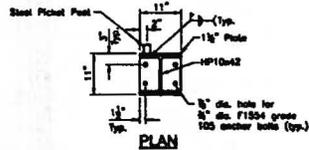


**SECTION A-A**  
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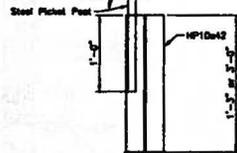


**END BLOCK DETAILS**  
Scale = 1/2" = 1'-0"

Abutment 1 shown, Abutment 2 similar

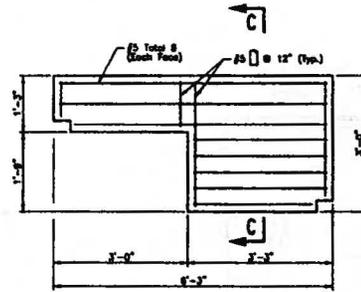


**PLAN**



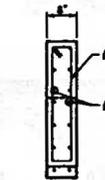
**ELEVATION**

**TEMPORARY STEEL POST**  
NO SCALE

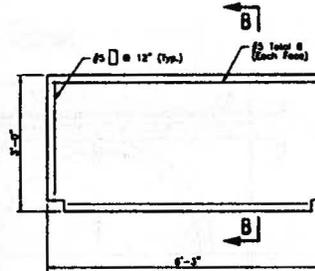


**ELEVATION**

**TEMPORARY CONCRETE PANEL-1**  
NO SCALE  
(4-REQUIRED)

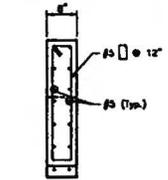


**SECTION C-C**



**ELEVATION**

**TEMPORARY CONCRETE PANEL-2**  
NO SCALE  
(2-REQUIRED)



**SECTION B-B**

DRAFT FINAL PLAN

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**CITY OF COLTON**  
PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT  
CITY ENGINEER  
PREPARED BY: [Signature]  
DATE: 12/21/13  
NAME: AMER JAMHER  
S.C.E. 90832  
EXP. LINES 9-30-13  
APPROVED: [Signature] DATE: [Blank]  
PRINCIPAL ENGINEER S.E. No. 2660 DATE: [Blank]  
PLAN NO. 1282-1

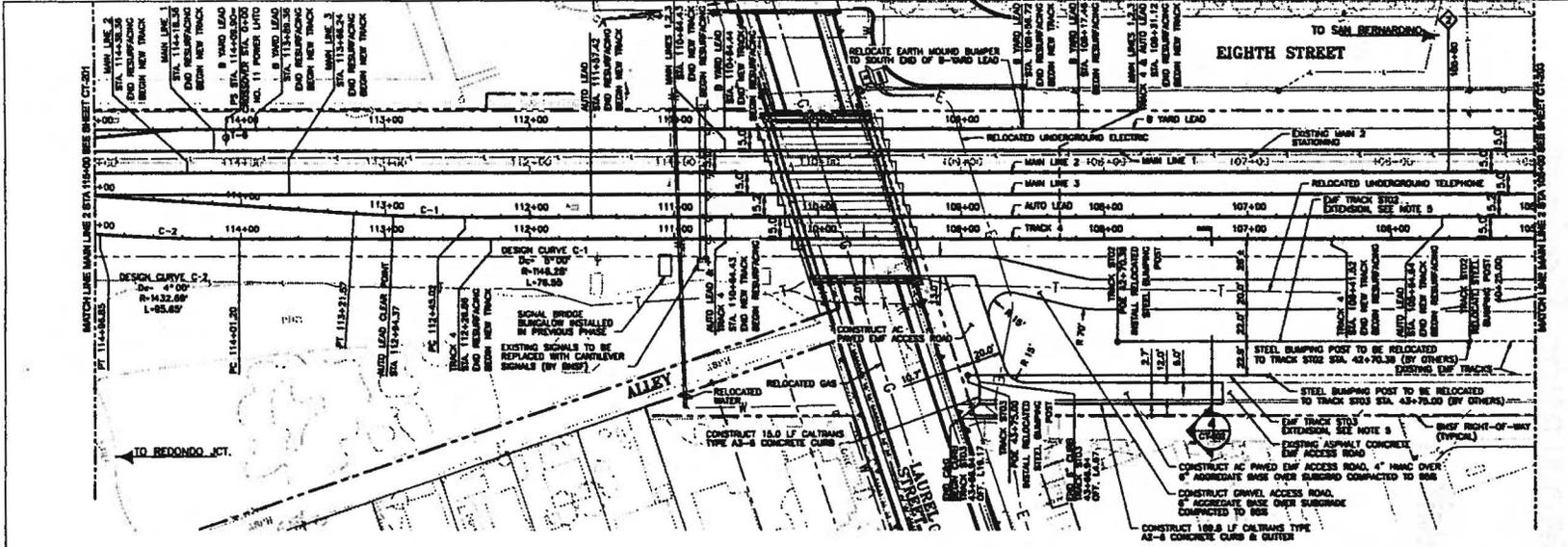
**LAUREL STREET GRADE SEPARATION PROJECT**  
LAUREL ST. UNDERPASS/INDUSTRY TRACK ABUTMENT DETAILS (2 OF 2)  
ADDRESS: COLTON, CA 92324  
8-36  
SHEET 238 OF 243

