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

AGENDA

Board of Directors Metro Valley Study Session

August 15, 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**

**August 15, 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 August 15, 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. 13**
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 Diversified Landscape, Inc., Ortiz Enterprises Inc., Brutoco Engineering and Construction, Inc., Skanska/Rados A Joint Venture, Financial Pacific Insurance Company, Beador Construction Company, Inc., Skanska USA Civil West, C.C. Myers, Inc., Riverside Construction Company, Inc. and Security Paving Company, Inc. Pg. 15**

Review and ratify change orders. **Garry Cohoe**

Notes/Action

Discussion Calendar

Project Delivery

4. **Update on the I-10 and I-110 Express Lanes in Los Angeles County** Pg. 19

Receive an update on the I-10 and I-110 Express Lanes in Los Angeles County. **Garry Cohoe**

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

5. **State Route 210 (SR-210)/Base Line Interchange Improvement Project** Pg. 20

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

1. Approve Cooperative Agreement No. C13114 for \$310,000 with California Department of Transportation District 8 (Caltrans) for the SR-210/Base Line Interchange Improvement Project oversight services associated with the combined Project Study Report-Project Report (PSR/PR);

2. Approve Amendment No. 1 to Cooperative Agreement No. C13027 with the City of Highland increasing the contract value by \$310,000, for a new not-to-exceed amount of \$1,347,280, consisting of \$782,770 of Measure I Valley Fund Interchange Freeway Program funds and \$564,510 of City of Highland funds.

3. Approve Amendment No. 2 to Contract No. C12137 with URS Corporation for the additional scope of work for the preparation of the SR-210/Base Line PSR/PR at no additional cost. **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 not reviewed this item and drafts of the Cooperative Agreement and Amendment.

Transportation Fund Administration

6. **State and Federal Fund Equity Distribution Principle** Pg. 86

1. Receive overview of State and Federal funds available for projects in San Bernardino County and current SANBAG policies related to the distribution of those funds.

2. Provide input on policy development to measure proportionality and geographic equity in the distribution of State and Federal funds.

Philip Chu

This item was reviewed by the City/County Managers Technical Advisory Committee on August 1, 2013 and the Transportation Technical Advisory Committee on August 5, 2013, and will be reviewed by the Mountain/Desert Policy Committee on August 16, 2013.

Discussion Items Continued.....**Transportation Fund Administration****7. Fund Exchange for the Inland Empire Goods Movement Gateway Projects Pg. 97**

That the following be reviewed and recommended for final 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 allocating the remaining balance of \$16.5 million of federal funds designated for the Inland Empire Goods Movement Gateway project to the I-10 Tippecanoe Interchange Phase II Construction project based on a first-come, first-served basis.
2. Approve replacing \$5,000,000 of High Priority Program Funds for the I-215 University Parkway Interchange Improvement project with \$5,000,000 of future Surface Transportation Program funds, and allow those funds to retain the "buy-down" status of the High Priority Program funds.
3. Approve replacing \$1,500,000 of High Priority Program Funds for I-215 Barton Interchange Improvement project with \$1,500,000 of future Surface Transportation Program funds. **Philip Chu**

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

8. Interstate 10 University Street Interchange Memorandum of Understanding Pg. 101

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

1. Approve Memorandum of Understanding No. C13168 with the City of Redlands for the development of the Interstate 10 University Street Interchange project.
2. Waive the five-year contract term limitation set forth in Policy 11000.

Carrie Schindler

This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee. SANBAG General Counsel and Contract Administrator have approved this item and the Memorandum of Understanding.

Discussion Items Continued.....

Transportation Fund Administration

9. Funding Allocation and Project List for the Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2013/2014 Pg. 110

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

1. Approve the Measure I Funding Allocation for the Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2013/2014, as referenced in Table 1 in this agenda item
2. Approve the Project List for the Measure I Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2013/2014 as referenced in Attachment 1 to this agenda item. **Carrie Schindler**

This item was reviewed by the Transportation Technical Advisory Committee on August 5, 2013. It is not scheduled for review by any other Policy Committee.

Public Comments

Additional Items from Committee Members

Director's Comments

Brief Comments by General Public

Additional Information

Acronym Listing

Pg. 115

ADJOURNMENT

**The next Board of Directors Metro Valley Study Session will be:
September 12, 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: August 15, 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	C11169	Diversified Landscaping, Inc. <i>Vicki Morales</i>	None
3-B	C12224	Ortiz Enterprises, Inc. <i>Patrick A. Ortiz</i>	Alcorn Fence Company Bithell, Inc. Cal-Stripe, Inc. CGO Construction Cooper Engineering Coral Construction

*

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG		CTC	X	CTA	X	SAFE		CMA	
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Check all that apply.
 MVSS1308z-gc

Board Metro Valley Study Session Agenda Item

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<p>3-B (cont.)</p>	<p>C12224</p>		<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>
<p>3-C</p>	<p>C12036</p>	<p>Brutoco Engineering and Construction, Inc. <i>Andy Acosta</i></p>	<p>A.C. Dike Company ACL Construction, Inc. Alcorn Fence Company All American Asphalt AVAR Construction Systems, Inc. Cal-Stripe, Inc. Castle Walls LLC CGO Construction Company, Inc. Coffman Specialties, Inc. Cooper Engineering, Inc. C.P. Construction Company, Inc. Diversified Landscape Company Dywidag Systems International G & F Concrest Cutting Griffith Company Harber Companies, Inc. Integrity Rebar Placers KEC Engineering KRC Safety Co., Inc. LaLonde Equipment Rental Leinaia's Transportation S.D. Precast Concrete, Inc. dba Pomeroy</p>

