

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. 3rd Street, 2nd 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. 3rd Street, 2nd 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. 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. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd 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. 3rd Street, 2nd Floor, San Bernardino and our website: 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 |

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Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

Check all that apply.
 MVSS1303z-gc

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|-------------|--------|--|--|
| 3-A (Cont.) | C12224 | | <p>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.</p> |
| 3-B | C09196 | <p>Skanska/Rados Joint Venture <i>Chad Mathes</i></p> | <p>All American Asphalt Anderson Drilling CGO Construction Chrisp Company Coffman Specialties Cleveland Wrecking CMC Fontana Steel D C Hubbs Dywidag-Systems Int. Elmore Pipe Jacking Foundation Pile Inc. Gerco Contracting Giken America Corp. Robert B. Longway Malcolm Drilling Co, Inc. Merli Concrete Pumping</p> |

| | | | |
|-------------|--------|--|---|
| 3-B (Cont.) | C09196 | | <p>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</p> |
| 3-C | C12196 | <p>Ortiz Enterprises, Inc. <i>Patrick Ortiz</i></p> | <p>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</p> |

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|-----|--------|--|--|
| 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 |
|--|-----|-----|-------|-------|-----|------|------|-----|------|-----|-----|-----|
| Gary Ovitt Board of Supervisors | X | X | | | | | | | | | | |
| James Ramos Board of Supervisors | X | X | | | | | | | | | | |
| Janice Rutherford Board of Supervisors | X | X | | | | | | | | | | |
| Josie Gonzales Board of Supervisors | | | | | | | | | | | | |
| Robert Lovingood Board of Supervisors | X | X | | | | | | | | | | |
| Cari Thomas City of Adelanto | | | | | | | | | | | | |
| Curt Emick Town of Apple Valley | | | | | | | | | | | | |
| Julie McIntyre City of Barstow | | | | | | | | | | | | |
| Bill Jahn City of Big Bear Lake | X | X | | | | | | | | | | |
| Dennis Yates City of Chino | X | X | | | | | | | | | | |
| Ed Graham City of Chino Hills | X | X | | | | | | | | | | |
| Frank Navarro City of Colton | | X | | | | | | | | | | |
| Michael Tahan City of Fontana | X | X | | | | | | | | | | |
| Walt Stanckiewicz City of Grand Terrace | X | X | | | | | | | | | | |
| Mike Leonard City of Hesperia | | X | | | | | | | | | | |
| Larry McCallon 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.
 MVSSat13 Page 1 of 2

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD - 2013

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

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).

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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.

- 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).

Board Metro Valley Study Session Agenda Item

March 14, 2013

Page 3

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.

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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 Ranchero 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 Actual | 2011-2012 Actual | 2012-2013 Revised Budget | 2013-2014 Budget |
|------------------------------|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | <u>1,352,748</u> | <u>844,847</u> | <u>9,156,934</u> | <u>11,178,221</u> |
| Funding Sources | | | | |
| MSI Valley Admin | | | | 98,878 |
| MSI Valley Fund-Arterials | | | | 11,079,343 |
| Total Funding Sources | | | | <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 Coho, 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 | <u>3,291,808</u> | <u>3,370,637</u> | <u>1,478,995</u> | <u>731,312</u> |

Funding Sources

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

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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> |
| Funding Sources | | | | |
| 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 |
|--|-------------------------|-------------------------|-----------------------------|-------------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | <u>3,845,554</u> | <u>3,442,796</u> | <u>5,182,298</u> | <u>5,814,656</u> |

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 |
| Total Funding Sources | <u>5,814,656</u> |

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 (1-15) 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 | 142,984 | 645,101 | 87,484 | - |
| Funding Sources | | | | |
| Total Funding Sources | | | - | - |

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

| | 2010-2011 Actual | 2011-2012 Actual | 2012-2013 Revised Budget | 2013-2014 Budget |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 | - |
| Total Expenditures | <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 | | | | <u>18,706</u> |

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 | - |
| Total Expenditures | <u>2,811,286</u> | <u>1,270,700</u> | <u>3,298,494</u> | <u>1,001,450</u> |

Funding Sources

MSI 1990-Valley Fund-Major Projects

Total Funding Sources

1,001,450

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | 435,038 | 1,103,066 | 4,123,966 | 5,415,319 |
| Funding Sources | | | | |
| MSI Valley Fund-Freeway Projects | | | | 5,415,319 |
| Total Funding Sources | | | | 5,415,319 |

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 | FY 2014/2015 | Description |
|--------------|--------------|--------------|--------------|------------------------|
| 100-100-0000 | 1,000,000 | 1,000,000 | 1,000,000 | Administrative |
| 100-100-0001 | 2,000,000 | 2,000,000 | 2,000,000 | Information Technology |
| 100-100-0002 | 3,000,000 | 3,000,000 | 3,000,000 | Professional Services |
| 100-100-0003 | 4,000,000 | 4,000,000 | 4,000,000 | Construction |
| 100-100-0004 | 5,000,000 | 5,000,000 | 5,000,000 | Capital Equipment |
| 100-100-0005 | 6,000,000 | 6,000,000 | 6,000,000 | Travel |
| 100-100-0006 | 7,000,000 | 7,000,000 | 7,000,000 | Printing |
| 100-100-0007 | 8,000,000 | 8,000,000 | 8,000,000 | Telephone |
| 100-100-0008 | 9,000,000 | 9,000,000 | 9,000,000 | Postage |
| 100-100-0009 | 10,000,000 | 10,000,000 | 10,000,000 | Insurance |
| 100-100-0010 | 11,000,000 | 11,000,000 | 11,000,000 | Utilities |
| 100-100-0011 | 12,000,000 | 12,000,000 | 12,000,000 | Security |
| 100-100-0012 | 13,000,000 | 13,000,000 | 13,000,000 | Legal |
| 100-100-0013 | 14,000,000 | 14,000,000 | 14,000,000 | Accounting |
| 100-100-0014 | 15,000,000 | 15,000,000 | 15,000,000 | Human Resources |
| 100-100-0015 | 16,000,000 | 16,000,000 | 16,000,000 | Public Works |
| 100-100-0016 | 17,000,000 | 17,000,000 | 17,000,000 | Police |
| 100-100-0017 | 18,000,000 | 18,000,000 | 18,000,000 | Fire |
| 100-100-0018 | 19,000,000 | 19,000,000 | 19,000,000 | Public Safety |
| 100-100-0019 | 20,000,000 | 20,000,000 | 20,000,000 | Public Health |
| 100-100-0020 | 21,000,000 | 21,000,000 | 21,000,000 | Public Works |
| 100-100-0021 | 22,000,000 | 22,000,000 | 22,000,000 | Police |
| 100-100-0022 | 23,000,000 | 23,000,000 | 23,000,000 | Fire |
| 100-100-0023 | 24,000,000 | 24,000,000 | 24,000,000 | Public Safety |
| 100-100-0024 | 25,000,000 | 25,000,000 | 25,000,000 | Public Health |
| 100-100-0025 | 26,000,000 | 26,000,000 | 26,000,000 | Public Works |
| 100-100-0026 | 27,000,000 | 27,000,000 | 27,000,000 | Police |
| 100-100-0027 | 28,000,000 | 28,000,000 | 28,000,000 | Fire |
| 100-100-0028 | 29,000,000 | 29,000,000 | 29,000,000 | Public Safety |
| 100-100-0029 | 30,000,000 | 30,000,000 | 30,000,000 | Public Health |
| 100-100-0030 | 31,000,000 | 31,000,000 | 31,000,000 | Public Works |
| 100-100-0031 | 32,000,000 | 32,000,000 | 32,000,000 | Police |
| 100-100-0032 | 33,000,000 | 33,000,000 | 33,000,000 | Fire |
| 100-100-0033 | 34,000,000 | 34,000,000 | 34,000,000 | Public Safety |
| 100-100-0034 | 35,000,000 | 35,000,000 | 35,000,000 | Public Health |
| 100-100-0035 | 36,000,000 | 36,000,000 | 36,000,000 | Public Works |
| 100-100-0036 | 37,000,000 | 37,000,000 | 37,000,000 | Police |
| 100-100-0037 | 38,000,000 | 38,000,000 | 38,000,000 | Fire |
| 100-100-0038 | 39,000,000 | 39,000,000 | 39,000,000 | Public Safety |
| 100-100-0039 | 40,000,000 | 40,000,000 | 40,000,000 | Public Health |
| 100-100-0040 | 41,000,000 | 41,000,000 | 41,000,000 | Public Works |
| 100-100-0041 | 42,000,000 | 42,000,000 | 42,000,000 | Police |
| 100-100-0042 | 43,000,000 | 43,000,000 | 43,000,000 | Fire |
| 100-100-0043 | 44,000,000 | 44,000,000 | 44,000,000 | Public Safety |
| 100-100-0044 | 45,000,000 | 45,000,000 | 45,000,000 | Public Health |
| 100-100-0045 | 46,000,000 | 46,000,000 | 46,000,000 | Public Works |
| 100-100-0046 | 47,000,000 | 47,000,000 | 47,000,000 | Police |
| 100-100-0047 | 48,000,000 | 48,000,000 | 48,000,000 | Fire |
| 100-100-0048 | 49,000,000 | 49,000,000 | 49,000,000 | Public Safety |
| 100-100-0049 | 50,000,000 | 50,000,000 | 50,000,000 | Public Health |
| 100-100-0050 | 51,000,000 | 51,000,000 | 51,000,000 | Public Works |
| 100-100-0051 | 52,000,000 | 52,000,000 | 52,000,000 | Police |
| 100-100-0052 | 53,000,000 | 53,000,000 | 53,000,000 | Fire |
| 100-100-0053 | 54,000,000 | 54,000,000 | 54,000,000 | Public Safety |
| 100-100-0054 | 55,000,000 | 55,000,000 | 55,000,000 | Public Health |
| 100-100-0055 | 56,000,000 | 56,000,000 | 56,000,000 | Public Works |
| 100-100-0056 | 57,000,000 | 57,000,000 | 57,000,000 | Police |
| 100-100-0057 | 58,000,000 | 58,000,000 | 58,000,000 | Fire |
| 100-100-0058 | 59,000,000 | 59,000,000 | 59,000,000 | Public Safety |
| 100-100-0059 | 60,000,000 | 60,000,000 | 60,000,000 | Public Health |
| 100-100-0060 | 61,000,000 | 61,000,000 | 61,000,000 | Public Works |
| 100-100-0061 | 62,000,000 | 62,000,000 | 62,000,000 | Police |
| 100-100-0062 | 63,000,000 | 63,000,000 | 63,000,000 | Fire |
| 100-100-0063 | 64,000,000 | 64,000,000 | 64,000,000 | Public Safety |
| 100-100-0064 | 65,000,000 | 65,000,000 | 65,000,000 | Public Health |
| 100-100-0065 | 66,000,000 | 66,000,000 | 66,000,000 | Public Works |
| 100-100-0066 | 67,000,000 | 67,000,000 | 67,000,000 | Police |
| 100-100-0067 | 68,000,000 | 68,000,000 | 68,000,000 | Fire |
| 100-100-0068 | 69,000,000 | 69,000,000 | 69,000,000 | Public Safety |
| 100-100-0069 | 70,000,000 | 70,000,000 | 70,000,000 | Public Health |
| 100-100-0070 | 71,000,000 | 71,000,000 | 71,000,000 | Public Works |
| 100-100-0071 | 72,000,000 | 72,000,000 | 72,000,000 | Police |
| 100-100-0072 | 73,000,000 | 73,000,000 | 73,000,000 | Fire |
| 100-100-0073 | 74,000,000 | 74,000,000 | 74,000,000 | Public Safety |
| 100-100-0074 | 75,000,000 | 75,000,000 | 75,000,000 | Public Health |
| 100-100-0075 | 76,000,000 | 76,000,000 | 76,000,000 | Public Works |
| 100-100-0076 | 77,000,000 | 77,000,000 | 77,000,000 | Police |
| 100-100-0077 | 78,000,000 | 78,000,000 | 78,000,000 | Fire |
| 100-100-0078 | 79,000,000 | 79,000,000 | 79,000,000 | Public Safety |
| 100-100-0079 | 80,000,000 | 80,000,000 | 80,000,000 | Public Health |
| 100-100-0080 | 81,000,000 | 81,000,000 | 81,000,000 | Public Works |
| 100-100-0081 | 82,000,000 | 82,000,000 | 82,000,000 | Police |
| 100-100-0082 | 83,000,000 | 83,000,000 | 83,000,000 | Fire |
| 100-100-0083 | 84,000,000 | 84,000,000 | 84,000,000 | Public Safety |
| 100-100-0084 | 85,000,000 | 85,000,000 | 85,000,000 | Public Health |
| 100-100-0085 | 86,000,000 | 86,000,000 | 86,000,000 | Public Works |
| 100-100-0086 | 87,000,000 | 87,000,000 | 87,000,000 | Police |
| 100-100-0087 | 88,000,000 | 88,000,000 | 88,000,000 | Fire |
| 100-100-0088 | 89,000,000 | 89,000,000 | 89,000,000 | Public Safety |
| 100-100-0089 | 90,000,000 | 90,000,000 | 90,000,000 | Public Health |
| 100-100-0090 | 91,000,000 | 91,000,000 | 91,000,000 | Public Works |
| 100-100-0091 | 92,000,000 | 92,000,000 | 92,000,000 | Police |
| 100-100-0092 | 93,000,000 | 93,000,000 | 93,000,000 | Fire |
| 100-100-0093 | 94,000,000 | 94,000,000 | 94,000,000 | Public Safety |
| 100-100-0094 | 95,000,000 | 95,000,000 | 95,000,000 | Public Health |
| 100-100-0095 | 96,000,000 | 96,000,000 | 96,000,000 | Public Works |
| 100-100-0096 | 97,000,000 | 97,000,000 | 97,000,000 | Police |
| 100-100-0097 | 98,000,000 | 98,000,000 | 98,000,000 | Fire |
| 100-100-0098 | 99,000,000 | 99,000,000 | 99,000,000 | Public Safety |
| 100-100-0099 | 100,000,000 | 100,000,000 | 100,000,000 | Public Health |
| 100-100-0100 | 101,000,000 | 101,000,000 | 101,000,000 | Public Works |

Major Project Delivery Program

Task 0826 Interstate 10 Cherry/Citrus Interchanges

| | 2010-2011 Actual | 2011-2012 Actual | 2012-2013 Revised Budget | 2013-2014 Budget |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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> |
|--|-----------------------------|-----------------------------|-------------------------------------|-----------------------------|
| Expenditures | | | | |
| 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> |
| Funding Sources | | | | |
| 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</u> Actual | <u>2011-2012</u> Actual | <u>2012-2013</u> Revised Budget | <u>2013-2014</u> Budget |
|--|----------------------------|----------------------------|------------------------------------|----------------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | <u><u>53,235</u></u> | <u><u>64,882</u></u> | <u><u>366,579</u></u> | <u><u>8,036</u></u> |
| Funding Sources | | | | |
| MSI 1990-Valley Fund-Major Projects | | | | 8,036 |
| Total Funding Sources | | | | <u><u>8,036</u></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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | 4,471,444 | 494,831 | 2,976,919 | 107,536 |
| 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 5th 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 |
|--|--------------------------|--------------------------|-----------------------------|--------------------------|
| Expenditures | | | | |
| 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | 387,479 | 627,741 | 10,771,111 | 24,025,749 |
| 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 |
| Total Funding Sources | | | | 24,025,749 |