Note:  
The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

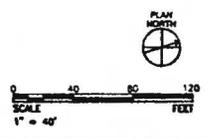
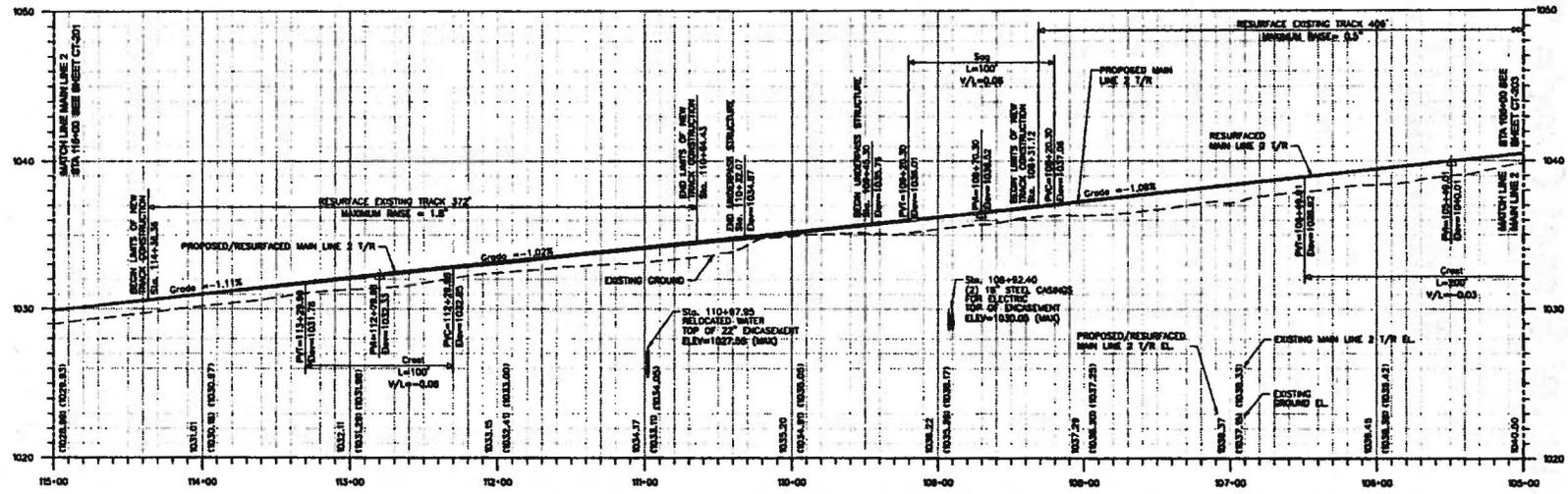
# **EXHIBIT E**

## **Laurel Street Grade Separation Project**

### **Grading and Paving Plans**



- GENERAL NOTES:**
1. BNSF RIGHT-OF-WAY AND EXISTING MAIN LINE 2 STATIONING BASED ON BNSF RAILWAY COMPANY STATION MAP FOR COLTON, CA. LINE SEGMENT 7602. LAST REVISION 08-27-2008. MAIN LINE 2 STATIONING AT CENTERLINE OF LAUREL STREET EQUALS 108+41.5.
  2. MAXIMUM OPERATING SPEED AND DESIGN SPEED IS 30 MPH ON ALL EXISTING AND PROPOSED TRACKS, EXCEPT AUTO LEAD OPERATING TRACKS = 10 MPH.
  3. AFTER SHOULDER UNDERPASS CONSTRUCTION IS COMPLETE, SHOULDER TRACKS WILL BE REMOVED AND THE EXISTING TRACK ALIGNMENTS WILL BE UNMARGED AS SHOWN.
  4. SIGNAL EQUIPMENT AND LOCATIONS ARE SHOWN FOR CLARITY ONLY. ALL SIGNAL DESIGN WILL BE COMPLETED BY BNSF.
  5. BALLAST, TIES, AND RAIL FOR DWP TRACK EXTENSION WILL BE BY OTHERS. CONTRACTOR IS RESPONSIBLE FOR PREPARATION OF SUBGRADE, BASE (AS SUBMITTALS), AND UNDERDRAINS FOR DWP TRACK EXTENSION.



8-22-2012  
 100% SUBMITTAL  
**BNSF RAILWAY**  
 CALIFORNIA DIVISION  
 SAN BERNARDINO SUBDIVISION  
 WP 1.8 TO WP 2.3  
 LINE SEGMENT 7602

**MAIN LINE 2 PROFILE - POST-CONSTRUCTION PHASE**

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 422-4133

TWO WORKING DAYS BEFORE YOU DIG

**BENCHMARK**

SEE GENERAL NOTES SHEET FOR BENCHMARK INFORMATION

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 1.909.1584-8278  
 www.sanbag.ca.gov