Board Metro Valley Study Session Agenda Item

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3-C (cont.)	C12036		<p>South Coast Sweeping Sully-Miller Contracting Company Treemith Enterprises, Inc. Truesdale Corporation of California Visual Pollution Technologies West Coast Boring, Inc.</p>
3-D	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 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-E	C12196	Ortiz Enterprises, Inc. <i>Patrick Ortiz</i>	A.C. Dike Company ACL All American Asphalt CGO Construction Co. Chrisp Company Cindy Trump Inc. DBA Lindy's Cold Planning Coral Construction Co. DC Hubbs Company Diversified Landscape Co. Dywidag Systems International EBS General Engineering, Inc. Foundation Pile Inc. Harber Companies, Inc. Hard Rock Equipment High Light Electrical, Inc. Integrity Rebar Placers KEC Engineering Malcolm Drilling Co. Maneri Traffic Control R.J. Lalonde Inc. SRD Engineering Statewide Traffic Safety & Signs
3-F	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-G	C11184	<p>Skanska <i>Tim Wilson</i></p>	<p>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</p>
3-H	C11004	<p>C.C. Myers Inc. <i>Joel Adams</i></p>	<p>Alcorn Fence Company Cal-Stripe Foundation Pile, Inc. Integrity Rebar Ecologic Landscape Elite Bobcat Services MSE Retaining Systems Murphy Industrial Coatings Sierra Pacific Electrical Visual Pollution Technologies</p>
3-I	C12010	<p>Riverside Construction Inc. <i>Donald M. Pim</i></p>	<p>Alcorn Fence Company Anderson Drilling Avar Construction Cal-Stripe, Inc. Coral Construction Diversified Landscape, Inc. Foundation Pile Hardy & Harper Integrity Rebar Placers L. Johnson Construction Lincoln Park Surina Construction</p>

3-J	C13001	Security Paving Company, Inc. <i>Joseph Ferndino</i>	Cal-Stripe, Inc. Pacific Restoration Group Statewide Traffic Safety and Signs Flatiron Electric Group, Inc. Tahlequah Steel, Inc. DYWIDAG Systems International Crown Fence Company Tipco Engineering, Inc.
5	C12137-02	URS Corporation <i>Jeff Chapman</i>	ICF International Psomas Value Management Strategies CNS Engineers, Inc Epic Land Solutions

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			X	X						
James Ramos Board of Supervisors	X	X	X		X							
Janice Rutherford Board of Supervisors	X	X	X		X							
Josie Gonzales Board of Supervisors			X									
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				X						
Dennis Yates City of Chino	X	X			X	X						
Ed Graham City of Chino Hills	X	X	X		X							
Frank Navarro City of Colton		X	X		X	X						
Michael Tahan City of Fontana	X	X	X		X	X						
Walt Stanckiewicz City of Grand Terrace	X	X	X		X	X						
Mike Leonard City of Hesperia		X										
Larry McCallon City of Highland	X	X	X		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.

AGENDA ITEM 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	X		X	X						
Paul Eaton City of Montclair	X		X		X	X						
Edward Paget City of Needles												
Alan Wapner City of Ontario		X	X		X							
L. Dennis Michael City of Rancho Cucamonga		X	X									
Pete Aguilar City of Redlands		X	X			X						
Deborah Robertson City of Rialto					X	X						
Patrick Morris City of San Bernardino	X	X	X		X	X						
Jim Harris City of Twentynine Palms		X	X		X							
Ray Musser City of Upland		X	X		X	X						
Ryan McEachron City of Victorville		X			X	X						
Dick Riddell City of Yucaipa	X	X	X		X	X						
George Huntington Town of Yucca Valley												

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

Shaded box = No meeting



- 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: August 15, 1013

Subject: Construction Contract Change Orders to on-going SANBAG Construction Contracts with Diversified Landscape, Inc., Ortiz Enterprises Inc., Brutoco Engineering and Construction, Inc., Skanska/Rados A Joint Venture, Financial Pacific Insurance Company, Beador Construction Company, Inc., Skanska USA Civil West, C.C. Myers, 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, ten 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 C11169 with Diversified Landscape Company for the construction of the SR-210 Segment 9 Landscaping Improvements project: CCO No. 3 Supplement 2 (\$4,137.00 increase in funding for connecting added irrigation controller to Caltrans fiber optic network).
- B. CN C12224 with Ortiz Enterprises, Inc. for the construction of the I-10 Cherry Avenue Interchange project: CCO No. 12 (\$20,000.00 increase to install, maintain and remove temporary light in accordance with Section 86, "Electrical Systems" of the Special Provisions).

*

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG	<input type="checkbox"/>	CTC	<input type="checkbox"/>	X	CTA	<input checked="" type="checkbox"/>	X	SAFE	<input type="checkbox"/>	CMA	<input type="checkbox"/>
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Check all that apply.

MVSS1306a-tjk

- C. CN 12036 with Brutoco Engineering and Construction, Inc. for the construction of the I-10 Citrus Avenue Interchange project: CCO No. 19 (\$62,956.58 decrease for changes in type of pavement at the eastbound off-ramp gore area from Rapid-Set concrete to standard concrete pavement thereby eliminating the extended closure of the I-10 auxiliary lane and eastbound off-ramp), CCO No. 21 (no cost/no credit change for time adjustment to contractor for time lost on critical path due to third party) and CCO No. 22 (\$8,500.00 increase to compensate the contractor for modifying the method of texturing bridge deck pavement for compliance with Caltrans Bridge Construction Memo 112-6.0 titled "Quieter Bridge Deck Construction").