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 2012/2013 | FY 2013/2014 | FY 2014/2015 |
|----------|--------------|--------------|--------------|
| 10000000 | 10000000 | 10000000 | 10000000 |
| 10000001 | 10000001 | 10000001 | 10000001 |
| 10000002 | 10000002 | 10000002 | 10000002 |
| 10000003 | 10000003 | 10000003 | 10000003 |
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| 10000099 | 10000099 | 10000099 | 10000099 |
| 10000100 | 10000100 | 10000100 | 10000100 |

Major Project Delivery Program

Task 0841 Interstate 10 Riverside Interchange

| | 2010-2011 Actual | 2011-2012 Actual | 2012-2013 Revised Budget | 2013-2014 Budget |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 | 2,824,524 | 3,355,275 | 40,054,394 | 20,923,901 |

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 | 20,923,901 |

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | 435,038 | 1,103,066 | 4,123,966 | 671,556 |

Funding Sources

| | |
|-------------------------------------|----------------|
| MSI Valley Fund-Freeway Projects | 71,556 |
| MSI 1990-Valley Fund-Major Projects | 600,000 |
| Total Funding Sources | 671,556 |

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 | 2,904,675 | 11,155,424 | 9,906,181 | 2,263,718 |

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 | 2,263,718 |

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | 847,512 | 2,920,573 | 4,400,356 | 3,586,296 |
| Funding Sources | | | | |
| Valley Major Street Bond Fund | | | | 3,586,296 |
| Total Funding Sources | | | | 3,586,296 |

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 Actual | 2011-2012 Actual | 2012-2013 Revised Budget | 2013-2014 Budget |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 | 1,309,847 | 2,858,301 | 14,584,715 | 9,326,480 |

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 | 9,326,480 |

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

| | <u>2010-2011 Actual</u> | <u>2011-2012 Actual</u> | <u>2012-2013 Revised Budget</u> | <u>2013-2014 Budget</u> |
|--|-----------------------------|-----------------------------|-------------------------------------|-----------------------------|
| Expenditures | | | | |
| 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> |
| Funding Sources | | | | |
| Traffic Congestion Relief Program | | | | 9,036 |
| 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | <u>391,181</u> | <u>1,594,179</u> | <u>9,904,031</u> | <u>9,129,369</u> |

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 |
| Total Funding Sources | <u>9,129,369</u> |

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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

| | <u>2010-2011 Actual</u> | <u>2011-2012 Actual</u> | <u>2012-2013 Revised Budget</u> | <u>2013-2014 Budget</u> |
|--|-----------------------------|-----------------------------|-------------------------------------|-----------------------------|
| Expenditures | | | | |
| 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> |
| Funding Sources | | | | |
| Valley Major Street Bond Fund | | | | 7,074,093 |
| 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 Actual | 2011-2012 Actual | 2012-2013 Revised Budget | 2013-2014 Budget |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | 1,360,983 | 2,910,413 | 91,530,337 | 20,120,951 |

Funding Sources

| | |
|-------------------------------------|------------|
| Trade Corridor Improvement Fund | 20,000,000 |
| MSI 1990-Valley Fund-Major Projects | 2,209 |
| Local Projects Fund | 118,742 |
| Total Funding Sources | 20,120,951 |

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 | 23,278,713 |
| 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 Actual | 2011-2012 Actual | 2012-2013 Revised Budget | 2013-2014 Budget |
|--|-------------------------|--------------------------|-----------------------------|-------------------------|
| Expenditures | | | | |
| 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> |
| Funding Sources | | | | |
| 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.

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 | | | | 2,208,282 |
| 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | <u>461,191</u> | <u>1,974,108</u> | <u>15,864,368</u> | <u>17,966,703</u> |

Funding Sources

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

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 9th 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 9th 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

| | <u>2010-2011 Actual</u> | <u>2011-2012 Actual</u> | <u>2012-2013 Revised Budget</u> | <u>2013-2014 Budget</u> |
|--|-----------------------------|-----------------------------|-------------------------------------|-----------------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | <u>-</u> | <u>2,014</u> | <u>4,141,173</u> | <u>3,081,456</u> |
| Funding Sources | | | | |
| MSI Valley Fund-Freeway Projects | | | | 3,081,456 |
| Total Funding Sources | | | | <u>3,081,456</u> |

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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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> |

Funding Sources

MSI 1990-Valley Fund-Major Projects

Total Funding Sources

2,408,394

2,408,394

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 5th St and acceleration lane at the 5th 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Funding Sources | | | | |
| 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | 119,489 | 12,860,885 | 28,835,140 | 7,046,057 |

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 |
| Total Funding Sources | 7,046,057 |

TASK: 0890 INTERSTATE 15 RANCHERO ROAD INTERCHANGE

PURPOSE

Improve traffic operations and circulation for current and future demand on Rancho 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 Rancho 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 |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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

| | <u>2010-2011 Actual</u> | <u>2011-2012 Actual</u> | <u>2012-2013 Revised Budget</u> | <u>2013-2014 Budget</u> |
|--|-----------------------------|-----------------------------|-------------------------------------|-----------------------------|
| Expenditures | | | | |
| 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> |
| Funding Sources | | | | |
| 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

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

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

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

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

| | 2010-2011 Actual | 2011-2012 Actual | 2012-2013 Revised Budget | 2013-2014 Budget |
|--|---------------------|---------------------|-----------------------------|---------------------|
| Expenditures | | | | |
| 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 |
| Total Expenditures | <u>-</u> | <u>-</u> | <u>-</u> | <u>869,665</u> |

Funding Sources

| | |
|----------------------------------|----------------|
| Local Projects Fund | 156,000 |
| Valley Fwy Interchange Bond Fund | 713,665 |
| Total Funding Sources | <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> |
|----------------------------------|-----------------------------|-----------------------------|-------------------------------------|-----------------------------|
| Expenditures | | | | |
| Professional Services | - | - | - | 100,000 |
| Total Expenditures | <u>-</u> | <u>-</u> | <u>-</u> | <u>100,000</u> |
| Funding Sources | | | | |
| Local Projects Fund | | | | 30,000 |
| Valley Fwy Interchange Bond Fund | | | | 70,000 |
| Total Funding Sources | | | | <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> |
|----------------------------------|-----------------------------|-----------------------------|-------------------------------------|-----------------------------|
| Expenditures | | | | |
| Professional Services | - | - | - | 100,000 |
| Total Expenditures | <u>-</u> | <u>-</u> | <u>-</u> | <u>100,000</u> |
| Funding Sources | | | | |
| Local Projects Fund | | | | 5,100 |
| Valley Fwy Interchange Bond Fund | | | | 94,900 |
| Total Funding Sources | | | | <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> |
|----------------------------------|-----------------------------|-----------------------------|-------------------------------------|-----------------------------|
| Expenditures | | | | |
| Professional Services | - | - | - | 100,000 |
| Total Expenditures | <u>-</u> | <u>-</u> | <u>-</u> | <u>100,000</u> |
| Funding Sources | | | | |
| 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 | |
|-----|--|-----|---|-----|---|------|--|-----|--|

Check all that apply.

MVSS1303a-pb

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

Attachment: <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmtnt/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

| |
|---|
| Board of Director's Meeting Date: 4/3/13 |
| Overview of BOD Action: Approve Contract Amendment |
| Is this a Sole-Source procurement? <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 | \$ | |
| TOTAL CONTRACT VALUE | \$ | 35,006,611.00 | TOTAL CONTINGENCY VALUE | \$ | |
| TOTAL BUDGET AUTHORITY (contract value + contingency) | | | | | \$ 35,006,611.00 |

| | | |
|--|--|--|
| Contract Start Date 6/4/09 | Current Contract Expiration Date 5/31/13 | Revised Contract Expiration Date 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 |
| <i>Provide Brief Overview of the Overall Funding for the duration of the Contract:</i> This contract will be funded using Measure I and Local Funds. | | | | |
| <input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable | | | | |

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

Paula Beauchamp
 Project Manager (Print Name)

Garry Cahoe
 Task Manager (Print Name)

Andrea Zureick
 Dir. of Fund Admin. & Programming (Print Name)

Jeffery Hill
 Contract Administrator (Print Name)

W. S. ...
 Chief Financial Officer (Print Name)

[Signature] 2/20/13
 Signature Date

[Signature] 2-20-13
 Signature Date

[Signature] 2/20/13
 Signature Date

[Signature] 2/25/13
 Signature Date

[Signature] 2/27/13
 Signature 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. 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.**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____

By: _____

Janice Rutherford, President
SANBAG Board of Directors

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

**Exhibit 1
Contract Attachment B.1**

| On-Site Personnel Classification | 6/13-5/14 | | 3 Year Total (2080hr/yr) |
|--------------------------------------|--------------------|----------------------|-----------------------------|
| | Raw Hourly Rate | | |
| 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 | |
| Total | | \$ 12,924,860 | |

* Non Parsons employee (subconsultant)

Notes:

1 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. 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.

2 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%

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

| Off-Site Personnel-Subconsultants | |
|--|--------------------|
| 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 |
| Estimated 3 Year Total Subconsultants: | \$1,400,000 |

| | |
|--------|-------------------|
| ODC's: | \$ 100,000 |
|--------|-------------------|

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



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

| | | |
|---|--|----------------------------------|
| 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? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain. | | |
| Contract start date is 1 year after the completion of the Ph. 1 improvements | | |

| FINANCIAL INFORMATION | | | | |
|---|--------------------------------------|--------------------------------------|------------------------------------|--|
| <input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0842</u> . | | | | |
| <input type="checkbox"/> A Budget Amendment is required. | | | | |
| How are we funding current FY? N/A | | | | |
| <input type="checkbox"/> Federal Funds | <input type="checkbox"/> State Funds | <input type="checkbox"/> Local Funds | <input type="checkbox"/> TDA Funds | <input type="checkbox"/> Measure I Funds |
| Provide Brief Overview of the Overall Funding for the duration of the Contract: | | | | |
| The payable will be with after an RFA for a maintenance contract. | | | | |
| <input type="checkbox"/> Payable <input type="checkbox"/> Receivable | | | | |

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

Barbara Fortman
 Project Manager (Print Name)

Garry Coho
 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 Coho 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. 4th 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: _____

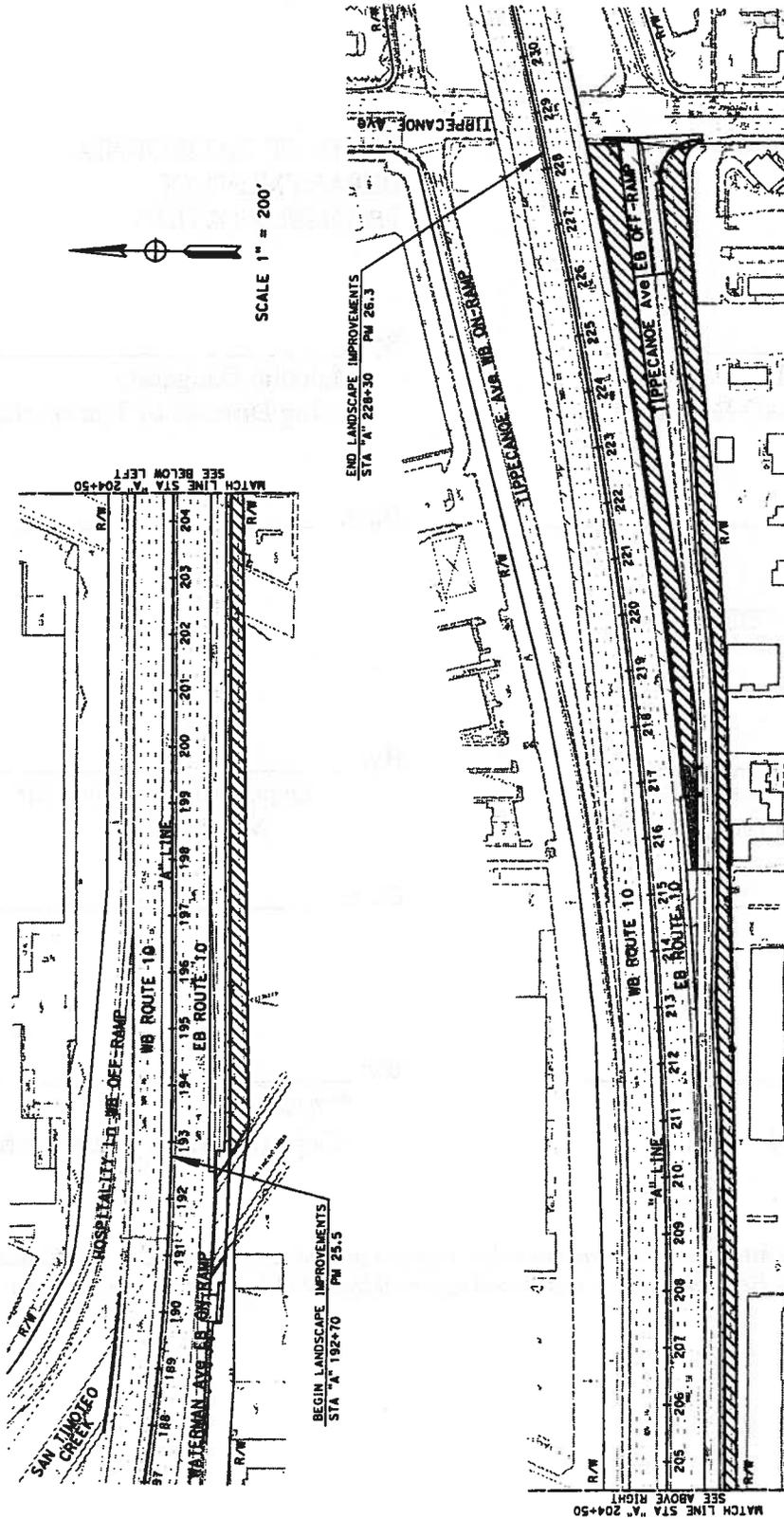
Attest:

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**



| | |
|---------------------------------|---------------|
| DATE: | DECEMBER 2012 |
| SCALE: | AS SHOWN |
| SHEET 1 OF | 1 SHEET |
| EXHIBIT "A" | |
| LANDSCAPE MAINTENANCE AGREEMENT | |
| SIGNATURE: | DATE |
| SANBAG APPROVAL | |
| SIGNATURE: | DATE |
| CALTRANS APPROVAL | |



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

Minute Action

AGENDA ITEM: 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 |
| | | | \$ |
| TOTAL CONTRACT VALUE | \$ | 120,206.08 | TOTAL CONTINGENCY VALUE |
| | | | \$ 30,051.52 |
| TOTAL BUDGET AUTHORITY (contract value + contingency) | | | \$ 150,257.60 |

| | | |
|--------------------------------------|---|---|
| Contract Start Date 4/3/13 | Current Contract Expiration Date 4/3/16 | Revised Contract Expiration Date |
|--------------------------------------|---|---|

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 |
| Gary Cohen | | 2-27-13 |
| Task Manager (Print Name) | Signature | Date |
| Andrea Ureidick | | 2/28/13 |
| Dir. of Fund Admin. & Programming (Print Name) | Signature | Date |
| Jeffery Hill | | 3/11/13 |
| Contract Administrator (Print Name) | Signature | Date |
| | | |
| Chief Financial Officer (Print Name) | Signature | Date |