**CITY OF COLTON**

PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT

CITY ENGINEER

PREPARED BY: **City Systems**

8/17/2012

APPROVED: *Amber Aker Jaxner*

DATE: 8/17/2012

PRINCIPAL ENGINEER R.C.E. NO. 19460 DATE

PLANNING ENGINEER: HANES AKER JAXNER, R.C.E. 50932, EXPIRES 9-30-13

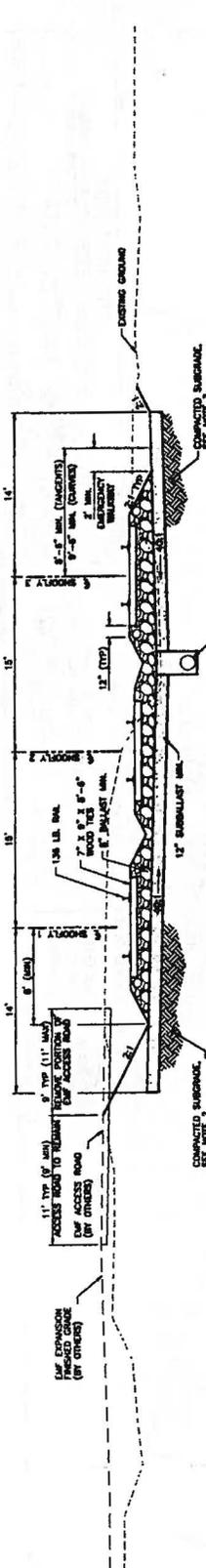
PROJECT NO. 1282-1

REVISION	DATE	APPR.
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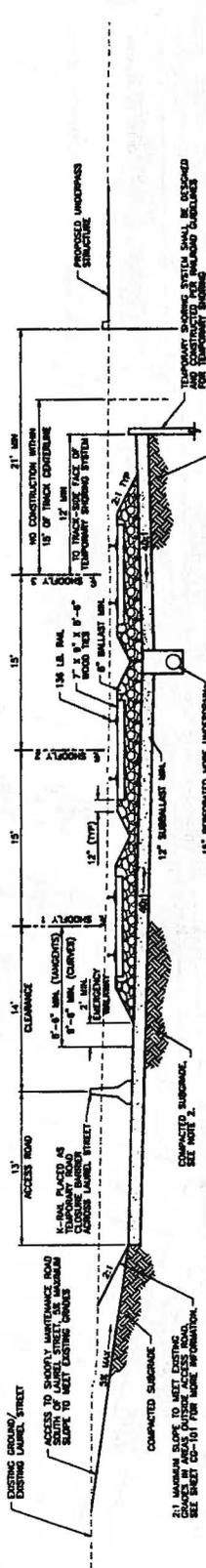
IF THIS DRAWING IS LESS THAN 24" X 36" IT IS A REDUCED SIZE DRAWING

**GENERAL NOTES:**

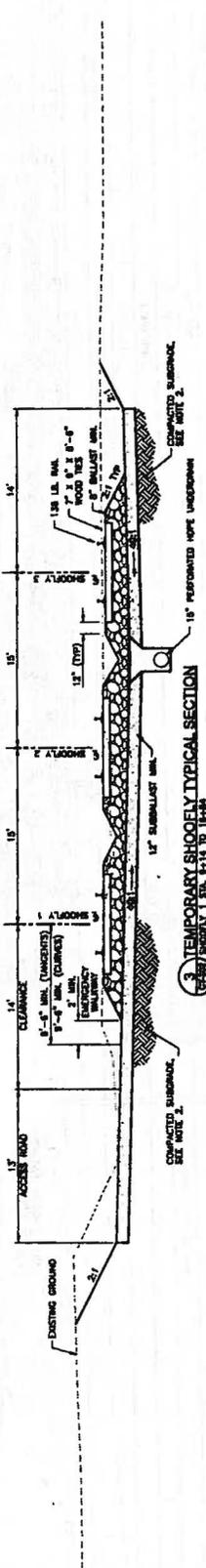
1. DEPTH OF BALLAST BED IS MEASURED FROM BOTTOM OF THE
2. PRIOR TO PLACING SUBBALLAST, THE EXISTING SUBGRADE SHOULD BE PROPERLY PREPARED. ALL EXISTING PAVEMENT SHOULD BE REMOVED AND REPAIRED TO ORIGINAL FINISH. ALL EXISTING UTILITY LINES SHOULD BE PROTECTED BY AT LEAST A 12" SAND BED. ALL EXISTING UTILITY LINES SHOULD BE AT LEAST 18" FROM THE TRACK CENTERLINE. ALL EXISTING UTILITY LINES SHOULD BE PROTECTED BY AT LEAST A 12" SAND BED. ALL EXISTING UTILITY LINES SHOULD BE AT LEAST 18" FROM THE TRACK CENTERLINE. ALL EXISTING UTILITY LINES SHOULD BE PROTECTED BY AT LEAST A 12" SAND BED. ALL EXISTING UTILITY LINES SHOULD BE AT LEAST 18" FROM THE TRACK CENTERLINE.



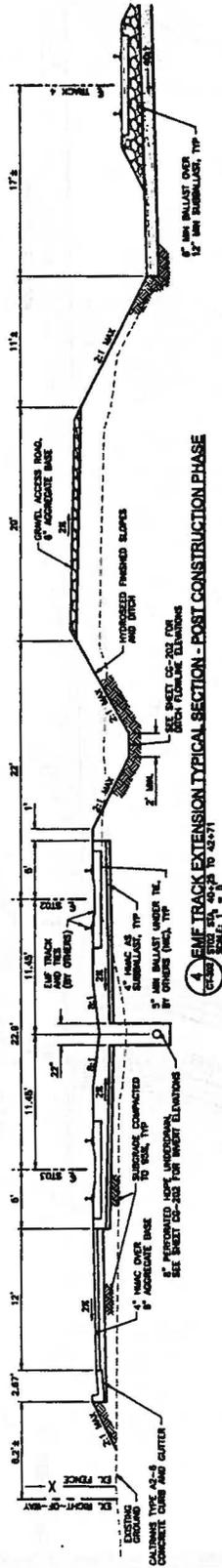
1. TEMPORARY SHOOFLY TYPICAL SECTION  
SCALE: 1" = 8'-0" TO 8'-10"



2. TEMPORARY SHOOFLY TYPICAL SECTION  
SCALE: 1" = 8'-0" TO 8'-14"



3. TEMPORARY SHOOFLY TYPICAL SECTION  
SCALE: 1" = 8'-0" TO 18'-0"



4. FME TRACK EXTENSION TYPICAL SECTION - POST CONSTRUCTION PHASE  
SCALE: 1" = 8'-0" TO 42'-7"

8-22-2012  
100% SUBMITTAL  
**BNSF**  
RAILWAY  
CALIFORNIA DIVISION  
SANTA ANA DIVISION  
100% SUBMITTAL  
LINE SEGMENT TRACK