- D. CN C09196 with Skanska/Rados A Joint Venture for the construction of the I-215 Segments 1 and 2 project: CCO No. 5 Supplement 5 (\$145,000.00 increase in funds to Maintain Existing Traffic Management Elements During Construction and Maintain Existing and Temporary Electrical Systems in accordance with the Standard Specifications), CCO 9 Supplement 3 (\$250,000.00 increase in funds to compensate contractor for increase in various Storm Water Prevention measures in accordance with the project Special Provisions), CCO No. 11 Supplement 6 (\$95,000.00 increase in funding for continued removal and disposal of buried man-made objects), CCO No. 68 Supplement 4 (\$120,000.00 increase in funding for modifications to existing drainage facilities or new drain systems required due to field conditions), CCO No. 121 Supplement 4 (\$100,000.00 increase for additional funds for theft deterrent measures of electrical pull boxes), CCO No. 153 (\$228,957.75 increase for revisions to the bridge mounted signs mounting assemblies to allow for signs to be mounted level and plumb, providing for safe ingress for Caltrans Maintenance crews and proper visual aesthetics), CCO No. 172 (\$15,531.00 increase for settlement of NOPC No. 23 for additional cost incurred for work associated with installation of column casings for the Redlands Loop bridge) and CCO No. 173 (\$11,519.59 increase for the installation of three additional soffit lights under the 2nd Street bridge to provide for adequate lighting).

- E. CN C12196 with Ortiz Enterprises, Inc. for the construction of the I-10 Tippecanoe Interchange, Phase 1 project: CCO No. 18 (\$1,386.69 decrease due to modifications to Drainage System 18 connection to the San Timoteo Creek Channel) and CCO No. 21 (\$3,000.00 decrease for the elimination of Bid Item 51 ADL Burial Location Report).

- F. CN C10190 with Beador Construction Company, Inc. for construction of the I-10 West Bound Lane Addition project: CCO No. 19 (\$11,275.50 decrease for the deletion of ramp metering pole with signal mast arm and associated work at the westbound Yucaipa Blvd. on-ramp for compliance with Caltrans standards), CCO No. 44 (\$25,000.00 increase for removal and reconstruction of metal beam guard

rail (MBGR) to provide for proper height of MBGR and required 10:1 slope along I-10 shoulder) and CCO NO. 45 (no cost/no credit change to grant time extension to the contractor for deferment of time under CCO No. 44 and to resolve Notice of Potential Claim #3 filed by the contractor).

- G. CN C11184 with Skanska USA Civil West for the construction of the Hunts Lane Grade Separation project: CCO No. 18 (\$59,415.80 decrease for the partial deletion of Bid Item No. 205, SCE underground relocation, said portion to be done by SCE contractor) and CCO No. 26 (\$10,000.00 increase for the excavation of new jacking pit for replacing existing 16" waterline due to conflict with existing facilities and other bid item work).

- H. CN C11004 with C.C. Myers, Inc. for the construction of the N. Milliken Avenue Grade Separation project: CCO No. 19 (\$199,585.52 increase for extending PCC pavement limits to replace existing AC pavement in the intersection of Milliken and Airport Drive, during full weekend road closure, to accommodate high volume of truck traffic, as requested by the City of Ontario).

- I. CN C12010 with Riverside Construction Company, Inc. for the construction of the I-15 La Mesa/Nisqualli Interchange project: CCO No. 11 Supplement 1 (\$39,428.50 of additional funding for unknown earthwork quantities associated with removal of the temporary Mariposa detour therefore resolving Notice of Potential Claim #4), CCO No. 33 (no cost/no credit change to Section 51-1.13, Bonding of the Standard Specifications as required by Caltrans Construction Procedure Directive 10-8 to mitigate the potential for shear failure along construction joint at the stem to bridge interface), CCO No. 39 Supplement 1 (\$32,250.00 of additional funding for precise grading plan of project mandatory borrow site to provide for offsite flow away from the Oro Grande Wash), CCO No. 45 (\$20,910.00 increase for additional work required for construction of Retaining Wall 6-7 and Drainage Systems 38 and 40 to avoid existing Verizon duct bank), CCO No. 46 Supplement 1 (\$31,000.00 additional funds for additional water and sewer work for compliance with city of Victorville Fire Department and Building Code requirements), CCO No. 48 (\$76,800.00 increase to compensate contractor for placement and removal of Linear Barrier Protection not included in the Temporary Water Pollution Control Plan), CCO No. 55 (\$59,864.70 increase in cost for Bid Item No. 72, Gravel (Miscellaneous Areas) to increasing the depth to 3 inches and deleting edging requirement), CCO No. 57 (\$22,020.00 increase to compensate contractor for placement of additional Light Rock Slope Protection for Drainage System #13 on east side of the Oro Grande Wash) and CCO No. 65 (\$45,470.00 increase for removal and placement of additional Metal Beam Guard Rail (MBGR) to provide permanent protection for new Overhead Sign structures as the existing MBGR would not provide adequate protection).

- J. CN C13001 with Security Paving Company, Inc. for the construction of the I-15 Ranchero Road Interchange project: CCO No. 10 (\$6,942.86 increase for reconstruction of existing drain inlet and grade surrounding area to match new grade of Mariposa Road street improvements), CCO No. 15 (\$1,500.00 increase for the removal of end sections of 96 inch Corrugated Steel Pipe and repair pipe joints), CCO No. 18 (\$47,833.50 increase for modifications to access road for safety and additional Rock Slope Protection to prevent possible erosion), CCO No. 22 (\$5,334.78 decrease for 162 linear foot reduction of Bid item 245, 18" HDPE on Drainage Systems C2 and C3), CCO No. 23 (\$4,183.00 increase for removal of existing MBGR to facilitate construction of southbound I-15 Auxiliary Lane and installation of new MBGR upon completion of auxiliary lane), CCO No. 25 (no cost/no credit change for revisions to the profile grade of the new auxiliary lane and ramps due to change in existing pavement elevation caused by others), CCO No. 26 (\$139,277.10 increase for revisions to the roadway structural section of Mariposa Road to accommodate for the existing soils instability), CCO No. 27 (\$18,851.08 increase for substituting High Pressure Sodium lights with LED unit in 53 street lights as requested by Caltrans) and CCO No. 28 (\$363,000.00 increase for increase in Bid Item 159, Roadway Excavation due to under estimation of required work by design engineer).