**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 3rd Street, 2nd 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-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 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 |
| | | | \$ |
| TOTAL CONTRACT VALUE | \$ | 139,790.00 | TOTAL CONTINGENCY VALUE |
| | | | \$ 34,947.50 |
| TOTAL BUDGET AUTHORITY (contract value + contingency) | | | \$ 174,737.50 |

| | | |
|--------------------------------------|---|---|
| Contract Start Date 4/3/13 | Current Contract Expiration Date 4/3/16 | Revised Contract Expiration Date |
|--------------------------------------|---|---|

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

FINANCIAL 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 _____ %

| | | |
|--|---------------|------------------------|
| <u>Dennis Sawyer</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 Turcotte</u> Dif. 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. 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 3rd Street, 2nd 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 | \$ | |
| TOTAL CONTRACT VALUE | \$ | 136,185.53 | TOTAL CONTINGENCY VALUE | \$ | 34,046.38 |
| TOTAL BUDGET AUTHORITY (contract value + contingency) | | | | | \$ 170,231.91 |

| | | |
|---|--|----------------------------------|
| 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 | |
| <i>Provide Brief Overview of the Overall Funding for the duration of the Contract:</i> | | | | | |
| 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 | |
|---|--|
| Check all applicable boxes: | |
| <input type="checkbox"/> Retention? If yes, indicate % _____. | |
| <input type="checkbox"/> Disadvantaged Business Enterprise (DBE) Goal _____ % | |

| | | |
|---|---------------|-----------------|
| DENNIS JAYLOR Project Manager (Print Name) | Signature | 2/27/13 Date |
| Garry Cohoe Task Manager (Print Name) | Signature | 2-27-13 Date |
| Andrea Ureick Dir. of Fund Admin. & Programming (Print Name) | Signature | 2/28/13 Date |
| Jeffery Hill Contract Administrator (Print Name) | Signature | 3/1/13 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 3rd Street, 2nd 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 | |
|-----|--|-----|---|-----|---|------|--|-----|--|

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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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 |
| TOTAL CONTRACT VALUE | \$ | 265,000.00 | TOTAL CONTINGENCY VALUE |
| | | | \$ 0 |
| TOTAL BUDGET AUTHORITY (contract value + contingency) | | | \$ 265,000.00 |

| | | |
|---|---|---|
| Contract Start Date April 3, 2013 | Current Contract Expiration December 30, 2016 | 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>0884</u> . | | | | |
| <input type="checkbox"/> A Budget Amendment is required. | | | | |
| How are we funding current FY? TCRP, UPRR, BNSF, and City of Colton | | | | |
| <input type="checkbox"/> Federal Funds | <input checked="" type="checkbox"/> State Funds | <input checked="" type="checkbox"/> Local Funds | <input type="checkbox"/> TDA Funds | <input type="checkbox"/> Measure I Funds |
| <i>Provide Brief Overview of the Overall Funding for the duration of the Contract:</i> 72.34% TCRP, 7.7% UPRR, 10% BNSF, and 9.96% City of Colton | | | | |
| <input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable | | | | |

| CONTRACT MANAGEMENT INFORMATION | |
|---|--|
| Check all applicable boxes: | |
| <input type="checkbox"/> Retention? If yes, indicate % _____. | |
| <input type="checkbox"/> 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)

2/28/13
Date

[Signature]
Signature

7-28-13
Date

[Signature]
Signature

3/6/13
Date

Signature

Signature

Signature

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:

| | |
|---|---|
| Legal Department Metrolink / SCRRA One Gateway Plaza, 12th Floor Los Angeles, CA 90012 ATTN: General Counsel | SANBAG San Bernardino Associated Governments 1170 W. 3rd Street San Bernardino, CA 92410-1715 ATTN: Executive Director CC: General Counsel |
|---|---|

- 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:

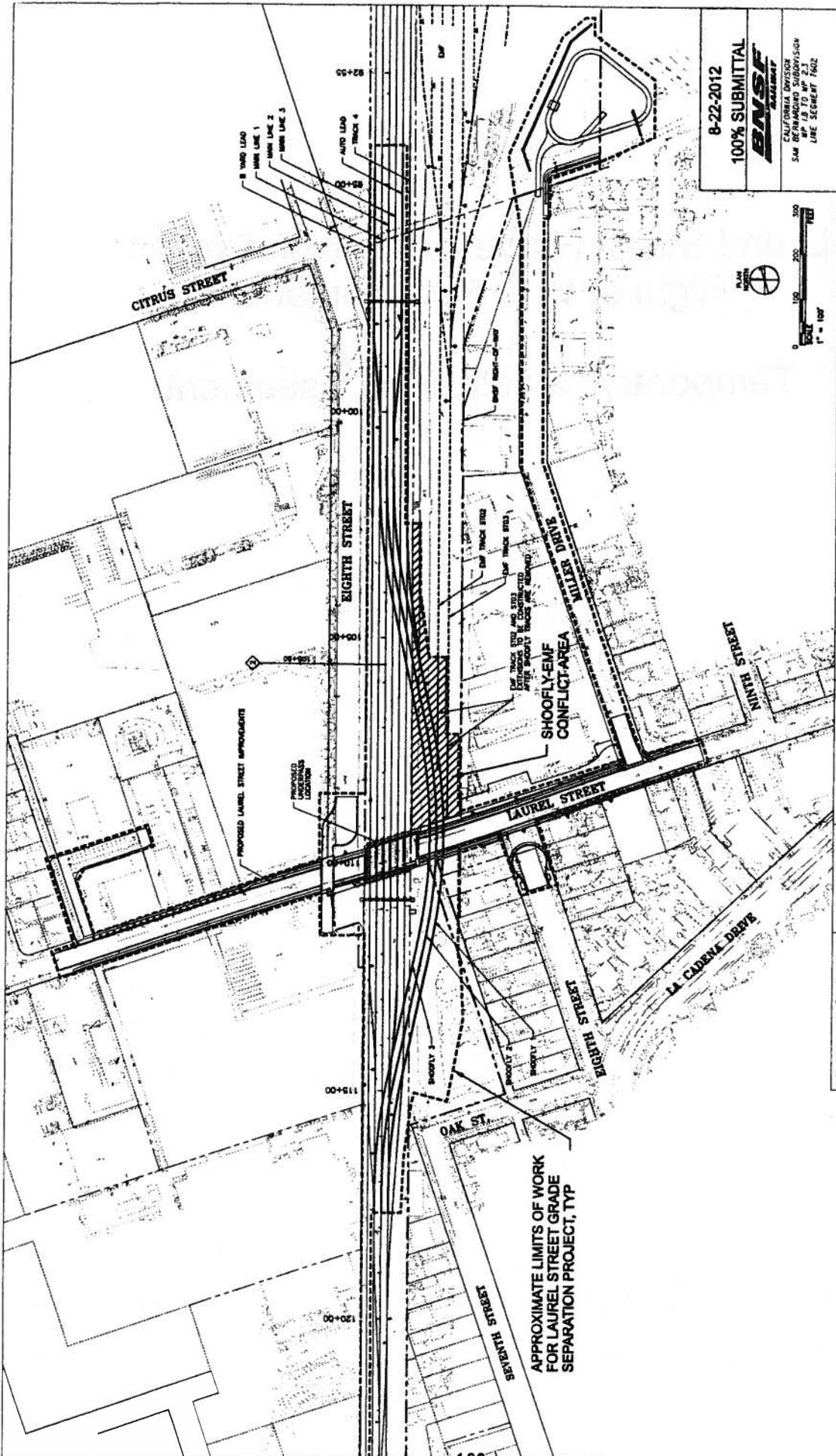
By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

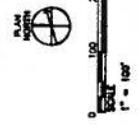
EXHIBIT A

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
LINE SEGMENT 162



PROJECT NO. 044
SHEET NO. 162
DATE: 8/22/12
SCALE: AS SHOWN
PROJECT: LAUREL STREET GRADE SEPARATION PROJECT
EXHIBIT A
ADDRESS: COLTON, CA 92324

CITY OF COLTON
PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT
CITY ENGINEER
DATE: 8-20-13
APPROVED: [Signature]
PRINCIPAL ENGINEER: R.C.E. No. 1282-1
PLAN NO. 1282-1

SANBAG
SAN BERNARDINO
ASSOCIATED GOVERNMENTS
1170 WEST 10TH STREET
SAN BERNARDINO, CA 92410
1-800-884-8278
www.sanbag.org

BENCHMARK
SEE
GENERAL NOTES
SHEET FOR
BENCHMARK
INFORMATION

Underground Service Alert!
CALLTOLL FREE
1-800-422-4133
THESE WORKING DAYS BEFORE YOU DIG

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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;

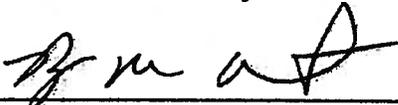
Thence along said northerly line, North 89°42'12" East 8.91 feet to the **POINT OF BEGINNING**.

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

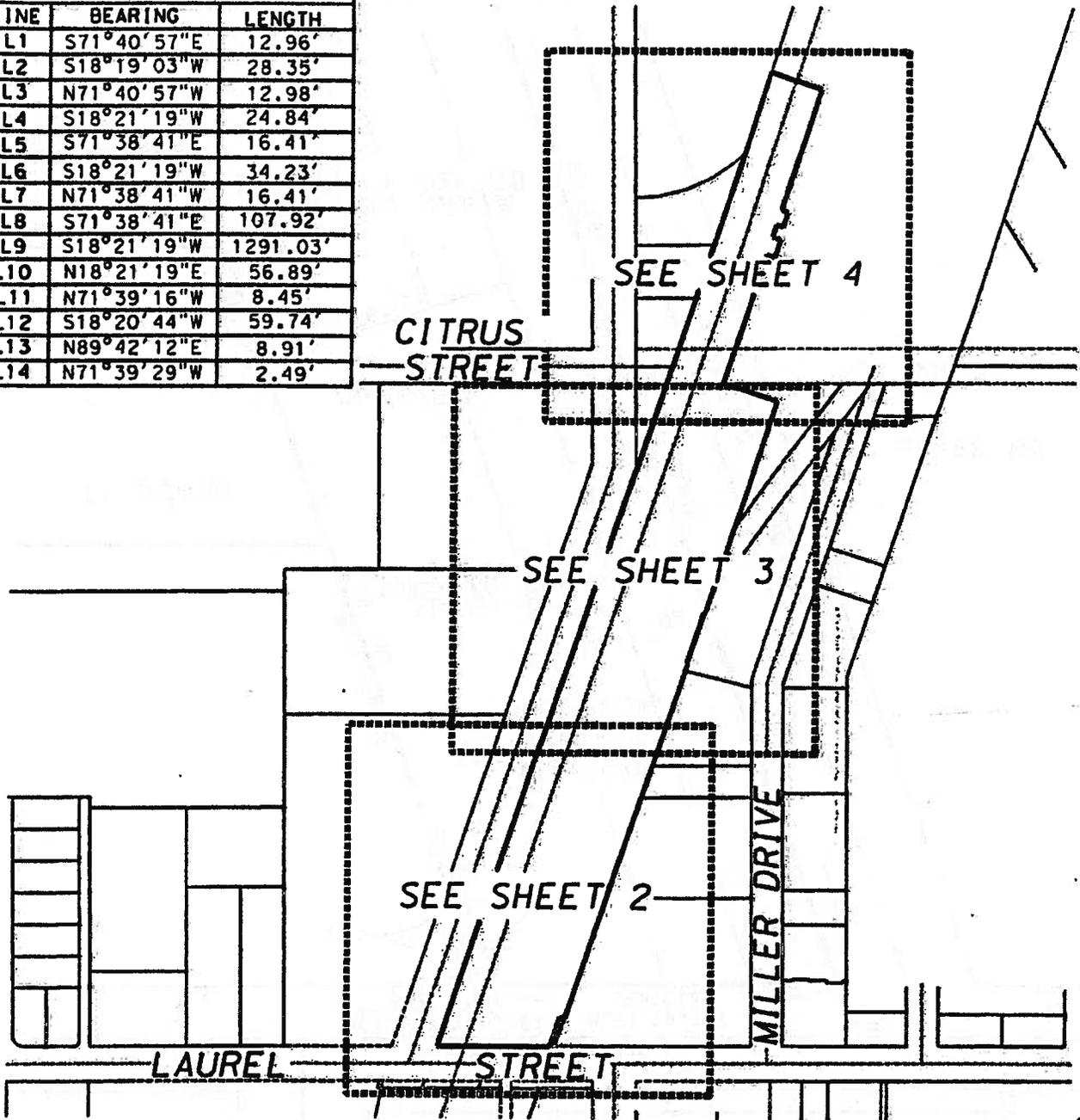
2-2-2012

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 POINT OF BEGINNING
- AREA 334,291± SQUARE FEET



DAVID EVANS AND ASSOCIATES INC.
 4200 Concours, Suite 200
 Ontario California 91764
 Phone: 909.481.5750

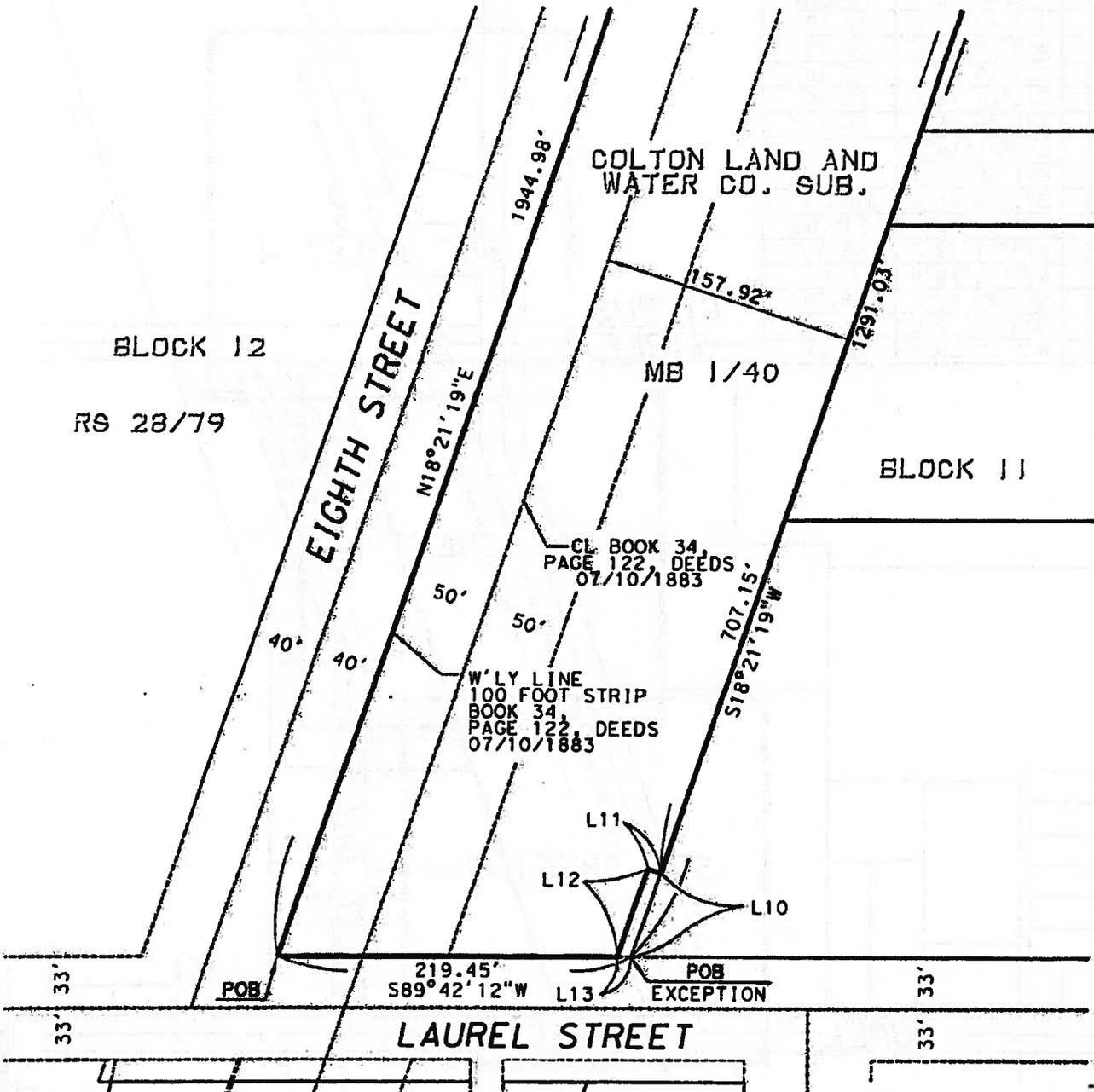
| | |
|------------------------|----------|
| EXHIBIT 'B' | |
| JOB NO.: TRAN0000-0004 | |
| SHEET: 1 | TOTAL: 4 |

| | |
|--|--------------|
| 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: 01/26/12 |
| 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 91784
 Phone: 909.481.5750