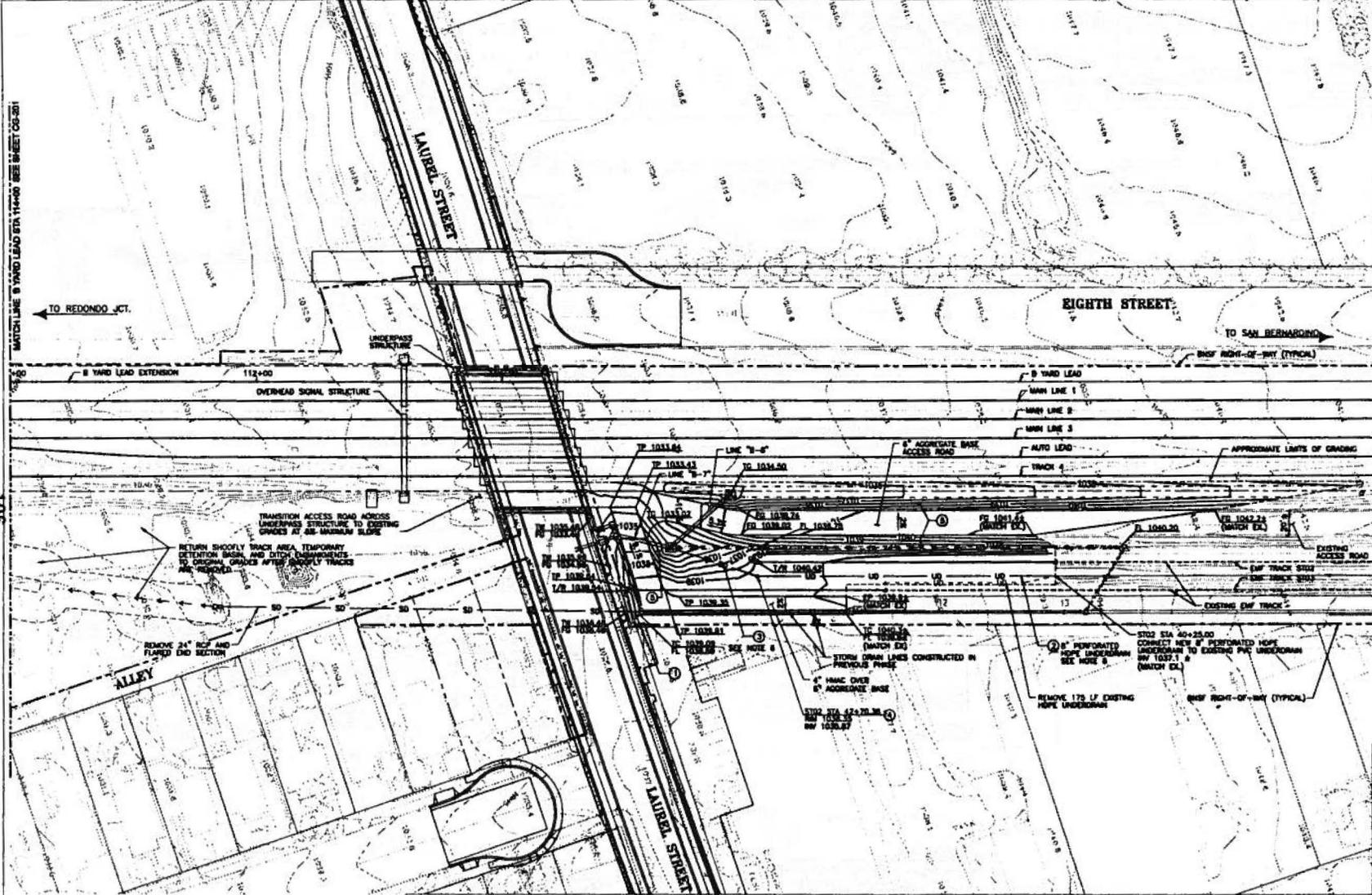
PROJECT	LAUREL STREET GRADE SEPARATION
TYPICAL SECTIONS	
ADDRESS: COLTON, CA 92524	

APPROVED BY:	CITY ENGINEER
DATE:	8/15/2012
PROJECT NUMBER:	PLAN NO. 1202-1
DATE:	8/15/2012
EXPIRES:	9-30-13
APPROVED BY:	S.A.C. GORZ
DATE:	8/15/2012

CITY OF COLTON PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT
APPROVED BY: [Signature]
DATE: 8/15/2012
PROJECT NUMBER: PLAN NO. 1202-1

<b>SANBAG</b> SAN BERNARDINO ASSOCIATED GOVERNMENTS
1170 WEST THIRD STREET SANTA ANA, CA 92701 www.sanbag.org
SEE GENERAL NOTES FOR BENCHMARK INFORMATION

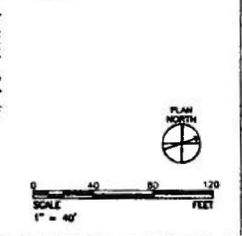
Underground Service Alert  
Call/Toll FREE 1-800-422-4133  
TWO WORKING DAYS BEFORE YOU DIG



- GENERAL NOTES:**
1. PROPOSED CONTOURS ARE SHOWN TO FINISHED SURFACE ELEVATION, UNLESS OTHERWISE NOTED. CONTOURS SHOWN IN 8 YARD LEAD EXTENSION AREA ARE TO SURFACE ELEVATION.
  2. SEE CT SERIES SHEETS FOR TRACK INFORMATION.
  3. SEE CG-800 SERIES SHEETS FOR DRAINAGE DETAILS.
  4. LOCATION AND ELEVATION OF STORM DRAIN STRUCTURES IN 8 YARD ARE BASED ON FINAL DESIGN PLANS TITLED "SAN BERNARDINO ASSOCIATED GOVERNMENTS - SYSTEM MAINTENANCE FACILITY EXPANSION," DATED NOVEMBER 28, 2011, PROVIDED BY HEB ENGINEERING, INC.
  5. SEE DRAINAGE LAYOUT AND PROFILE SHEETS IN SEPARATE PACKAGE FOR PERMANENT DRAINAGE STRUCTURE DESIGN INFORMATION.
  6. SEE SHEET CG-302 FOR PROFILE OF UNDERDRAM FOR EBF EXTENSION.
  7. SEE TYPICAL SECTION 3 ON SHEET CT-302 FOR ADDITIONAL INFORMATION IN AREA OF EBF TRACK EXTENSION.