Financial Impact: This item imposes no financial impact, as all CCOs are within previously approved contingency amounts. Task No's. 0824, 0826, 0838, 0841, 0842, 0862, 0870, 0882, 0888 and 0890.

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: August 15, 2013

Subject: Update on the I-10 and I-110 Express Lanes in Los Angeles County

Recommendation:* Receive an update on the I-10 and I-110 Express Lanes in Los Angeles County

Background: The Express Lanes on the I-110 were opened on November 10, 2012, and opened on the I-10 on February 23, 2013. The Express lanes are part of a one year demonstration program, which includes the introduction of congestion pricing by converting High Occupancy Vehicle (HOV) lanes to Express Lanes on the two corridors; the improvement of transit service and other alternatives to driving; the updating of transit facilities; and the improvement of parking in downtown Los Angeles. Stephanie Wiggins, MTA Executive Officer, Congestion Reduction Initiative, will provide an update on the demonstration program.

Financial Impact: This item has no financial impact on the SANBAG Fiscal Year 2013/2014 budget.

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

*

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG	CTC	CTA	SAFE	CMA
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Check all that apply.



- 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: August 15, 2013

Subject: State Route 210 (SR-210)/Base Line Interchange Improvement Project

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

1. Approve Cooperative Agreement No. C13114 for \$310,000 with California Department of Transportation District 8 (Caltrans) for the SR-210/Base Line Interchange Improvement Project oversight services associated with the combined Project Study Report-Project Report (PSR/PR);
2. Approve Amendment No. 1 to Cooperative Agreement No. C13027 with the City of Highland increasing the contract value by \$310,000, for a new not-to-exceed amount of \$1,347,280, consisting of \$782,770 of Measure I Valley Fund Interchange Freeway Program funds and \$564,510 of City of Highland funds.
3. Approve Amendment No. 2 to Contract No. C12137 with URS Corporation for the additional scope of work for the preparation of the SR-210/Base Line PSR/PR at no additional cost.

Approved
Board Metro Valley Study Session

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

MVSS1308h-mkb.docx

<http://portal.sanbag.ca.gov/mgmt/workgroups/freeway/Shared%20Documents/C13114%20Caltrans%20Agreement%201561.docx>

<http://portal.sanbag.ca.gov/mgmt/workgroups/freeway/Shared%20Documents/C13114%20CSS.docx>

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13027%2001%20CSS.docx>

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13027%2001.docx>

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C12137%2002.docx>

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared Documents/C12137-2 CSS.docx>

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Final%20Agreements%20Library/C12137-1000631.pdf>

Background:

This is a new Cooperative Agreement, amendment to an existing Cooperative Agreement, and amendment to an existing Contract. The SR-210/Baseline Interchange is the second highest priority in the Measure I 2010-2040 Freeway Interchange Program. The SR-210 Base Line Interchange Project lies within the project boundaries of the SR-210 Mixed Flow Lane Addition Project, currently in the Project Approval & Environmental Document (PA&ED) phase. In February 2013, the Board approved Memorandum of Understanding No. C13070 with the City of Highland for the SR-210 Base Line Road Interchange Project development, and gave staff direction to negotiate with URS Corporation to amend existing Contract No. C12137 to include all PA&ED work for the project. In addition, the Board approved Cooperative Agreement No. C13027 with the City of Highland for the preparation of Project Approval & Environmental Document (PA&ED) for the SR-210 Base Line Interchange, for a not-to-exceed amount of \$1,037,280. The Board also approved a budget amendment to add new Task Number 0803 for the SR-2010 Base Line Interchange Project.

To save costs and schedule, the project design efforts for both the interchange and freeway projects were combined. Caltrans further recommends combining the Initiation Documents with the Design and Environmental phase to save cost and time. The combined document will be a Project Study Report/Project Report (PSR/PR).

Recommendation 1 Approve entering into a new Cooperative Agreement No. C13114 with Caltrans for the PSR/PR phase. The agreement includes reimbursing Caltrans for their oversight services, estimated for \$310,000.

Recommendation 2 Approve amending Contract No. C13027 with the City of Highland. This agreement needs to be amended to include the additional Caltrans oversight costs. The increase is \$310,000 of which \$180,110 is Measure I Valley Fund Interchange Freeway Program funds.

Recommendation 3 Approve amending Contract No. C12137 with URS Corporation to revise the scope of work to include the preparation of the PSR/PR at no additional cost.

SR-210/Base Line Interchange Project Schedule

Environmental Approved	June 2014
Design Approved & R/W Certified	June 2016
Start Construction	July 2016
End Construction	July 2019

SR-210/Base Line Interchange Proposed Project Funding

COMPONENT	ESTIMATED COST	FUNDING SOURCES	
		CITY 41.9%	Measure I 58.1%
PSR/PR	\$942,982	\$395,109	\$547,873
SANBAG Contract Management & Oversight	\$94,298	\$39,511	\$54,787
Caltrans Oversight	\$310,000	\$129,890	\$180,110
TOTAL	\$1,347,280	\$564,510	\$782,770

Financial Impact: This item is consistent with the adopted Fiscal Year 2013/2014 Budget under Task No. 0803. The funding sources are Measure I Valley Fund Freeway Interchange and local funds from the City of Highland.

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 not reviewed this item and drafts of the Cooperative Agreement and Amendment.