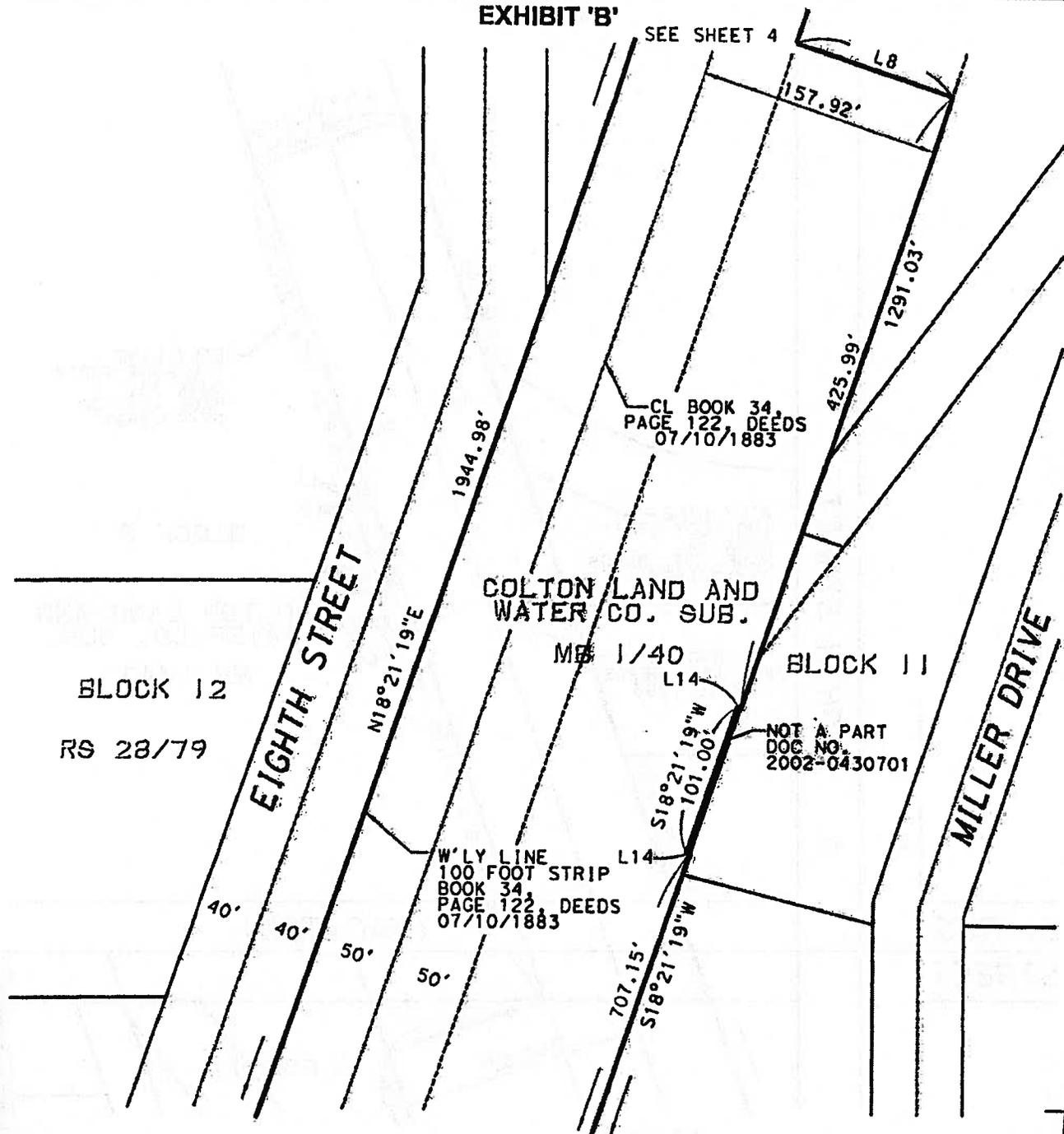
EXHIBIT 'B'

JOB NO: TRAN0000-0004
 SHEET: 2 TOTAL: 4

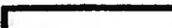
| | | |
|---------------------------------|--------------|------------------|
| COUNTY: SAN BERNARDINO | CITY: COLTON | CHECKED BY: RMVE |
| TEMPORARY CONSTRUCTION EASEMENT | | DRAWN BY: KXG |
| | | DATE: 01/26/12 |
| APN: 0160-242-33 & 34 | | SCALE: 1"=100' |

EXHIBIT 'B'

SEE SHEET 4



LEGEND

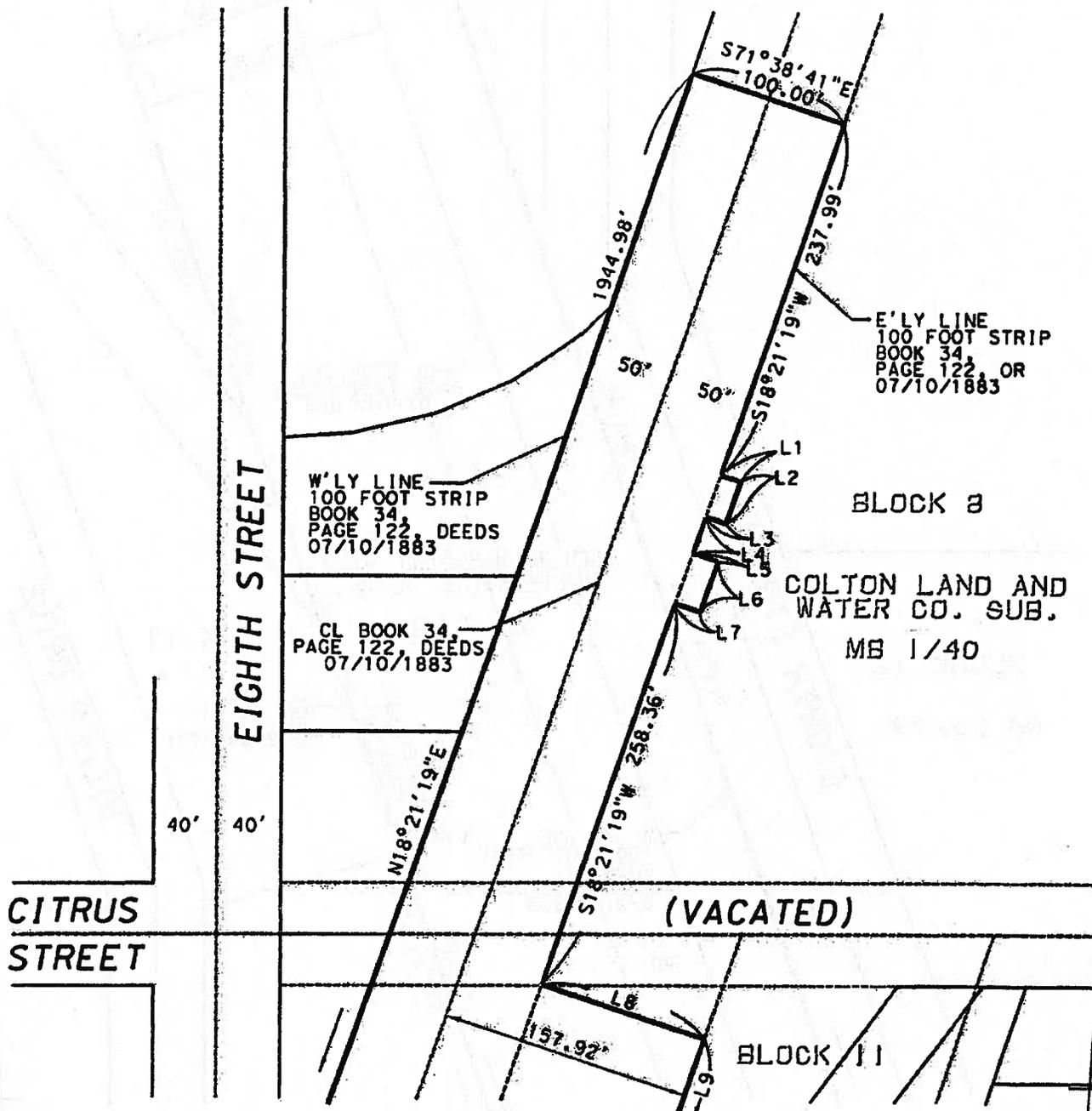
-  PROPERTY LINES
 -  EASEMENT AREA
 -  POINT OF BEGINNING
 -  AREA
- 334,291± SQUARE FEET

SEE SHEET 2

NOTE: SEE SHEET 1 FOR LINE TABLE

| | | | | | |
|--|---------------------------|-------------|--|-----------------|---------------------|
|  <p>DAVID EVANS AND ASSOCIATES INC. 4200 Concourse, Suite 200 Ontario California 91784 Phone: 909.481.5750</p> | EXHIBIT 'B' | | COUNTY: SAN BERNARDINO | CITY: COLTON | CHECKED BY: RMVE |
| | JOB NO.: TRAN0000-0004 | | TEMPORARY CONSTRUCTION EASEMENT | | |
| | SHEET: 3 | TOTAL: 4 | APN: 0160-242-33 & 34 | | DATE: 01/28/12 |
| | | | | | SCALE: 1"=100' |

EXHIBIT 'B'



E'LY LINE
100 FOOT STRIP
BOOK 34,
PAGE 122, OR
07/10/1883

W'LY LINE
100 FOOT STRIP
BOOK 34,
PAGE 122, DEEDS
07/10/1883

CL BOOK 34,
PAGE 122, DEEDS
07/10/1883

BLOCK 8

COLTON LAND AND
WATER CO. SUB.
MB 1/40

(VACATED)

BLOCK 11

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: 4 TOTAL: 4

COUNTY: SAN BERNARDINO

CITY: COLTON

**TEMPORARY CONSTRUCTION
EASEMENT**

CHECKED BY:
RMVE

DRAWN BY:
KXG

DATE:
01/28/12

APN: 0161-242-33 & 34

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;

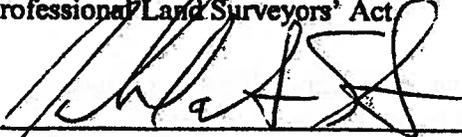
Thence along said parallel line, South 18°21'19" West 27.01 feet to the **TRUE POINT OF BEGINNING**.

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.

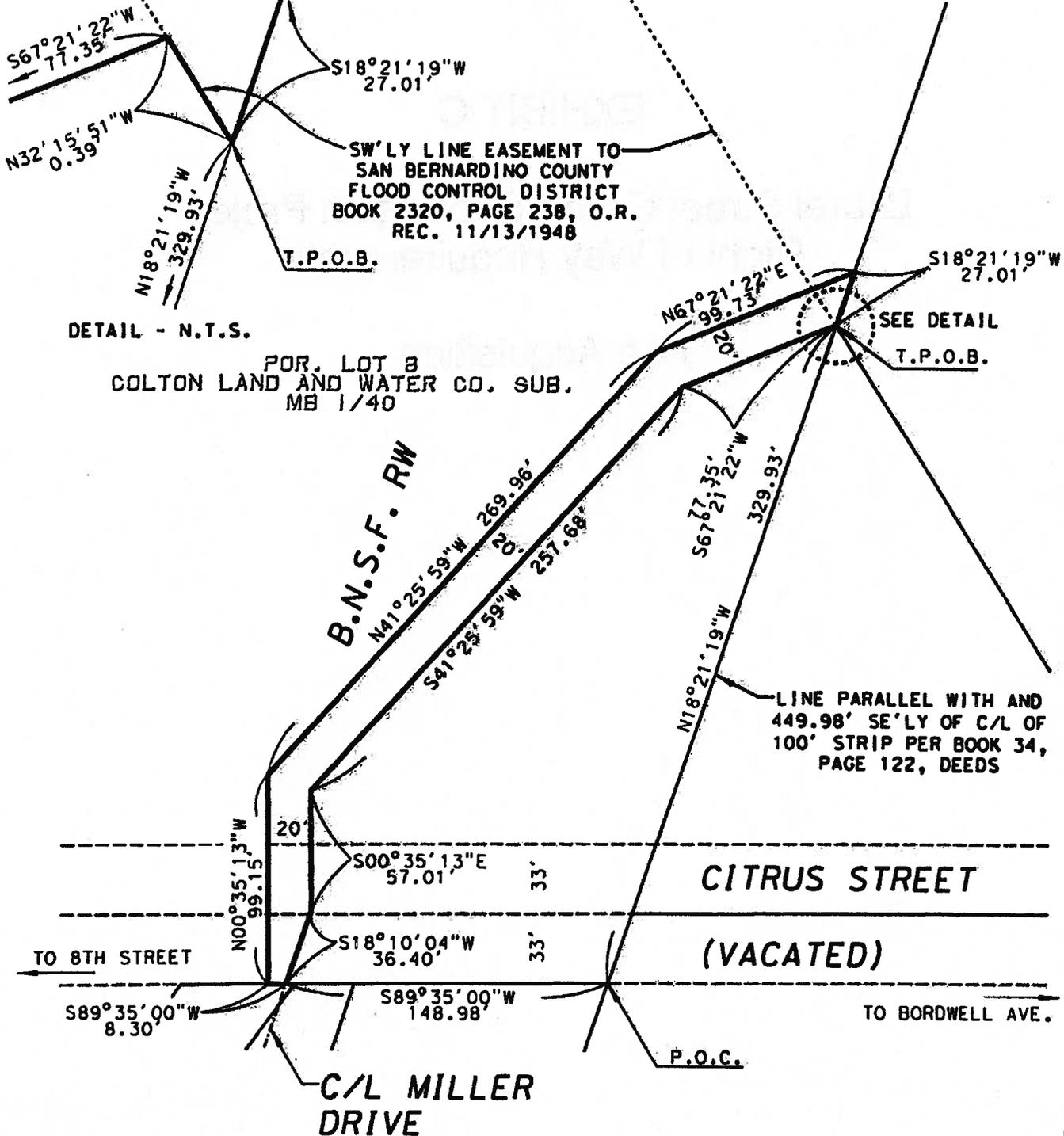


John Martin Smith, P.L.S. 8070

5/24/2012
Date



EXHIBIT 'B'



DETAIL - N.T.S.