- SHEET NOTES:**
1. REMOVE TEMPORARY PIPE TO WITHIN 2' OF STRUCTURE, PLUG AND CAP.
  2. TRACK UNDERDRAM PER DETAIL 8 ON SHEET CG-501.
  3. 8" HDPE PIPE.
  4. CLEANSUIT PER DETAIL 4 ON SHEET CG-501.
  5. 2:1 MAXIMUM SLOPE.

- LEGEND:**
- FLOW DIRECTION
  - - - - APPROXIMATE LIMITS OF GRADING
  - EXISTING CONTOURS
  - PROPOSED CONTOURS
  - 1025 --- EXISTING SPOT ELEVATIONS
  - UNDERDRAM PIPE
  - 50 --- STORM DRAIN PIPE
  - --- BOTTOM OF DITCH
  - DITCH FLOW LINE
  - RFP MAP



8-22-2012  
**100% SUBMITTAL**  
**BNSF**  
 CALIFORNIA DIVISION  
 SAN BERNARDINO SUBDIVISION  
 MP 1.8 TO UP 2.3  
 LINE SEGMENT 1602

MATCH LINE 8 YARD LEAD STA 112+00 SEE SHEET CG-301

96

**Underground Service Alert**

Call: TOLL FREE  
 1-800  
 422-4133

TWO WORKING DAYS BEFORE YOU DIG

**BENCHMARK**

SEE  
 GENERAL NOTES  
 SHEET FOR  
 BENCHMARK  
 INFORMATION

**SANBAG**

SAN BERNARDINO  
 ASSOCIATED GOVERNMENTS

1170 WEST THIRD STREET  
 SAN BERNARDINO, CA 92410  
 (909) 384-6276  
 www.sanbag.ca.gov

**CITY OF COLTON**

PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT

PREPARED BY: [Signature]

8 1/2" X 11" CENTRE DRIVE  
 COLTON, CA 92407

DATE: 8/17/2012

PRINCIPAL ENGINEER R.C.E. NO. 79460 DATE

NAME: AMER JAKHER  
 R.C.E. 50932

CITY ENGINEER

EXPIRES 9-30-15

APPROVED: [Signature]

DATE: [Blank]

PLAN NO. 1282-1

REVISIONS

NO.	DATE	APP.
1	8-22-12	[Signature]

**LAUREL STREET GRADE REPAIR AND  
 GRADING AND DRAINAGE PLAN  
 POST-CONSTRUCTION PHASE**

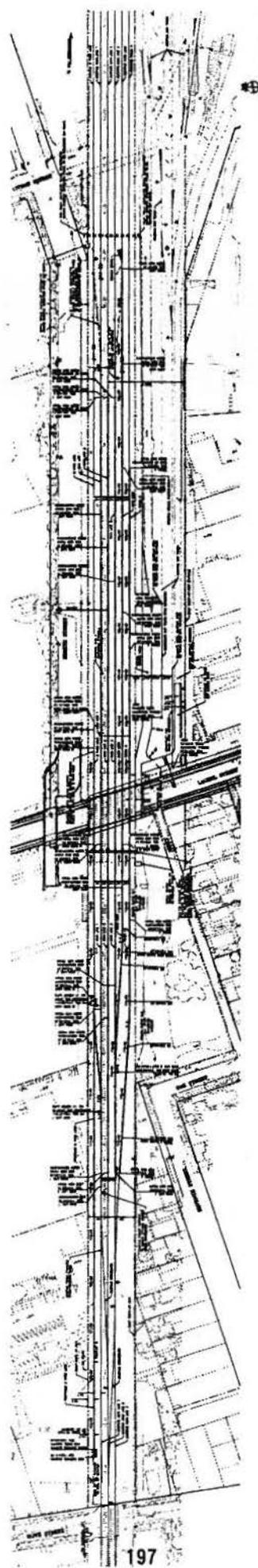
ADDRESS: COLTON, CA 92424

CC-202

SHEET 37 OF 43

IF THIS DRAWING IS LESS THAN 24" X 36" IT IS A REDUCED SIZE DRAWING

PLANNING  
DESIGN  
CONSTRUCTION



PROJECT NO. 100-100000-01  
SHEET NO. 100-100000-01-100  
DATE 10/1/00

PREPARED BY: [Name]  
CHECKED BY: [Name]  
APPROVED BY: [Name]

SCALE: 1" = 100'

DATE: 10/1/00

PROJECT TITLE: [Title]



- 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:** March 14, 2013

**Subject:** Measure I Valley Major Street Program Allocation Planning for Fiscal Year 2013/2014

**Recommendation:\*** That the following be reviewed and recommended for final approval by the Board of Directors at a regularly scheduled Board meeting:

Approve the following amounts for consideration in the SANBAG Fiscal Year 2013/2014 budget for the Valley Major Street Arterial Sub-program and the Valley Major Street Project Advancement Program, which includes an increased allocation of \$6,706,320 to the Major Street Project Advancement Program from the Major Street Arterial Sub-program:

- Arterial Sub-program: \$2,297,670
- Major Street Project Advancement Program: \$15,665,520

**Background:** SANBAG staff is engaged in the allocation planning process for Fiscal Year 2013/2014. This process provides information for use by both SANBAG and its member agencies in preparation of their capital budgets. One of the allocation planning activities is to determine how much funding should be assigned for local jurisdiction use in the Valley Major Street Arterial Sub-program and Valley Major Street Arterial Project Advancement Agreement (PAA) Program.

\*

*Approved*  
 Metro Valley Study Session

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

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

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

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

COG		CTC		CTA	X	SAFE		CMA	
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Check all that apply.