Responsible Staff: Paula Beauchamp, Project Delivery Manager

CONTRACT SUMMARY SHEET

Contract No. C 13114 Amendment No. 0

By and Between

San Bernardino Associated Governments and California Department of Transportation

Contract Description SR-210 Base Line Interchange Improvement Project

Board of Director's Meeting Date: September 4, 2013
Overview of BOD Action: Caltrans oversight of the Project Study Report/Project Report

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW

Original Contract Amount	\$	310,000.00	Original Contingency Amount	\$	0.00
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$		Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$		Contingency Amendment	\$	0.00
TOTAL CONTRACT VALUE	\$	310,000.00	TOTAL CONTINGENCY VALUE	\$	0.00
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 310,000

Contract Start Date September 1, 2013	Current Contract Expiration Date September 1, 2015	Revised Contract Expiration Date
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Has the contract term been amended? No Yes - please explain.

FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 0803.

A Budget Amendment is required.

How are we funding current FY? Measure I Valley Freeway Bond Funds and City of Highland Local Funding

Federal Funds State Funds Local Funds TDA Funds Measure I Funds

Provide Brief Overview of the **Overall** Funding for the duration of the Contract: Measure I Valley Freeway Bond Funds and City of Highland Local Funding

Payable Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:

Retention? If yes, indicate % _____.

Disadvantaged Business Enterprise (DBE) Goal _____ %

Mary Brown

Project Manager (Print Name)

Garry Colwe

Task Manager (Print Name)

Andrea Turwick

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

Jessy Hill

Contract Administrator (Print Name)

Chief Financial Officer (Print Name)

<i>Mary Brown</i>	Date
<i>Mary Brown</i>	<i>7/16/13</i>
<i>Garry Colwe</i>	<i>7-26-13</i>
<i>Andrea Turwick</i>	<i>8/7/13</i>
<i>Jessy Hill</i>	<i>8/7/13</i>

PID (PSR-PR)
COOPERATIVE AGREEMENT

DRAFT 5/17/16

This Agreement, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and

San Bernardino Associated Governments, a public corporation/entity, referred to hereinafter as SANBAG.

RECITALS

1. CALTRANS and SANBAG, hereinafter referred to as PARTNERS and individually referred to as PARTNER, are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130.
2. Government Code section 65086.5 authorizes CALTRANS to (i) prepare project initiation document (PID) for projects sponsored by Local Agencies, or (ii) review and approve PIDs developed by others, as reimbursed work.
3. WORK completed under this Agreement contributes toward the completion of a PROJECT STUDY REPORT-PROJECT REPORT (PSR-PR) for improvements on State Route 210 (SR-210) Base Line Interchange in the city of Highland, between Church Avenue and Boulder Avenue within the SHS, referred to as PROJECT.
4. PARTNERS will cooperate to complete PID (PSR-PR).
5. There are no prior PROJECT-related cooperative agreements.
6. No PROJECT deliverables have been completed prior to this Agreement.
7. PARTNERS hereby set forth the terms, covenants and conditions of this Agreement, under which they will accomplish WORK.

DEFINITIONS

CALTRANS STANDARDS – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) available at <http://dot.ca.gov>.

COMPLETION OF WORK – All PARTNERS have met all scope, cost, and schedule commitments included in this Agreement and have signed a COOPERATIVE AGREEMENT CLOSURE STATEMENT.

COOPERATIVE AGREEMENT CLOSURE STATEMENT – A document signed by PARTNERS that verifies the completion of all scope, cost, and schedule commitments included in this Agreement.

FHWA – Federal Highway Administration.

FHWA STANDARDS – FHWA regulations, policies and procedures, including, but not limited to, the guidance provided at <http://www.fhwa.dot.gov/programs.html>.

FUNDING PARTNER – A PARTNER who is fully funding WORK.

HM-1 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by PROJECT or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

IMPLEMENTING AGENCY – The PARTNER responsible for managing the scope, cost and schedule of a project component to ensure the completion of that component.

IQA – Independent Quality Assurance – Ensuring that IMPLEMENTING AGENCY's quality assurance activities result in WORK being developed in accordance with the applicable standards and within an established Quality Management Plan. IQA does not include any work necessary to actually develop or deliver WORK or any validation by verifying or rechecking work performed by another PARTNER.

PARTNERS – The term that collectively references all of the signatory agencies to this Agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER's individual actions legally bind the other PARTNERS.

PID (Project Initiation Document) – The project component that includes the activities required to deliver the project initiation document for PROJECT.

PROJECT MANAGEMENT PLAN – A group of documents used to guide a project's execution and control throughout the project's lifecycle.

PSR-PDS – Project Study Report-Project Development Support.

PSR-PR – Project Study Report-Project Report

REIMBURSED WORK –

- (1) CALTRANS' review and approval of the PSR-PR prepared by SANBAG;
- (2) CALTRANS providing relevant proprietary information in the form of existing data dumps, spreadsheets, and maps;
- (3) CALTRANS' participation in the project delivery team (PDT) meetings.
- (4) Work performed by CALTRANS towards IQA and QC/QAP (QUALITY CONTROL/QUALITY ASSURANCE PROGRAM).

SCOPE SUMMARY – The table in which PARTNERS designate their commitment to specific scope activities within each project component as outlined in the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) available at <http://dot.ca.gov>.

SHS – State Highway System.

WORK – All scope and cost commitments included in this Agreement.

RESPONSIBILITIES

8. SANBAG is the only FUNDING PARTNER for this Agreement. SANBAG's funding commitment is 100% of WORK cost.
9. CALTRANS shall perform REIMBURSED WORK.
10. CALTRANS is the CEQA lead agency for PROJECT.
11. SANBAG is the CEQA responsible agency for PROJECT.
12. CALTRANS is the NEPA lead agency for PROJECT.
13. SANBAG is IMPLEMENTING AGENCY for PID (PSR-PR).