FOR LOT 3
COLTON LAND AND WATER CO. SUB.
MB 1/40

LEGEND

-  PROPERTY LINES
-  EASEMENT AREA

P.O.C. POINT OF COMMENCEMENT
T.B.O.B. TRUE POINT OF BEGINNING
AREA 8,756± SQUARE FEET



| | | | | | | |
|--|--------------------------|-------------|--|---------------------|---------------------|-------------------|
|  <p>DAVID EVANS AND ASSOCIATES INC. 4200 Concourse, Suite 200 Ontario California 91764 Phone: 909.481.5750</p> | EXHIBIT 'B' | | COUNTY: SAN BERNARDINO | CITY: COLTON | CHECKED BY: MXSM | |
| | JOB NO: TRAN0000-0004 | | TEMPORARY CONSTRUCTION EASEMENT | | | DRAWN BY: RMVE |
| | SHEET: 1 | TOTAL: 1 | APN: 0160-161-04 | DATE: 05/24/2012 | | |
| | | | | SCALE: NTS | | |

EXHIBIT C

Laurel Street Grade Separation Project Right of Way Requirements

Fee Acquisition

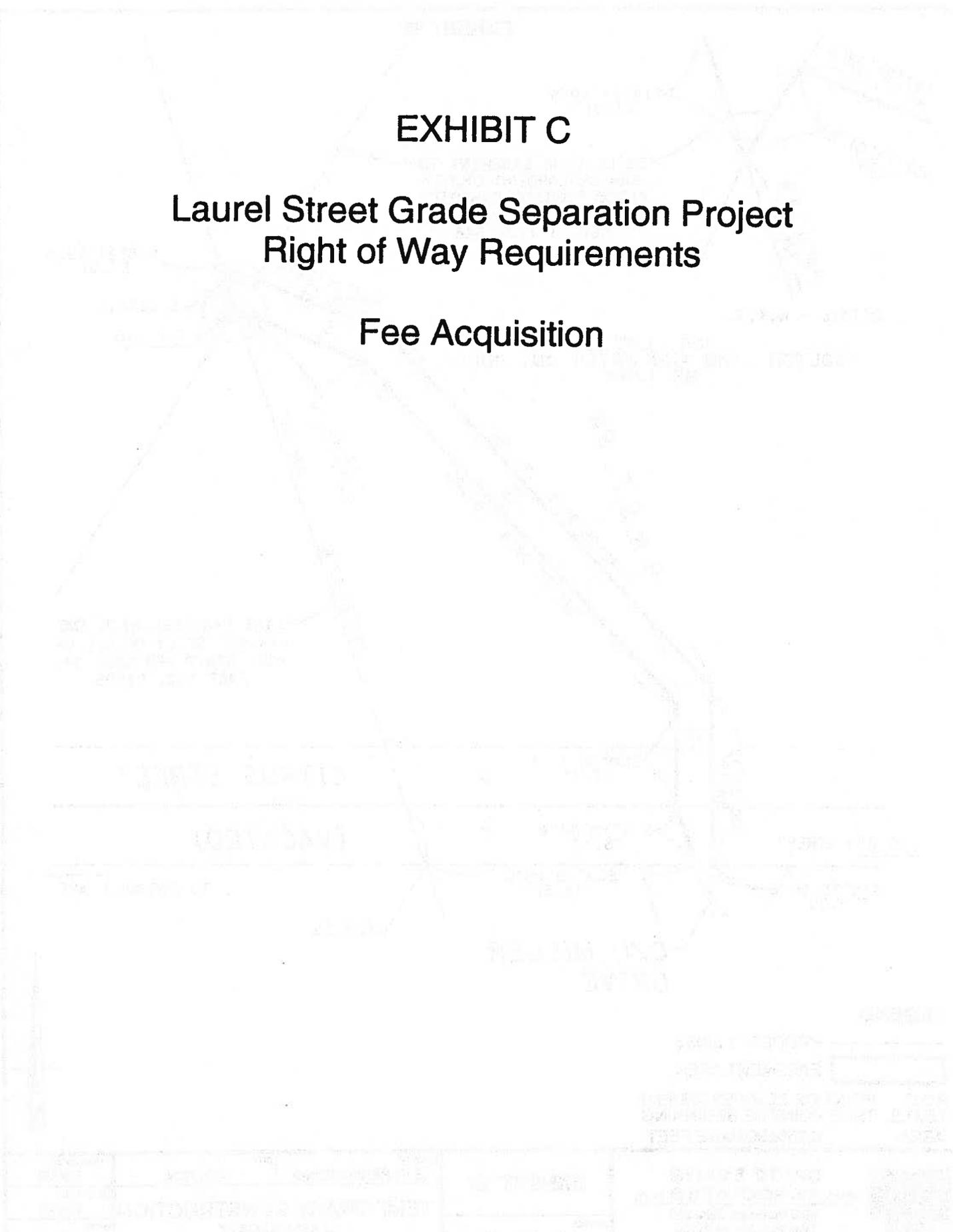


EXHIBIT 'A'
Legal Description

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.



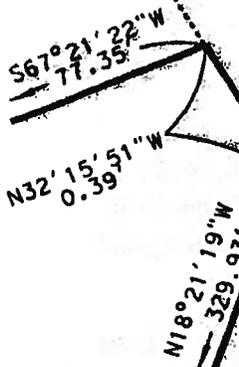
John Martin Smith, P.L.S. 8070

5/29/12

Date



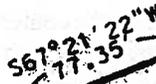
EXHIBIT 'B'



DETAIL - N.T.S.

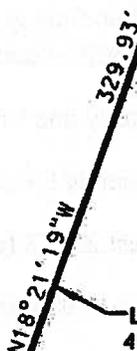
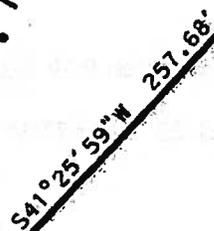
SW'LY LINE EASEMENT TO
SAN BERNARDINO COUNTY
FLOOD CONTROL DISTRICT
BOOK 2320, PAGE 238, O.R.
REC. 11/13/1948

POR. LOT 3
COLTON LAND AND WATER CO. SUB.
MB 1/40



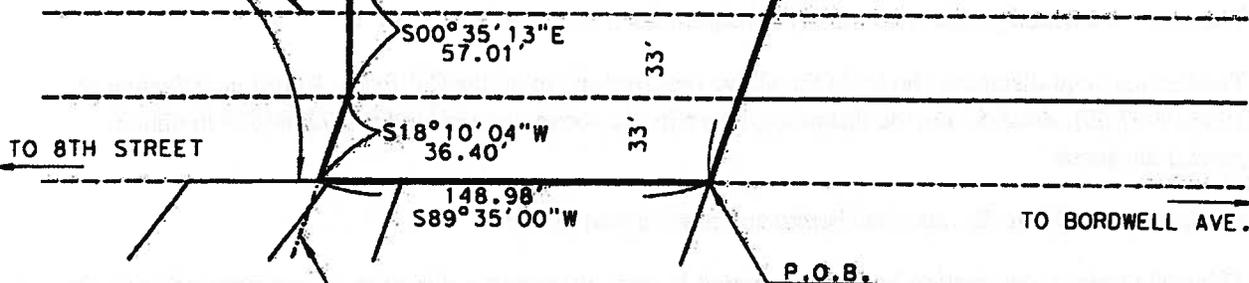
SEE DETAIL

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)**



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;

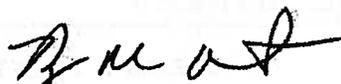
Thence along said northerly line, North 89°42'12" East 8.91 feet to the **POINT OF BEGINNING**.

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.

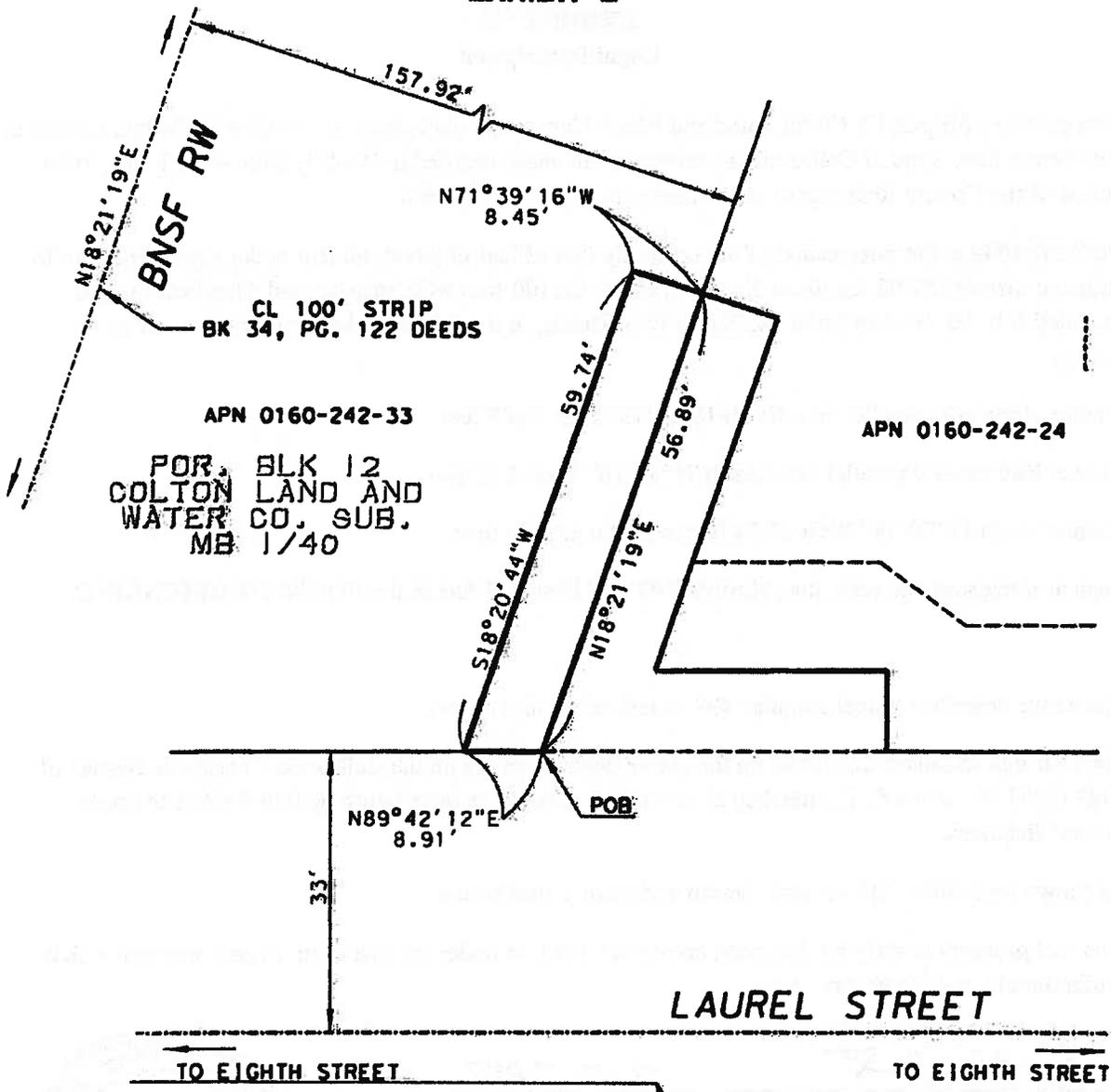


Ryan M. Versteeg, P.L.S. 7809

2-2-2012
Date



EXHIBIT 'B'



LEGEND

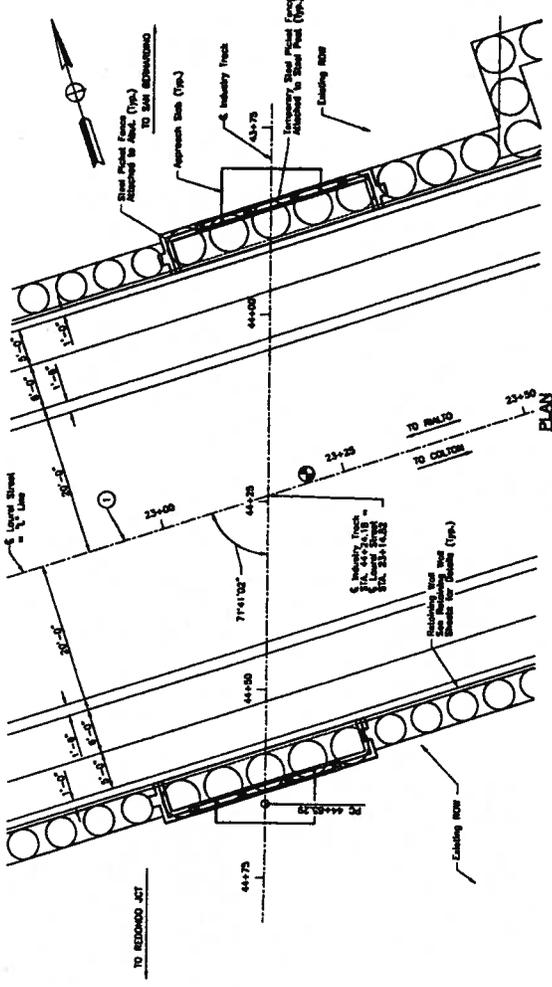
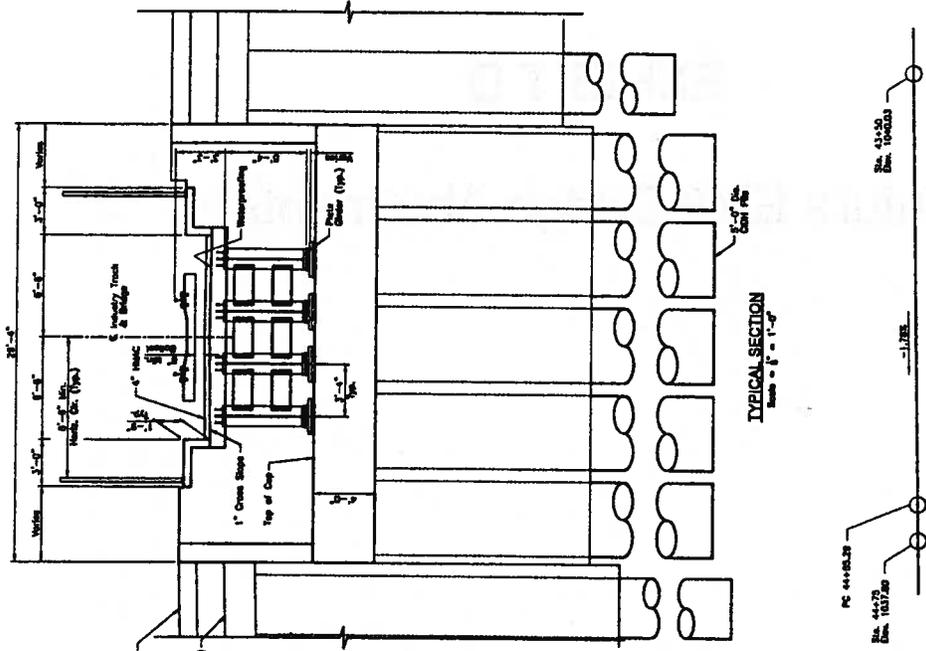
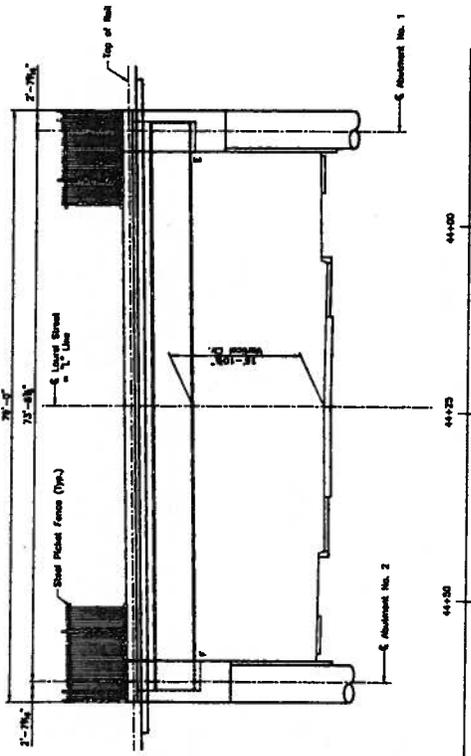
- PROPERTY LINES
- ▭ EASEMENT AREA
- AREA: 493± SQUARE FEET
- POB POINT OF BEGINNING