MVSS1303a-cs

<http://portal.sanbag.ca.gov/mgmt/committee/mvss/mvss2013/mvss1303/AgendaItems/MVSS1303a1-cs.xlsx>

Arterial PAAs were entered into for projects that were initiating construction prior to January 31, 2009, and eligible for reimbursement from the Major Streets Program. The local agencies advanced the funds necessary to complete the projects and are reimbursed the public share of project costs over time. Approximately \$84 million was committed to the Arterial PAA program, and the remaining balance at Fiscal Year 2013/2014 is estimated at \$60 million.

The Valley Major Street Program receives 20% of the Valley Measure I revenue. Allocation to the Arterial PAA program is taken off the top, and the remaining revenue is allocated to two sub-programs with the grade separation sub-program receiving 33% of the remaining program funds and the arterial sub-program receiving 67%. The Valley Arterial PAA program was allocated 40% of the projected Measure I Valley Major Street revenue for the first two years of Measure I 2010-2040.

In early 2012, SANBAG staff conducted an analysis and found that only approximately 15% of the allocated arterial funds had been invoiced in Fiscal Year 2010/2011. As a result, staff recommended and the SANBAG Board approved increasing the Fiscal Year 2012/2013 Arterial PAA allocation by an amount equal to the unused Fiscal Year 2010/2011 Arterial Sub-program allocation to facilitate accelerated payoff of the Arterial PAA program. The Arterial Sub-program is still experiencing a low level of invoicing. As such, staff is recommending that the Fiscal Year 2013/2014 Arterial PAA allocation be increased by \$6,706,320, which is equal to the unexpended Fiscal Year 2011/2012 Arterial Sub-program allocation balance that is not immediately needed.

SANBAG staff presented the PAA adjustment proposal to the Transportation Technical Advisory Committee (TTAC) on February 4, 2013. Jurisdictions were provided with an opportunity to inform SANBAG staff of forthcoming invoices, and these forecasts of pending invoices were taken into consideration. The County and Upland requested that their Fiscal Year 2013/2014 Arterial Sub-program allocations not be decreased. The proposed allocation amounts reflect this request. Discussions with TTAC members indicated several reasons for the low level of invoicing such as: project schedules may have slipped due to issues faced in project development; right of way acquisition; lack of available development share; or jurisdictions are waiting to proceed with their larger projects until more funding has been accumulated.

The benefit of this proposal is that the Arterial PAA reimbursements to local jurisdictions can proceed more quickly, with the expectation that the reimbursements could be applied to the delivery of additional projects in each of those jurisdictions. Concern was expressed by several jurisdictions that this action

may put their future allocations at risk or delay access to those allocations. However, the Measure I Strategic Plan contains several protections:

- Jurisdictions are guaranteed an “equitable share” of the arterial program funds over the life of the Measure.
- The funds are being retained within the Valley Major Street Program.
- If additional allocations are required to meet arterial (non-PAA) project needs in subsequent years, the Arterial PAA reimbursements can be allocated less than 40%.
- Mid-year adjustments to allocations could be approved.

The proposed Fiscal Year 2013/2014 Measure I Valley Arterial Sub-program allocations, as well as the allocations that were approved in the first three years of Measure I 2010-2040, are shown in Table 1. Each jurisdiction will have access to the cumulative total, minus what they have already invoiced. An expanded table showing how the recommended arterial allocations were derived is provided in Attachment 1. This more detailed table was reviewed with the TTAC. The Fiscal Year 2013/2014 proposed allocation to the Arterial Sub-program is \$2,297,670. The Arterial Sub-program allocation would have been approximately \$9 million without the proposed increased allocation to the Arterial PAA program.

The Arterial PAA allocation for the Major Street program reflects an increase of \$6,706,320 over the 40% allocation level of \$8,959,200 bringing the total recommended Fiscal Year 2013/2014 Arterial PAA allocation to \$15,665,520. This will enable SANBAG to go farther down the chronological list of local agency invoices to be reimbursed. The impact to the Arterial PAA program is provided in Table 2, actual amounts may change slightly before reimbursement begins pending final invoice review.

Additionally, as a result of the Fiscal Year 2011/2012 sales tax revenue coming in higher than projected, both the Fiscal Year 2013/2014 Arterial Sub-program allocation and the Arterial PAA allocation have been increased to incorporate this additional revenue.

The Measure I Strategic Plan anticipated the need to under-allocate to certain jurisdictions in any given year and over-allocate to other jurisdictions based on the fluctuation in project delivery schedules. It was designed to optimize the use of the available funds for the Major Street Program and expedite project delivery, while providing assurances that each jurisdiction would receive its equitable share. The objective is to put the funds to work, not retain them in SANBAG accounts. These policies and the Major Street allocation proposal in this agenda item are consistent with that objective.

**Table 1**  
**Fiscal Year 13/14 Measure I Major Street Arterial Program & Project Advancement Agreement Program Allocation Proposal**  
**(Dollars are in \$1,000s)**