SCOPE

Scope: General

14. All WORK will be performed in accordance with federal and California laws, regulations, and standards.

All WORK will be performed in accordance with FHWA STANDARDS and CALTRANS STANDARDS.
15. As a part of REIMBURSED WORK, CALTRANS will review and approve the PSR-PR prepared by SANBAG, will provide relevant proprietary information in the form of existing data dumps, spreadsheets and maps, and will actively participate in the project delivery team (PDT) meetings.
16. As a part of REIMBURSED WORK, CALTRANS will perform its review and approval in accordance with the provision of the current Project Development Procedures Manual.

CALTRANS' review and approval will consist of performing IQA to verify that QC/QA meets department standards and determination that the WORK is acceptable for the next project component. However, CALTRANS' review and approval does not involve any work necessary to actually develop or complete the PID. No liability will be assignable to CALTRANS, its officers and employees by SANBAG under the terms of this Agreement or by third parties by reason of CALTRANS' review and approval of the PID.

17. As a part of REIMBURSED WORK, CALTRANS will perform its QC/QAP process review for environmental documentation.
18. PARTNERS may, at their own expense, have representatives observe any scope, cost, or schedule commitments performed by another PARTNER. Observation does not constitute authority over those commitments.
19. Each PARTNER will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.
20. PARTNERS will invite each other to participate in the selection of any consultants who participate in WORK.
21. IMPLEMENTING AGENCY for each project component included in this Agreement will be available to help resolve WORK-related problems generated by that component for the entire duration of PROJECT.
22. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within SHS right of way. Permits will be issued at no cost to SANBAG.

Contractors/Consultants and/or agents, and utility owners will not perform WORK without an encroachment permit issued in their name.

23. The preparation of the environmental documentation, including the investigative studies and technical environmental reports, shall be performed in accordance with all State and Federal laws, regulations, policies, procedures, and standards current as of the date of performance including, but not limited to, the guidance provided in the Standard Environmental Reference available at www.dot.ca.gov/ser and if applicable, the guidance provided in the FHWA Environmental Guidebook available at www.fhwa.dot.gov/hep/index.htm.
24. CALTRANS will be the CEQA Lead Agency and SANBAG will be a CEQA Responsible Agency. CALTRANS will be the NEPA Lead Agency, if NEPA applies. CALTRANS will assess PROJECT impacts on the environment and SANBAG will prepare the appropriate level of environmental documentation and necessary associated supporting investigative studies and technical environmental reports in order to meet the requirements of CEQA and if NEPA applies, NEPA. SANBAG will submit to CALTRANS all investigative studies and technical environmental reports for CALTRANS' review, comment, and approval as the CEQA Lead Agency and if NEPA applies, CALTRANS' review, comment and approval as the NEPA Lead Agency. The

environmental document and/or categorical exemption/exclusion determination, including the administrative draft, draft, administrative final, and final environmental documentation, as applicable, will require CALTRANS' review, comment, and approval as the CEQA Lead Agency and if NEPA applies, CALTRANS' review, comment, and approval as the NEPA Lead Agency, prior to public availability.

25. If SANBAG discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and SANBAG will notify CALTRANS within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and a plan is approved for its removal or protection.
26. PARTNERS will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for PROJECT in confidence to the extent permitted by law and, where applicable, the provisions of California Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event that PARTNERS share documents with each other.

PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete PROJECT without the written consent of the PARTNER authorized to release them, unless required or authorized to do so by law.

27. If a PARTNER receives a public records request pertaining to WORK under this Agreement, that PARTNER will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any disclosed public documents. PARTNERS will consult with each other prior to the release of any public documents related to PROJECT.
28. If HM-1 or HM-2 is found during WORK, IMPLEMENTING AGENCY for the project component during which it is found will immediately notify PARTNERS.
29. CALTRANS, independent of PROJECT, is responsible for any HM-1 found within the existing SHS right of way. CALTRANS will undertake HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.
30. If HM-1 is found within PROJECT limits and outside the existing SHS right of way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. SANBAG, in concert with the local agency having land use jurisdiction over the parcel(s), will ensure that HM MANAGEMENT ACTIVITIES related to HM-1 are undertaken with minimum impact to PROJECT schedule.
31. If HM-2 is found within PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.

32. CALTRANS' acquisition or acceptance of the title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on acquisition.
33. PARTNERS will comply with all of the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTNER's responsibilities in this Agreement.
34. IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTNERS with written monthly progress reports during the implementation of WORK in that component.
35. IMPLEMENTING AGENCY for a PROJECT COMPONENT will accept, reject, compromise, settle, or litigate claims of any non-Agreement parties hired to do WORK in that component.
36. PARTNERS will confer on any claim that may affect WORK or PARTNERS' liability or responsibility under this Agreement in order to retain resolution possibilities for potential future claims. No PARTNER will prejudice the rights of another PARTNER until after PARTNERS confer on claims.
37. PARTNERS will maintain and make available to each other all WORK-related documents, including financial data, during the term of this Agreement and retain those records for four (4) years from the date of termination or COMPLETION OF WORK, or three (3) years after the final voucher, whichever is later.
38. PARTNERS have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA (if PROJECT utilizes federal funds), and SANBAG will have access to all WORK-related records of each PARTNER, and any party hired by a PARTNER to participate in WORK, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTNER will be permitted to make copies of any WORK-related records needed for the audit.

The audited PARTNER will review the draft audit, findings and recommendations, and provide written comments within 30 calendar days of receipt.