| | | | | | |
|--|--------------------------|-------------|---------------------------|-----------------|---------------------|
|  <p>DAVID EVANS AND ASSOCIATES INC. 4200 Concourse, Suite 200 Ontario California 91764 Phone: 909.481.5750</p> | EXHIBIT 'B' | | COUNTY: SAN BERNARDINO | CITY: COLTON | CHECKED BY: RMVE |
| | JOB NO: TRAN0000-0004 | | ROAD EASEMENT | | 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

| Sta. | PC | PT | Curve Length | Radius | Delta | Stationing |
|---------|---------|---------|--------------|---------|-------|------------|
| 44+27.0 | 44+27.0 | 44+33.0 | 6.0 | 100.00' | 18.0° | 281.86' |
| 44+33.0 | 44+33.0 | 44+39.0 | 6.0 | 100.00' | 18.0° | 281.86' |

PROFILE GRADE
See Sheet

- LEGEND:**
- indicates point of minimum vertical clearance
 - indicates expansion bearing
 - indicates fixed bearing

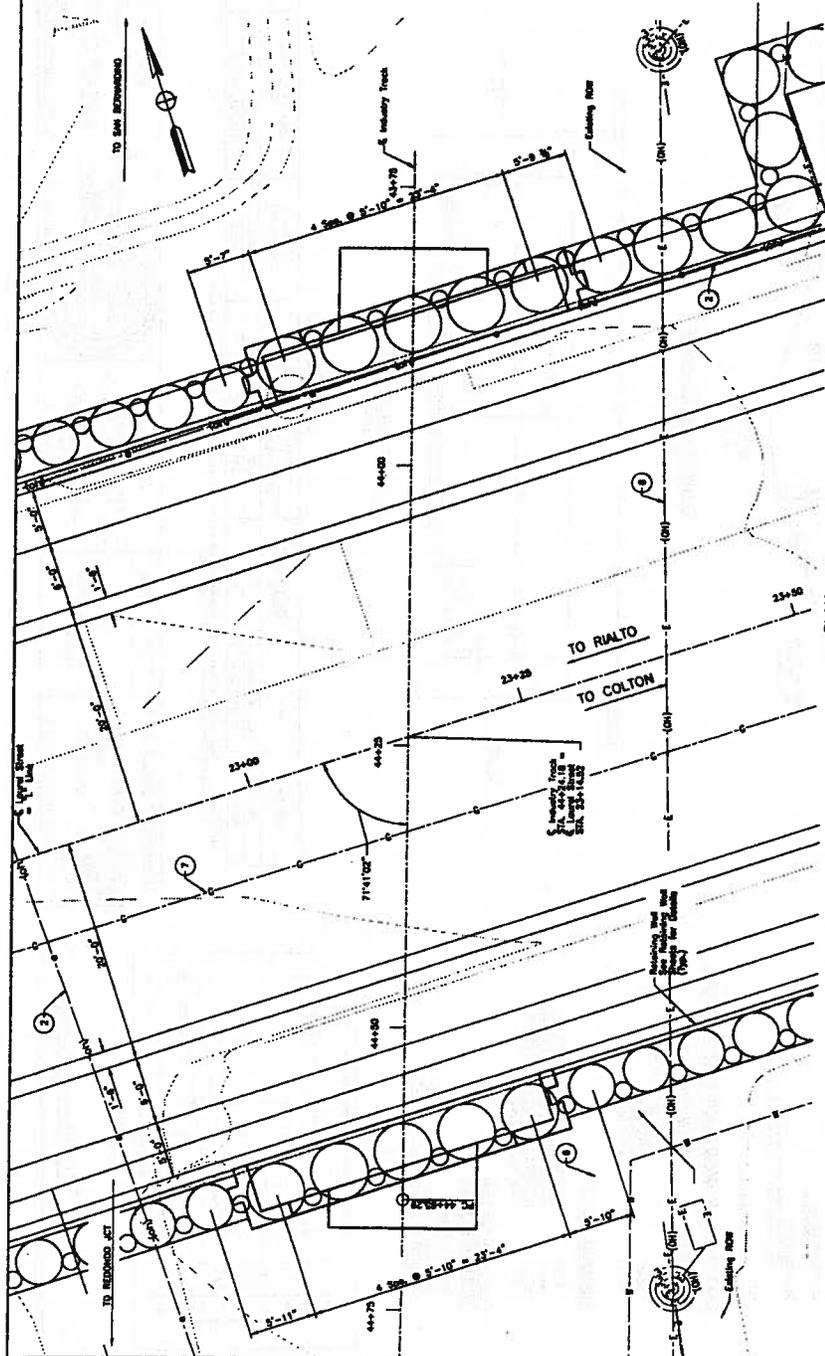
Underground Service Alert
Call-TOLL FREE
1-800-422-4133
THESE SERVICES ARE BEYOND YOUR JOB

BENCHMARK
SEE SHEET T-2
PUBLIC WORK
IN CONSTRUCTION

SAN BERNARDINO ASSOCIATED GOVERNMENTS
1170 WEST 7TH STREET
SAN BERNARDINO, CA 92410
PH: 951-844-4378
WWW.SANBERNARDINOCALIFORNIA.GOV

CITY OF COLTON
PUBLIO WOODS AND UTILITIES SERVICES DEPARTMENT
CITY ENGINEER
WALTER AUSTIN JAMES
S.C.E. 00832
EXPIRES 9-30-13
DATE: 12/22-1

LAUREL STREET GRADE SEPARATION
LAUREL ST. UNDERPASS/INDUSTRY TRACK
GENERAL PLAN
ADDRESS: COLTON, CA 92324
SHEET 112 OF 143



PLAN
Scale = 1/8" = 1'-0"

BENCHMARK:

Benchmark: 1086.11 feet
 Datum: North American Vertical Datum of 1988 (NAVD83)
 Agency: National Geodetic Survey (NGS)
 Description: A bench mark set up vertically in the north end of the street at the intersection of the City of Colton, California. The mark is a 1/2" diameter steel rod with a 1/4" diameter hole in the center. The mark is set in a concrete base and is located at the corner of the street.

NOTES:

1. All utility lines and proposed utility structures are shown in plan view.
2. The utility lines are shown in plan view.
3. For Curve Data, see "General Plan" sheet.
4. All utility lines are shown in plan view.

LEGEND:

- Indicates 12" CON Conc. Pipe
- Indicates 48" CON Conc. Box Pipe
- Indicates 18" Loss Case Street Paving

PROPOSED NEW UTILITIES:

| OWNER | DESCRIPTION |
|----------------------|-----------------------------|
| ① SDC | 3" Gas |
| ② City of Colton/MSB | 12 1/2" Overhead Electrical |
| ③ Sprint | 3-4" RPS Fiber optic lines |
| ④ City of Colton | Double 16x7 RMC |

Note: For utility relocation, see "Utility Plan".

EXISTING UTILITIES:

| OWNER | DESCRIPTION | STATUS |
|--------------------------|-----------------------------|-----------|
| ① SDC | 3" Gas line in 4" casing | Retained |
| ② City of Colton/MSB/TEC | Overhead Electrical | Retained |
| ③ MSB/MSB G | Overhead Phone | To Remain |
| ④ Sprint | Fiber optic line | Retained |
| ⑤ MCI | (Retained) | Retained |
| ⑥ City of Colton | 12" RMC Water in 24" casing | Retained |

Underground Service Alert!
 Call-TOLL FREE
 1-800-422-4133
 THE UNKNOWN DAYS BEFORE YOU DIG

This Contractor shall verify all existing field conditions before entering or disturbing any materials.

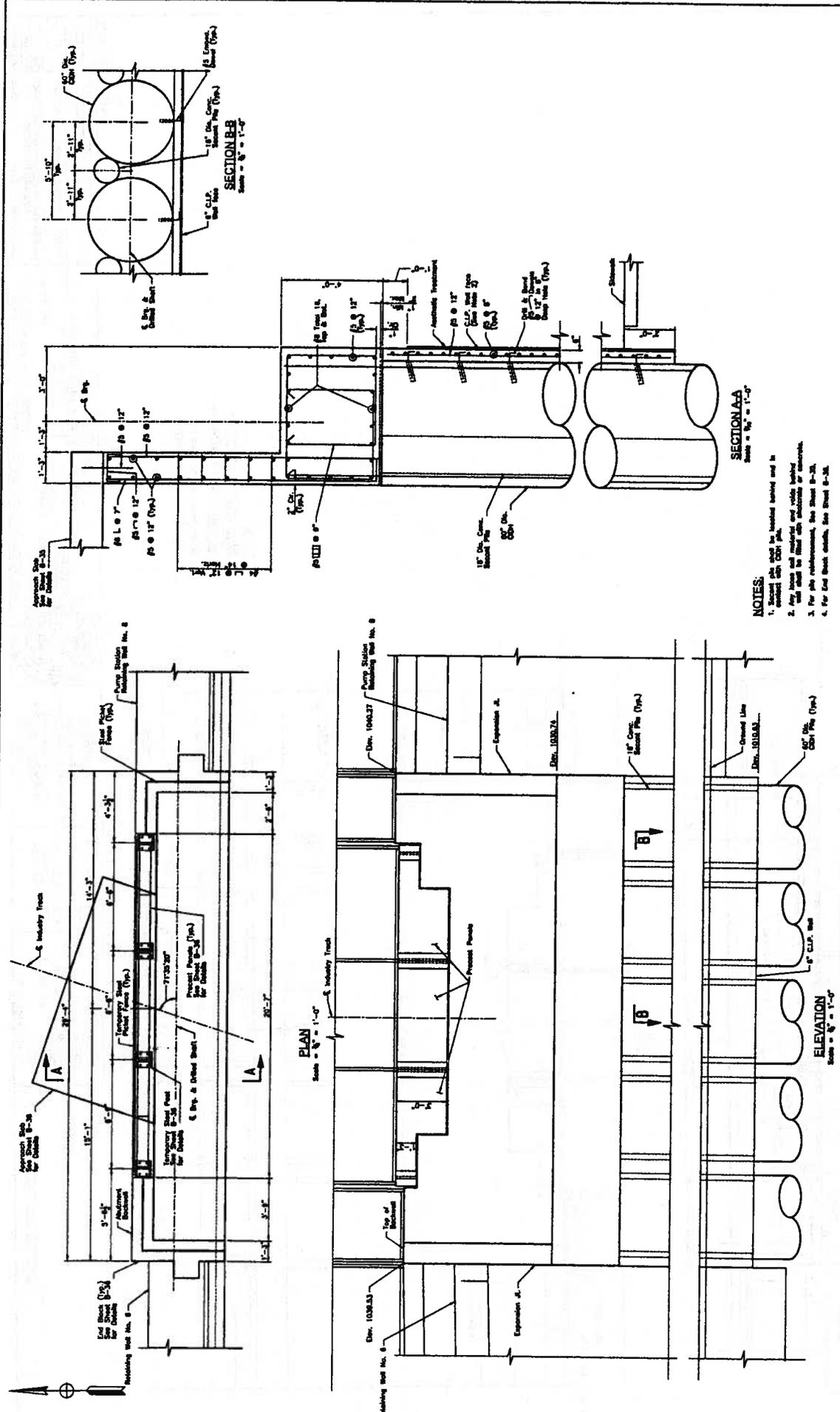
BENCHMARK
 SEE TITLE SHEET T-2 FOR BENCHMARK INFORMATION

SANBAG ASSOCIATED GOVERNMENTS
 1800 WEST 700th ST
 SAN BERNARDINO, CA 92410
 (909) 884-4276
 www.sanbag.org

CITY OF COLTON
 PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT
 CITY ENGINEER
 NAME: ANDY JAMES
 S.C.E. 00028
 APPROVED: _____ DATE: 12-12-11

DRAFT FINAL PLAN

LAUREL STREET GRADE SEPARATION PROJECT
 LAUREL ST. INDUSTRIAL TRACK POLYMERIZATION PLAN
 ADDRESS: COLTON, CA 92324
 SHEET NUMBER: 8-42

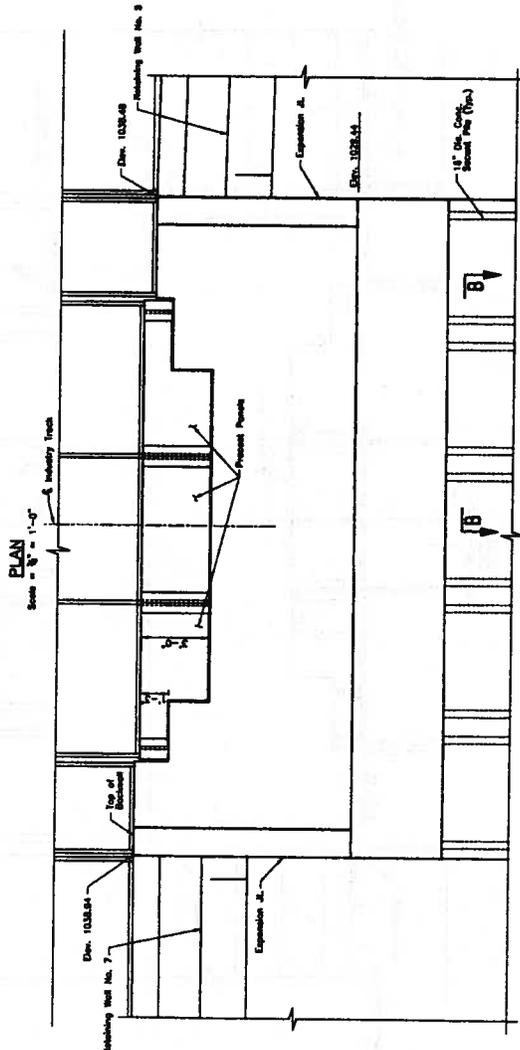
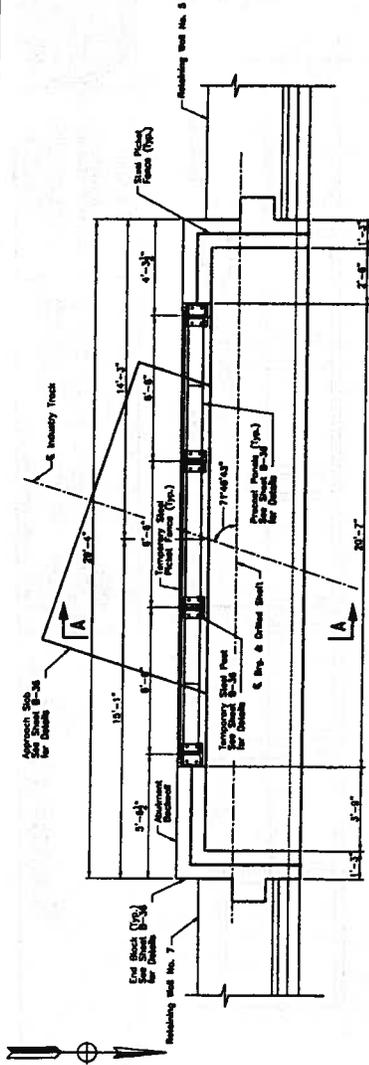


NOTES:

1. Section A-A shall be located as shown and in accordance with CDD No. 10.
2. All lines and materials shall be as indicated and shall conform to the latest editions of standards.
3. For pipe reinforcement, see Sheet B-28.
4. For End Block details, see Sheet B-28.