Jurisdiction	Equitable Share	Approved FY 10/11 Allocation	Approved FY 11/12 Allocation	Approved Adjusted FY12/13 Allocation	FY 13/14 Allocation*	Proposed FY13/14 Allocation (PAA Adjustment equal to un-invoiced 11/12 funds)	Agency balance for PAA adjustment done in FY12/13	Proposed PAA adjustment for FY13/14	Proposed Total PAA adjustment through FY13/14
Chino	7.60%	\$482.68	\$638.40	\$158.39	\$684.30	\$45.90	\$ 482.68	\$638.40	\$ 1,121.08
Chino Hills	2.20%	\$139.72	\$184.80	\$45.85	\$198.09	\$13.29	\$ 139.72	\$184.80	\$ 324.52
Colton	2.50%	\$158.78	\$210.00	\$52.10	\$225.10	\$15.10	\$ 158.78	\$210.00	\$ 368.78
Fontana	19.50%	\$1,238.45	\$1,638.00	\$786.17	\$1,755.78	\$528.35	\$ 858.69	\$1,227.43	\$ 2,086.12
Grand Terrace	1.40%	\$88.91	\$117.60	\$29.18	\$126.06	\$8.46	\$ 88.91	\$117.60	\$ 206.51
Highland	6.80%	\$431.87	\$571.20	\$141.72	\$612.27	\$41.07	\$ 431.87	\$571.20	\$ 1,003.07
Loma Linda	4.10%	\$260.39	\$344.40	\$85.45	\$369.16	\$24.76	\$ 260.39	\$344.40	\$ 604.79
Montclair	0.60%	\$38.11	\$50.40	\$22.50	\$54.02	\$9.93	\$ 28.11	\$44.09	\$ 72.20
Ontario	12.30%	\$781.17	\$1,033.20	\$434.90	\$1,107.49	\$74.29	\$ 602.63	\$1,033.20	\$ 1,635.83
Rancho Cucamonga	5.10%	\$323.90	\$428.40	\$430.19	\$459.20	\$30.80	\$ 30.00	\$428.40	\$ 458.40
Redlands	4.90%	\$311.20	\$411.60	\$102.12	\$441.20	\$29.60	\$ 311.20	\$411.60	\$ 722.80
Rialto	3.90%	\$247.69	\$327.60	\$81.28	\$351.16	\$23.56	\$ 247.69	\$327.60	\$ 575.29
San Bernardino	7.90%	\$501.73	\$663.60	\$164.65	\$711.32	\$47.72	\$ 501.73	\$663.60	\$ 1,165.33
Upland	2.30%	\$146.07	\$193.20	\$47.94	\$207.09	\$207.09	\$ 146.07	\$0.00	\$ 146.07
Yucaipa	6.00%	\$381.06	\$504.00	\$506.11	\$540.24	\$36.24	\$ -	\$504.00	\$ 504.00
County**	12.90%	\$819.28	\$1,083.60	\$1,088.14	\$1,161.52	\$1,161.52	\$ -	\$0.00	\$ -
<b>Arterial Allocation (67% after PAA set-aside)</b>	100.00%	\$6,351.00	\$8,400.00	\$4,176.71	\$9,004.00	\$2,297.67	\$4,288.47		
<b>PAA set-aside (40% off top)</b>		\$5,293.00	\$6,970.00	\$7,664.00	\$8,959.20	\$8,959.20			
<b>PAA adjustment</b>		\$0	\$0	\$4,869,250	\$0	\$6,706.32		\$6,706.32	\$ 10,994.79
<b>Total Arterial PAA Allocation</b>		\$5,293.00	\$6,970.00	\$12,533.25	\$8,959.20	\$15,665.52			

\* Actual FY11/12 revenues were higher than estimates; the excess funds are incorporated into the FY13/14 allocation amounts.

\*\*Jurisdiction indicated that they anticipate using their full FY13/14 allocation amount.

**Table 2**  
**Impact to Arterial Project Advancement Agreement Program for the both Fiscal Year 13/14 Allocation Amounts\***  
 (Dollars are in \$1,000s)

Jurisdiction	Total PAA Amount	FY 13/14 Estimated Remaining Balance	FY 13/14 Allocation without Adjustment	FY 13/14 Balance without Adjustment	FY 13/14 Allocation with Adjustment	FY 13/14 Balance with Adjustment
Chino	\$5,777	\$3,857	\$443	\$3,414	\$443	\$3,414
Chino Hills	\$8,203	\$7,413	\$2,152	\$5,261	\$3,636	\$3,777
Fontana	\$44,286	\$30,973	\$3,885	\$27,088	\$8,519	\$22,454
Highland	\$523	\$434	\$141	\$293	\$180	\$254
Rancho Cucamonga	\$21,178	\$15,462	\$1,843	\$13,619	\$1,864	\$13,598
Rialto	\$914	\$16	\$1	\$15	\$1	\$15
Yucaipa	\$3,193	\$1,809	\$494	\$1,315	\$1,022	\$787
<b>Total</b>	<b>\$84,073</b>	<b>\$59,965</b>	<b>\$8,959</b>	<b>\$51,005</b>	<b>\$15,665</b>	<b>\$44,299</b>

\*Amounts provided in table are estimates. Jurisdictions will be notified by SANBAG of reimbursement amounts.

**Financial Impact:** Preparation of these analyses is consistent with the Fiscal Year 2012/2013 SANBAG Budget, Task No. 0515.

**Reviewed By:** This item is not scheduled for review by any other policy committee. This item was reviewed by the Transportation Technical Advisory Committee on February 4, 2013.

**Responsible Staff:** Carrie Schindler, Chief of Fund Administration and Programming

**ATTACHMENT**

**FY 13/14 Measure I Major Street Arterial Program & Project Advancement Agreement Program Allocation Proposal (Dollars are in \$1,000s)**