Upon completion of the final audit, PARTNERS have 30 days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTNERS is subject to dispute resolution. Any costs arising out of the dispute resolution process will be paid within 30 calendar days of the final audit or dispute resolution findings.

39. If WORK stops for any reason, PARTNERS are still obligated to implement all of its applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each PARTNER's responsibilities in this Agreement, in order to keep PROJECT in environmental compliance until WORK resumes.
40. SANBAG will complete the activities assigned to it on the SCOPE SUMMARY, which is attached to and made a part of this Agreement. CALTRANS will complete the activities that are assigned to it on the SCOPE SUMMARY. Activities marked with "N/A" on the SCOPE SUMMARY are not included within the scope of this Agreement.

Scope: Project Initiation Document (PSR-PR)

41. CALTRANS will identify the necessary resource agency permits, agreements, and/or approvals for PROJECT.
42. CALTRANS will coordinate, obtain, implement, renew and amend the necessary regulatory agency permits, agreements, and/or approvals.
43. SANBAG will prepare a PID for PROJECT at its sole cost and expense and at no cost to CALTRANS. The PID shall be signed on behalf of SANBAG by a Civil Engineer registered in the State of California.
44. Per Chapter 603, amending item 2660-001-0042 of Section 2.00 of the State Budget Act of 2012, the cost of any engineering services performed by CALTRANS towards any local government agency sponsored PID project will only include direct costs. Indirect or overhead costs will not be applied during the development of the PID document.
45. As a part of REIMBURSED WORK, CALTRANS will provide SANBAG with relevant and readily available information in the form of data dumps, spreadsheets and maps, and will actively participate in the project delivery team (PDT) meetings.
46. CALTRANS will complete a review of the draft PID and provide its comments to the SANBAG within 60 calendar days from the date CALTRANS received the draft PID from SANBAG. SANBAG will address the comments provided by CALTRANS. If any interim reviews are requested of CALTRANS by SANBAG, CALTRANS will complete those reviews within 30 calendar days from the date CALTRANS received the draft PID from SANBAG.
47. After SANBAG revises the PID to address all of CALTRANS' comments and submits the revised PID and all related attachments and appendices, CALTRANS will complete its review and final determination of the revised PID within 30 calendar days from the date CALTRANS received the revised PID from SANBAG. Should CALTRANS

require supporting data necessary to defend facts or claims cited in the PID, SANBAG will provide all available supporting data in a reasonable time so that CALTRANS may conclude its review. The 30-day CALTRANS review period will be stalled during that time and will continue to run after SANBAG provides the required data.

48. PID preparation, except as set forth in this Agreement, is to be performed by SANBAG. Should SANBAG request CALTRANS to perform any portion of PID preparation work, except as otherwise set forth in this Agreement, SANBAG shall first agree to reimburse CALTRANS for such work and PARTNERS will amend this Agreement.
49. No alteration or variation of the terms of this Agreement shall be valid unless made by a formal amendment executed by the PARTNERS hereto and no oral understanding or agreement not incorporated herein shall be binding on any PARTNER(S) hereto.
50. This Agreement may be terminated at any time, in writing, by mutual agreement of PARTNERS. However, all indemnification articles will remain in effect until terminated or modified in writing by mutual agreement.

COST

Cost: General

51. SANBAG will secure funds for all WORK. Any change to the funding commitments outlined in this Agreement requires an amendment to this Agreement.
52. The cost to comply with and implement the commitments set forth in the environmental documentation is at SANBAG's cost.
53. The cost of any legal challenges to the CEQA or NEPA environmental process or documentation is at SANBAG's cost.
54. CALTRANS will provide encroachment permits to SANBAG, their contractors, consultants and agents, at no cost.
55. Fines, interest, or penalties levied against a PARTNER will be paid by the PARTNER whose actions, or lack of action, caused the levy.
56. If there are insufficient funds in this Agreement to implement applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, SANBAG accepts responsibility to fund these activities, as they apply to each PARTNER's responsibilities, until such time as PARTNERS amend this Agreement.

CALTRANS may request reimbursement for these costs during the amendment process.

57. Except as otherwise provided in this Agreement, SANBAG will pay invoices within 30 calendar days of receipt of invoice.

58. The cost of any awards, judgments, or settlements generated by WORK is a WORK cost.

Cost: Project Initiation Document (PSR-PR)

59. SANBAG agrees to pay CALTRANS, an amount \$310,000.
60. CALTRANS will invoice SANBAG for a deposit of \$31,000 upon execution of this Agreement. SANBAG will pay invoices within 30 calendar days of receipt.
61. Thereafter, CALTRANS will submit to SANBAG monthly invoices for estimated monthly costs based on the prior month's expenditures.
62. After PARTNERS agree that all work is complete, CALTRANS will submit a final accounting of all costs. Based on the final accounting, CALTRANS will refund or invoice, as necessary, in order to satisfy the financial commitments of this Agreement.

SCHEDULE

63. PARTNERS will manage the schedule for WORK through the work plan included in the PROJECT MANAGEMENT PLAN.

GENERAL CONDITIONS

64. PARTNERS understand that this Agreement is in accordance with and governed by the Constitution and laws of the State of California. This Agreement will be enforceable in the State of California. Any PARTNER initiating legal action arising from this Agreement will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this Agreement resides, or in the Superior Court of the county in which PROJECT is physically located.
65. All WORK by CALTRANS under the terms of this Agreement is subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
66. Neither SANBAG 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 CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this Agreement.

It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SANBAG 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 CALTRANS and/or its agents under this Agreement.

67. Neither CALTRANS 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 SANBAG and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon SANBAG under this Agreement.

It is understood and agreed that SANBAG, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS 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 SANBAG and/or its agents under this Agreement.