DRAFT FINAL PLAN

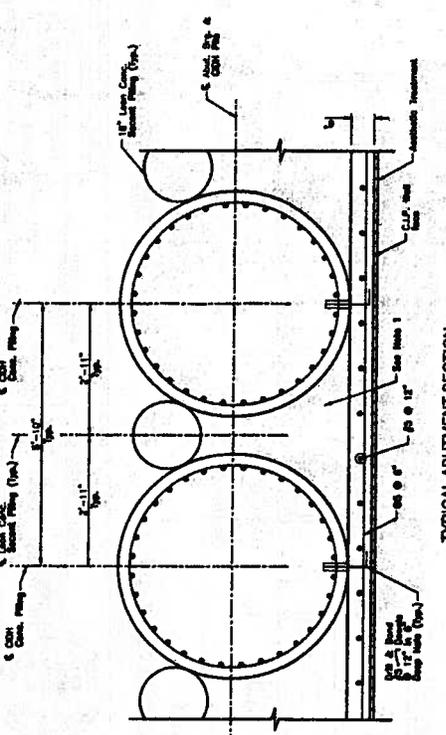
| | | | |
|--|----|------|-------|
| DATE | BY | CHKD | APP'D |
| | | | |
| CITY OF COLTON PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT CITY ENGINEER NAME: ALEX JAMES P.C.E. NO. 8232 EXPIRES 9-30-13 DATE: 1282-1 | | | |
| SANBAG SAN BERNARDINO ASSOCIATED GOVERNMENTS 1170 WEST THIRD STREET SAN BERNARDINO, CA 92410 909.384.4374 www.sanbag.ca.gov | | | |
| BENCHMARK SEE TITLE SHEET T-2 FOR BENCHMARK INFORMATION | | | |
| Underground Service Alert Call-TOLL FREE 1-800-422-4133 TWO WORKING DAYS BEFORE YOU DIG | | | |
| Note: Contractors shall verify all existing field dimensions before starting any work. | | | |
| LAUREL STREET GRADE SEPARATION PROJECT LAUREL ST. UNDERPASS/INDUSTRY TRACK ADJUTMENT LAYOUT ADDRESS COLTON, CA 92324 SHEET 28 OF 28 | | | |



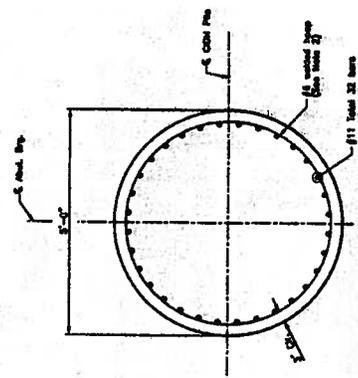
- NOTES:**
1. All work to be done in accordance with the notes on the drawings.
 2. For details of manholes and catch basins, see Standard 1.
 3. For details of sewer main, see Standard 2.
 4. For End Point details, see Standard 3.

DRAFT FINAL PLAN

| | | | | |
|--|---|--|--|---|
| CITY OF COLTON PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT CITY ENGINEER | SANBAC SAN BERNARDINO ASSOCIATED GOVERNMENTS 1110 W. 10TH ST., SUITE 100 SAN BERNARDINO, CA 92410 1-909-244-2378 www.sanbaco.org | BENCHMARK SEE TITLE SHEET T-2 FOR BENCHMARK INFORMATION | Underground Service Alert! Call-TOLL FREE 1-800-422-4133 THE CONTRACTOR AND USER OF THIS SERVICE ARE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES BEFORE ANY EXCAVATION WORK. | LAUREL STREET GRADE SEPARATION PROJECT LAUREL ST. MANUFACTURING TRUCK AND TRUCK LAYOUT ADDRESS: COLTON, CA 92539 |
| DATE: 12/22/11 | DATE: 12/22/11 | DATE: 12/22/11 | DATE: 12/22/11 | DATE: 12/22/11 |
| BY: [Signature] | BY: [Signature] | BY: [Signature] | BY: [Signature] | BY: [Signature] |
| PROJECT NO. 1222-1 | PROJECT NO. 1222-1 | PROJECT NO. 1222-1 | PROJECT NO. 1222-1 | PROJECT NO. 1222-1 |

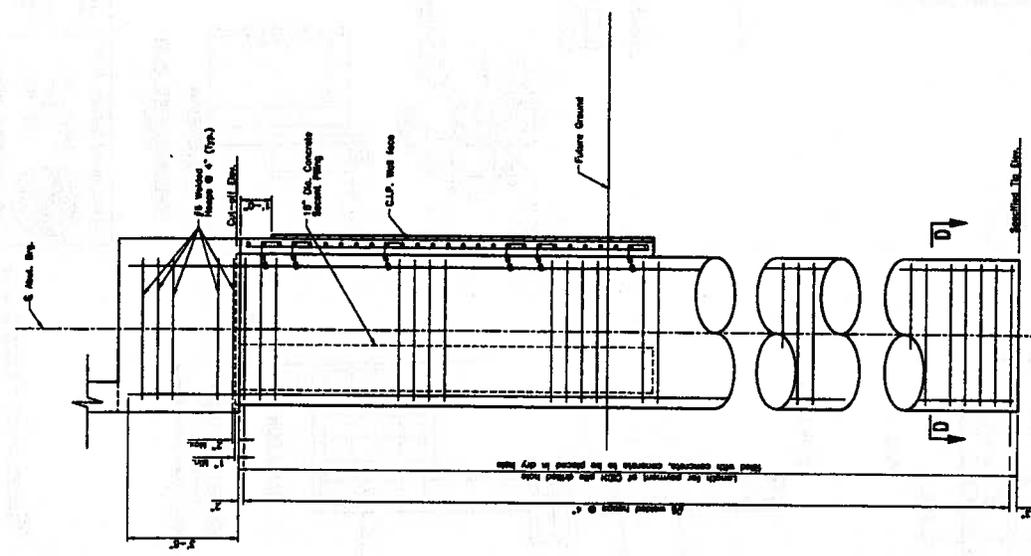


TYPICAL ABUTMENT SECTION
Scale = 1/4" = 1'-0"



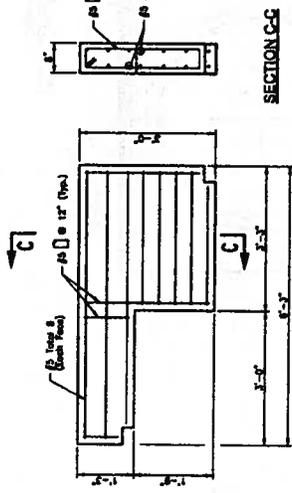
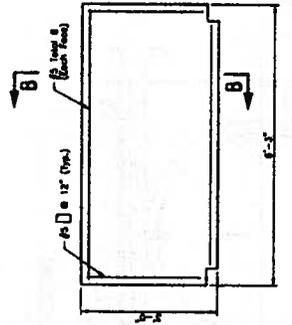
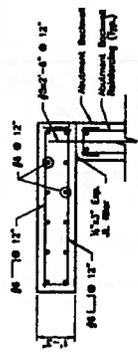
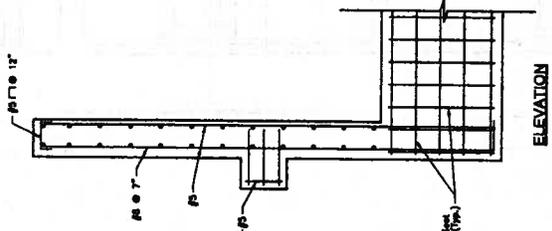
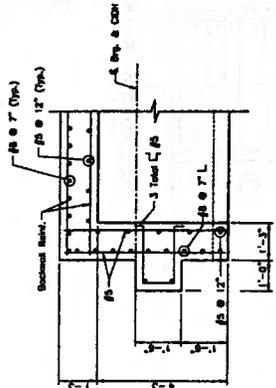
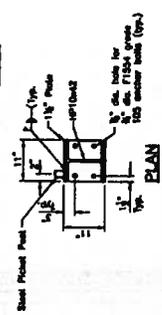
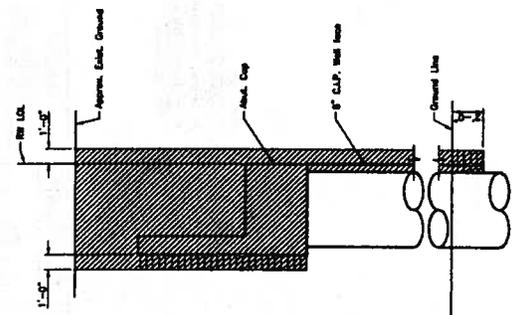
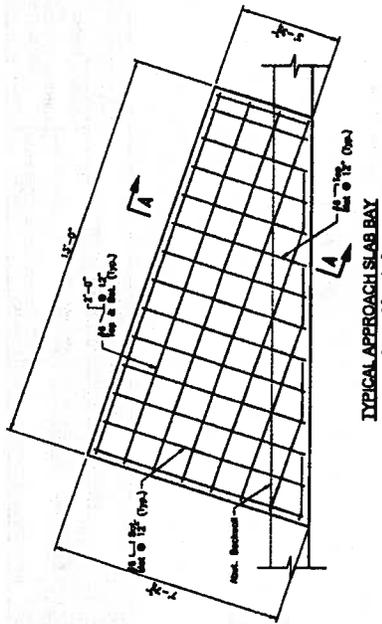
SECTION D-D
Scale = 1/4" = 1'-0"

- NOTES:
1. All walls behind facing will need to be shot with shotcrete or concrete.
 2. Pile tops shall be ultimate level upland.
 3. Pile reinforcement shall be provided for the CITY. Refer to specifications for details.



60\"/>

| | | | | | | | | | |
|--|--|---|--|--|--|---|--|--------------------------------|--|
| <p>Underground Service Alert! Call: TOLL FREE 1-800-422-4133 PREPARE TO STOP BEFORE YOU DIG</p> | | <p>BENCHMARK SEE TITLE SHEET T-2 FOR BENCHMARK INFORMATION</p> | | <p>SANBAG SAN BERNARDINO ASSOCIATED GOVERNMENTS 1105 WEST 7TH AVENUE SAN BERNARDINO, CA 92410 (909) 384-8276 www.sanbag.org</p> | | <p>CITY OF COLTON PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT CITY ENGINEER MARTIN JAMES S.E.I. 0002 DATE: 12/22/11 PL. 1141 NO. 1282-1</p> | | <p>DRAFT FINAL PLAN</p> | |
| <p>LAUREL STREET GRADE SEPARATION LAUREL ST. UNDERPASS/INDUSTRY TRACK ABUTMENT DETAIL (1 OF 2)</p> | | <p>APPROVED: _____ ADDRESS: COLTON, CA 92304</p> | | <p>DATE: 12/22/11</p> | | <p>PL. 1141 NO. 1282-1</p> | | <p>SCALE: 1/4" = 1'-0"</p> | |



Underground Service Alert
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Call: TOLL FREE 1-800-422-4133

NO WORKING DATE BEFORE YOU DO

Underground Service Alert
Call: TOLL FREE 1-800-422-4133

SEE TITLE SHEET T-2 FOR BENCHMARK INFORMATION

Underground Service Alert
Call: TOLL FREE 1-800-422-4133

NO WORKING DATE BEFORE YOU DO

EXHIBIT E

Laurel Street Grade Separation Project

Grading and Paving Plans

GENERAL NOTES:

1. ALL EXISTING AND PROPOSED TRACKS SHALL BE CONSTRUCTED TO THE CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL TRACKS SHALL BE CONSTRUCTED TO THE CENTERLINE UNLESS OTHERWISE NOTED.
3. ALL TRACKS SHALL BE CONSTRUCTED TO THE CENTERLINE UNLESS OTHERWISE NOTED.
4. ALL TRACKS SHALL BE CONSTRUCTED TO THE CENTERLINE UNLESS OTHERWISE NOTED.
5. ALL TRACKS SHALL BE CONSTRUCTED TO THE CENTERLINE UNLESS OTHERWISE NOTED.