Overview of Major Street Arterial Program								FY 13/14 PAA Adjustment of unused FY11/12 allocations							Total PAA Adjustment		
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Jurisdiction	Equitable Share	Approved FY 10/11 Allocation	Approved FY 11/12 Allocation	Approved Adjusted FY 12/13 Allocation	Cumulative Allocation (FY 10/11 - 12/13)	Arterial Invoicing to through Dec 2012	Cumulative Balance, FY 10/11 - FY 12/13 less Invoicing	FY 11/12 Invoicing	FY 11/12 Remaining Balance	FY 13/14 Allocation "by formula"	FY 13/14 Allocation with excess FY 11/12 Revenue*	Proposed FY 13/14 Allocation (PAA Adjustment equal to un-invoiced 11/12 funds)	Cumulative Allocation through 13/14 with 11/12 PAA adjustment	Cumulative Allocation through 13/14 without 11/12 PAA adjustment	Agency balance for PAA adjustment done in FY 12/13	Proposed PAA adjustment for 13/14	Proposed Total PAA adjustment through 13/14
Chino	7.60%	\$482.68	\$638.40	\$158.39	\$1,279.47	\$ -	\$1,279.47		\$638.40	\$658.10	\$684.30	\$45.90	\$1,325.37	\$1,963.77	\$ 482.68	\$638.40	\$ 1,121.08
Chino Hills	2.20%	\$139.72	\$184.80	\$45.85	\$370.37	\$ -	\$370.37		\$184.80	\$189.92	\$198.09	\$13.29	\$383.66	\$568.46	\$ 139.72	\$184.80	\$ 324.52
Colton	2.50%	\$158.78	\$210.00	\$52.10	\$420.88	\$ -	\$420.88		\$210.00	\$215.82	\$225.10	\$15.10	\$435.98	\$645.98	\$ 158.78	\$210.00	\$ 368.78
Fontana	19.50%	\$1,238.45	\$1,638.00	\$786.17	\$3,662.62	\$ 947.92	\$2,714.70	\$410.57	\$1,227.43	\$1,683.43	\$1,755.78	\$528.35	\$4,190.97	\$5,418.40	\$ 858.69	\$1,227.43	\$ 2,086.12
Grand Terrace	1.40%	\$88.91	\$117.60	\$29.18	\$235.69	\$ 55.00	\$180.69		\$117.60	\$120.86	\$126.06	\$8.46	\$244.15	\$361.75	\$ 88.91	\$117.60	\$ 206.51
Highland	6.80%	\$431.87	\$571.20	\$141.72	\$1,144.79	\$ -	\$1,144.79		\$571.20	\$587.04	\$612.27	\$41.07	\$1,185.86	\$1,757.06	\$ 431.87	\$571.20	\$ 1,003.07
Loma Linda	4.10%	\$260.39	\$344.40	\$85.45	\$690.24	\$ -	\$690.24		\$344.40	\$353.95	\$369.16	\$24.76	\$715.00	\$1,059.40	\$ 260.39	\$344.40	\$ 604.79
Montclair	0.60%	\$38.11	\$50.40	\$22.50	\$111.01	\$ 6.31	\$104.70	\$6.31	\$44.09	\$51.80	\$54.02	\$9.93	\$120.94	\$165.03	\$ 28.11	\$44.09	\$ 72.20
Ontario	12.30%	\$781.17	\$1,033.20	\$434.90	\$2,249.27	\$ 178.54	\$2,070.73		\$1,033.20	\$1,061.85	\$1,107.49	\$74.29	\$2,323.56	\$3,356.76	\$ 602.63	\$1,033.20	\$ 1,635.83
Rancho Cucamonga	5.10%	\$323.90	\$428.40	\$430.19	\$1,182.49	\$ 649.94	\$532.55		\$428.40	\$440.28	\$459.20	\$90.80	\$1,213.29	\$1,641.69	\$ 30.00	\$428.40	\$ 458.40
Redlands	4.90%	\$311.20	\$411.60	\$102.12	\$824.92	\$ -	\$824.92		\$411.60	\$423.01	\$441.20	\$29.60	\$854.52	\$1,266.12	\$ 311.20	\$411.60	\$ 722.80
Rialto	3.90%	\$247.69	\$327.60	\$81.28	\$656.57	\$ -	\$656.57		\$327.60	\$336.89	\$351.16	\$23.56	\$680.13	\$1,007.73	\$ 247.69	\$327.60	\$ 575.29
San Bernardino	7.90%	\$501.73	\$663.60	\$164.65	\$1,329.98	\$ -	\$1,329.98		\$663.60	\$682.00	\$711.32	\$47.72	\$1,377.70	\$2,041.30	\$ 501.73	\$663.60	\$ 1,165.33
Upland**	2.30%	\$146.07	\$193.20	\$47.94	\$387.21	\$ -	\$387.21		\$193.20	\$198.56	\$207.09	\$207.09	\$594.30	\$594.30	\$ 146.07	\$0.00	\$ 146.07
Yucaipa	6.00%	\$381.06	\$504.00	\$506.11	\$1,391.17	\$ 381.06	\$1,010.11		\$504.00	\$517.98	\$540.24	\$38.24	\$1,427.41	\$1,931.41	\$ -	\$504.00	\$ 504.00
County**	12.90%	\$819.28	\$1,083.60	\$1,088.14	\$2,991.02	\$ 464.32	\$2,526.70	\$269.87	\$813.73	\$1,113.65	\$1,161.52	\$1,161.52	\$4,152.54	\$4,152.54	\$ -	\$0.00	\$ -
Arterial Allocation (57% after PAA set-aside)	100.00%	\$6,351.00	\$8,400.00	\$4,176.71	\$18,927.71	\$2,683.10	\$16,244.60	\$688.75	\$7,713.25	\$7,702.32	\$9,004.00	\$2,297.67	\$21,225.37	\$27,931.70	\$ 4,288.47		
PAA set-aside (40% off top)		\$5,293.00	\$6,970.00	\$7,664.00	\$19,927.00	n/a	n/a			\$ 8,590.00	\$ 8,959.20	\$ 8,959.20	\$28,886.20	\$28,886.20			
PAA adjustment		n/a	n/a	\$3,525.61	\$3,525.61	n/a	n/a					\$8,706.32	\$10,231.93	\$3,525.61		\$6,706.32	\$ 10,994.79
<b>Total Arterial Program</b>		\$11,644.00	\$15,370.00	\$15,366.32	\$42,380.32	n/a	n/a			\$16,292.32	\$17,963.20	\$17,963.20	\$60,343.51	\$60,343.51			

\* Excess Funds - Additional funds from actual FY 11/12 revenues (\$16,293) exceeding estimate (\$15,370) by \$923.00 total (\$371.05 arterial/\$369.20 PAA set-aside)

\*\*Jurisdiction indicated that they were anticipating using their full FY13/14 allocation amount.

MVSS1303a1-cs

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
IIEP	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
VTA	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