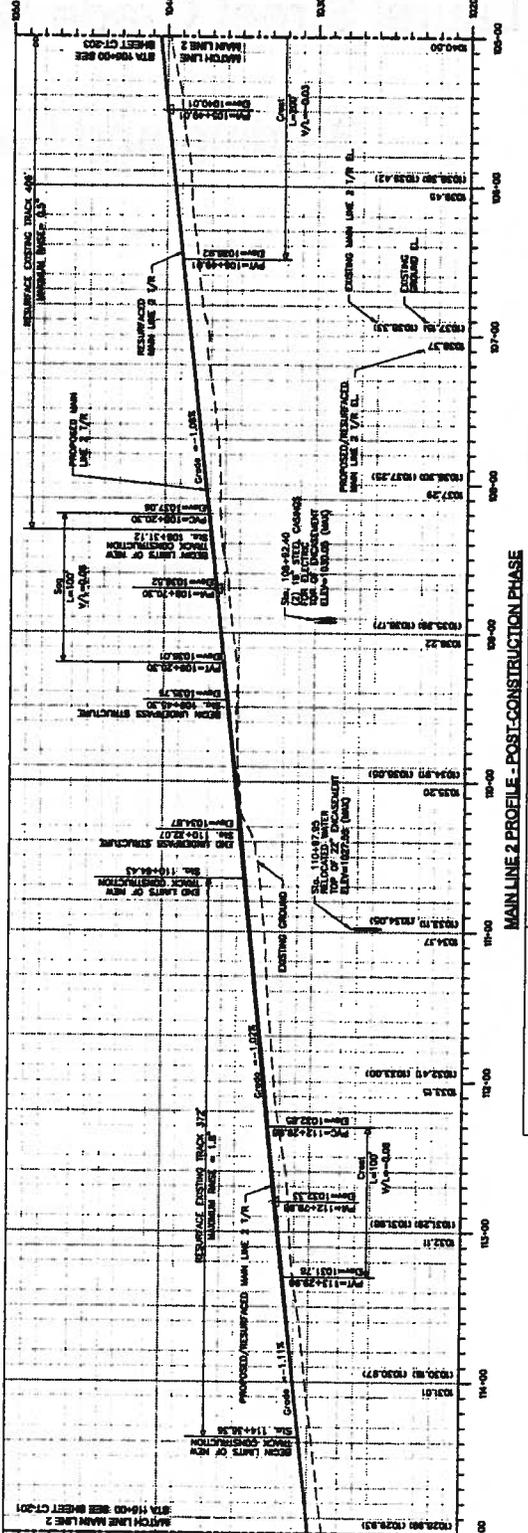
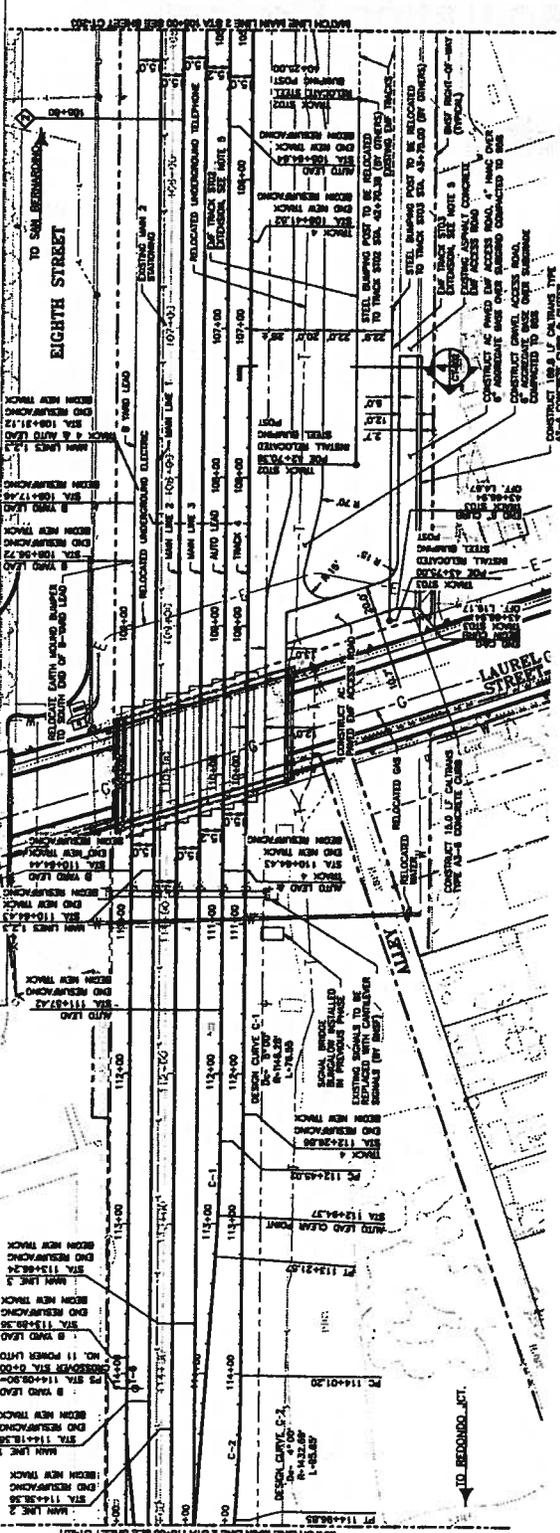


8-22-2012

100% SUBMITTAL



CALIFORNIA DIVISION
SAN BERNARDINO SUBDIVISION
MP 1.8 TO MP 2.3
LINE SHEET 1602

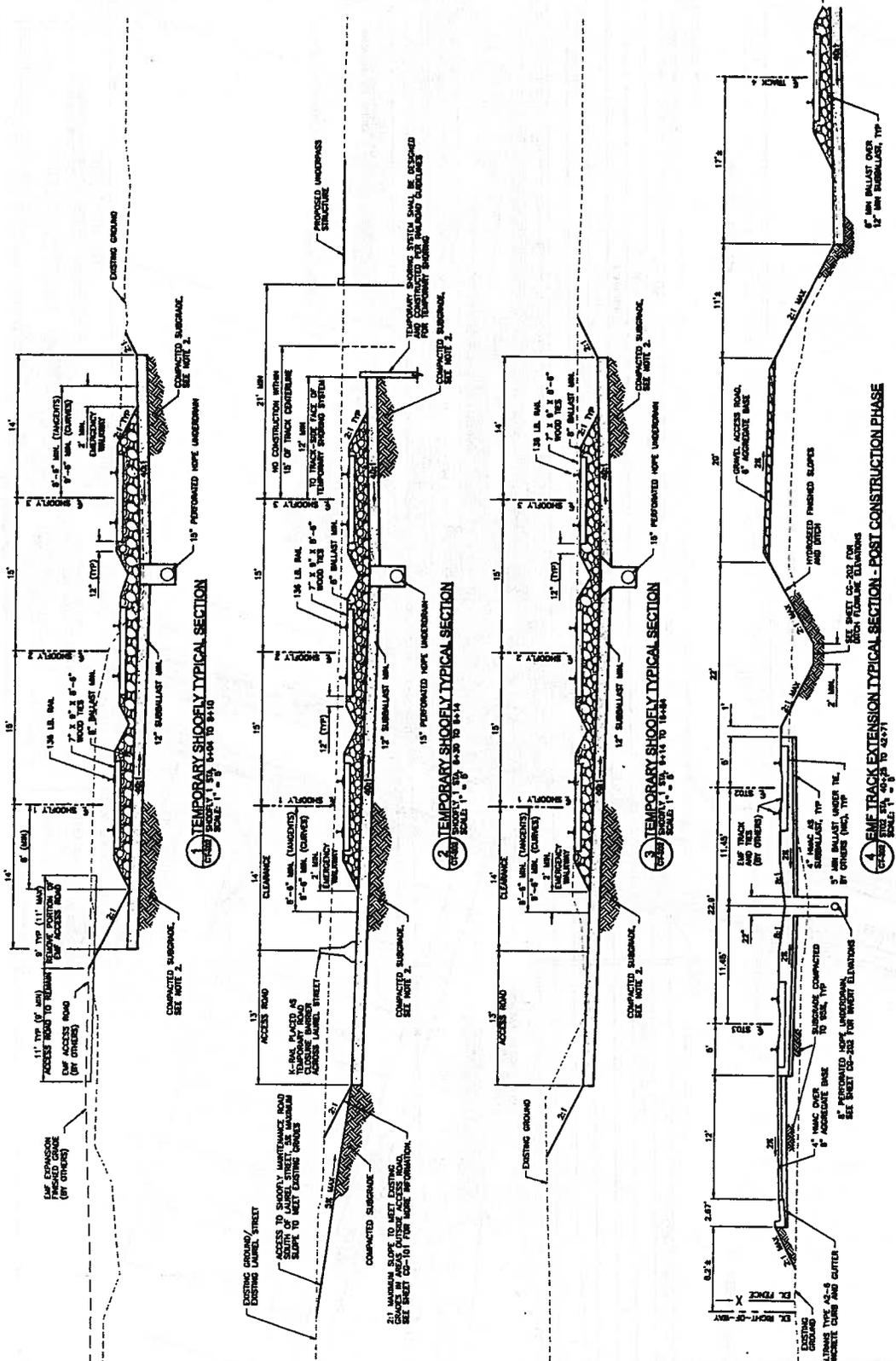


MAIN LINE 2 PROFILE - POST-CONSTRUCTION PHASE

| | | | |
|---|--|---|--|
| <p>Underground Service Alert Call/TOLL FREE 1-800-422-4133 THIS MESSAGE DATE BEFORE YOU DIG</p> | | <p>BENCHMARK SEE NOTES SHEET FOR BENCHMARK INFORMATION</p> | |
| <p>SANBAG SAN BERNARDINO ASSOCIATED GOVERNMENTS 1110 WEST THIRD STREET SAN BERNARDINO, CA 92410 www.sanbag.com</p> | | <p>CITY OF COLTON PUBLIC WORKS AND UTILITIES DEPARTMENT CITY ENGINEER WALTER J. JAMES R.E.C. 09932 EXPIRES 9-30-13 DATE:</p> | |
| <p>LAUREL STREET CROSS SEPARATION MAIN LINE 2 PLAN AND PROFILE POST-CONSTRUCTION PHASE ADDRESS: COLTON, CA 92324 EST. 2011 REV. 10/10/11</p> | | <p>LAUREL STREET CROSS SEPARATION MAIN LINE 2 PLAN AND PROFILE POST-CONSTRUCTION PHASE ADDRESS: COLTON, CA 92324 EST. 2011 REV. 10/10/11</p> | |

GENERAL NOTES:

1. DEPTH OF BALLAST NOTED IS MEASURED FROM BOTTOM OF TIE.
2. PRIOR TO PLACING SUBBALLAST, THE PROPOSED TRACK SHALL BE PROOF-ROLLED WITH A HEAVY VIBRATORY ROLLER TO COMPACT THE SUBBALLAST. (MINIMUM OPERATING WEIGHT SHALL BE AT LEAST 40,000 LBS. PER ROLL). THE SURFACE OF THE SUBBALLAST SHOULD BE SMOOTHED AND SHOULD BE SMOOTHED AND SHOULD BE SMOOTHED PRIOR TO PLACING THE SUBBALLAST.



8-22-2012
100% SUBMITTAL
BNSF
 CALIFORNIA DIVISION
 SAN BERNARDINO SUBDIVISION
 BP 1A TO MP 2.1
 LINE SEGMENT 702

| | |
|--|--|
| <p>CITY OF COLTON PUBLIC WORKS AND UTILITIES SERVICES DEPARTMENT CITY ENGINEER NAME: AARON JAMES P.C.E. NO: 6033 EXPIRES 9-30-13</p> | |
| <p>SANBAG SAN BERNARDINO ASSOCIATED GOVERNMENTS 1170 WEST THIRD STREET SAN BERNARDINO, CA 92410 WWW.SANBAG-CON.GOV</p> | |
| <p>BENCHMARK SEE GENERAL NOTES SHEET FOR BENCHMARK INFORMATION</p> | |
| <p>Underground Service Alert CALL TOLL FREE 1-800-422-4133 TWO WORKING DAYS BEFORE YOU DIG</p> | |
| <p>LAUREL STREET ORANGE SEPARATION PROJECT TYPICAL SECTIONS ADDRESS COLOR: CA 92584 SHEET 28 OF 43</p> | |



- 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 | |
|-----|--|-----|--|-----|---|------|--|-----|--|

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.

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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 | \$ - |
| Arterial Allocation (67% after PAA set-aside) | 100.00% | \$6,351.00 | \$8,400.00 | \$4,176.71 | \$9,004.00 | \$2,297.67 | \$4,288.47 | | |
| PAA set-aside (40% off top) | | \$5,293.00 | \$6,970.00 | \$7,664.00 | \$8,959.20 | \$8,959.20 | | | |
| PAA adjustment | | \$0 | \$0 | \$4,869,250 | \$0 | \$6,706.32 | | \$6,706.32 | \$ 10,994.79 |
| Total Arterial PAA Allocation | | \$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 |
| Total | \$84,073 | \$59,965 | \$8,959 | \$51,005 | \$15,665 | \$44,299 |

*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 \$,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 Invoking to through Dec 2012 | Cumulative Balance, FY 10/11 - FY 12/13 less Invoking | 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 unused FY 11/12 funds) | Cumulative Allocation through 13/14 without 11/12 PAA adjustment | Cumulative Allocation through 13/14 with 11/12 PAA adjustment | Agency balance for PAA adjustment done in FY 12/13 | Proposed PAA adjustment for 13/14 | 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 | \$884.30 | \$16,900 | \$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 | \$189.82 | \$198.09 | \$13,299 | \$363.68 | \$568.48 | \$ 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 | \$15,110 | \$435.98 | \$645.98 | \$ 158.78 | \$210.00 | \$ 368.78 | | | |
| Fontana | 19.50% | \$1,238.45 | \$1,638.00 | \$786.17 | \$3,662.62 | \$ 947.82 | \$2,714.70 | \$410.57 | \$1,683.43 | \$1,755.78 | \$528,355 | \$4,180.97 | \$5,418.40 | \$ 858.69 | \$1,227.43 | \$ 2,086.12 | | | |
| Grand Terrace | 1.40% | \$88.91 | \$117.60 | \$29.18 | \$141.72 | \$ 55.00 | \$180.89 | \$117.60 | \$120.86 | \$126.06 | \$4,466 | \$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 | \$43,077 | \$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 | \$24,778 | \$715.00 | \$1,059.40 | \$ 280.39 | \$344.40 | \$ 604.79 | | | |
| Montclair | 0.60% | \$38.11 | \$50.40 | \$22.50 | \$111.01 | \$ 6.31 | \$104.70 | \$50.40 | \$51.80 | \$54.02 | \$9,333 | \$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 | \$71,229 | \$2,323.56 | \$3,356.78 | \$ 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 | \$90,840 | \$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 | \$29,690 | \$854.52 | \$1,288.12 | \$ 311.20 | \$411.60 | \$ 722.80 | | | |
| Rialto | 3.90% | \$247.69 | \$327.60 | \$81.28 | \$656.57 | \$ - | \$656.57 | \$327.60 | \$338.69 | \$351.16 | \$28,566 | \$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 | \$47,727 | \$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 | \$207,899 | \$594.30 | \$891.41 | \$ 146.07 | \$0.00 | \$ 146.07 | | | |
| Yucaipa | 6.00% | \$381.06 | \$504.00 | \$508.11 | \$1,391.17 | \$ 381.06 | \$1,010.11 | \$504.00 | \$517.98 | \$540.24 | \$36,244 | \$1,427.41 | \$1,891.41 | \$ - | \$504.00 | \$ 504.00 | | | |
| County** | 12.90% | \$819.28 | \$1,083.60 | \$1,088.14 | \$2,991.02 | \$ 484.32 | \$2,526.70 | \$813.73 | \$1,113.65 | \$1,161.52 | \$1,161,522 | \$4,152.54 | \$4,152.54 | \$ - | \$0.00 | \$ - | | | |
| Arterial Allocation (65% after PAA set-aside) | 100.00% | \$6,351.00 | \$8,400.00 | \$4,176.71 | \$18,927.71 | \$2,883.10 | \$16,244.60 | \$686.75 | \$7,702.32 | \$9,004.00 | \$2,257,677 | \$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 | | \$ 8,580.00 | \$ 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 | | | | \$6,706.32 | \$10,231.83 | \$3,525.61 | | | | | | |
| Total Arterial Program | | \$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 | | \$6,706.32 | \$ 10,994.79 | | | |

* Excess Funds - Additional funds from actual FY 11/12 revenues (\$16,283) exceeding estimate (\$15,370) by \$923.00 total (\$371.05 arterial/\$389.20 PAA set-aside)
 ** Jurisdiction indicated that they were participating using their full FY13/14 allocation amount.

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 st Century |
| TMC | Transportation Management Center |
| TMEE | Traffic Management and Environmental Enhancement |
| TSM | Transportation Systems Management |
| TSSDRA | Transit System Safety, Security and Disaster Response Account |
| USFWS | United States Fish and Wildlife Service |
| VCTC | Ventura County Transportation Commission |
| VVTA | Victor Valley Transit Authority |
| WRCOG | Western Riverside Council of Governments |

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