68. PARTNERS do not intend this Agreement to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this Agreement. PARTNERS do not intend this Agreement to affect their legal liability by imposing any standard of care for fulfilling WORK different from the standards imposed by law.
69. Thus SANBAG shall reimburse CALTRANS for the services provided by CALTRANS, as stipulated in this Agreement, for direct and indirect costs or direct only costs, as governed by the current law. The current law is highlighted in Exhibit A which is attached to and made a part of this Agreement. Exhibit A can be updated by PARTIES even without a formal AMENDMENT whenever there is a change in the law.
70. PARTNERS will not assign or attempt to assign WORK to parties not signatory to this Agreement.
71. PARTNERS will not interpret any ambiguity contained in this Agreement against each other. PARTNERS waive the provisions of California Civil Code section 1654.
72. A waiver of a PARTNER's performance under this Agreement will not constitute a continuous waiver of any other provision. An amendment made to any article or section of this Agreement does not constitute an amendment to or negate all other articles or sections of this Agreement.
73. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.
74. If any PARTNER defaults in its WORK, a non-defaulting PARTNER will request in writing that the default be remedied within 30 calendar days. If the defaulting PARTNER fails to do so, the non-defaulting PARTNER may initiate dispute resolution.
75. PARTNERS will first attempt to resolve Agreement disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of SANBAG will attempt to negotiate a resolution. If PARTNERS do not reach a resolution, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of WORK in accordance with the terms of this Agreement. However, if any PARTNER stops fulfilling WORK, any other PARTNER may seek equitable relief to ensure that WORK continues.

Except for equitable relief, no PARTNER may file a civil complaint until after mediation, or 45 calendar days after filing the written mediation request, whichever occurs first.

PARTNERS will file any civil complaints in the Superior Court of the county in which the CALTRANS district office signatory to this Agreement resides or in the Superior Court of the county in which PROJECT is physically located. The prevailing PARTNER will be entitled to an award of all costs, fees, and expenses, including reasonable attorney fees as a result of litigating a dispute under this Agreement or to enforce the provisions of this article including equitable relief.

76. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
77. If any provisions in this Agreement are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other Agreement provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this Agreement.
78. PARTNERS intend this Agreement to be their final expression and to supersede any oral understanding or writings pertaining to WORK.
79. If, during performance of WORK, additional activities or environmental documentation is necessary to keep PROJECT in environmental compliance, PARTNERS will amend this Agreement to include completion of those additional tasks. The CEQA Lead Agency and if NEPA applies, NEPA Lead Agency, shall review, comment and approve the additional environmental documentation.
80. The following documents are attached to, and made an express part of this Agreement: SCOPE SUMMARY.
81. This Agreement will terminate 180 days after PID is signed by PARTNERS or as mutually agreed by PARTNERS in writing. However, all indemnification articles will remain in effect until terminated or modified in writing by mutual agreement.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTNER to this Agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this Agreement.

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

Approved:

By: _____
Basem E. Muallem, P.E.
District Director

Certified as to funds:

By: _____
Lisa Pacheco
Budget Manager

**SAN BERNARDINO ASSOCIATED
GOVERNMENTS**

Approved:

By: _____
J.E. Janh
Board President

Attest:

By: _____
Vicki Watson
Board Clerk

Approved as to form and Procedure:

By: _____
Eileen Monaghan Teichert
General Counsel

Concurrence:

By: _____
Jeffery Hill
Contract Administrator

SCOPE SUMMARY (PSR-PR)

4	5	6	7	8	Description	CA/TRANS	SANBAG	NA
1	150				All task to be done under WBS 160.05 and 160.10		X	X
		05			TRANSPORTATION PROBLEM DEFINITION AND SITE ASSESSMENT		X	
			05		REVIEW OF EXISTING REPORTS STUDIES AND MAPPING		X	
			10		GEOLOGICAL HAZARDS REVIEW		X	
			15		UTILITY SEARCH		X	
			20		ENVIRONMENTAL CONSTRAINTS IDENTIFICATION		X	
			25		TRAFFIC FORECASTS/MODELING		X	
			30		SURVEYS AND MAPS FOR PID		X	
				05	REGULAR SURVEYS AND MAPS FOR PID		X	
				10	ACCELERATED ENGINEERING SURVEYS		X	
			35		PROBLEM DEFINITION	X	X	
			45		AS-BUILT CENTERLINE AND EXISTING RIGHT OF WAY	X	X	
			99		OTHER DEFINITION AND ASSESSMENT PRODUCTS		X	
		10			INITIAL ALTERNATIVES DEVELOPMENT	X	X	
			05		PUBLIC/LOCAL AGENCY INPUT		X	
			10		VALUE ANALYSIS		X	
			15		CONCEPT ALTERNATIVES DEVELOPMENT	X	X	
			99		OTHER INITIAL ALTERNATIVE DEVELOPMENT PRODUCTS	X	X	
		15			ALTERNATIVES ANALYSIS	X	X	
			05		RIGHT OF WAY DATA SHEETS		X	
			10		UTILITY RELOCATION REQUIREMENTS ASSESSMENT		X	
			15		RAILROAD INVOLVEMENT DETERMINATION		X	
			20		DISTRICT PRELIMINARY GEOTECHNICAL REPORT (DPGR)		X	
			25		PRELIMINARY MATERIALS REPORT		X	
			30		STRUCTURES ADVANCE PLANNING STUDY		X	
				05	STRUCTURES PRELIMINARY GEOTECHNICAL REPORT		X	
				10	STRUCTURES PRELIMINARY HYDRAULICS REPORT		X	
				15	STRUCTURES PRELIMINARY ARCHITECTURAL AND AESTHETICS REPORT		X	
				20	STRUCTURES PRELIMINARY MAINTENANCE REPORT		X	
				25	STRUCTURES PRELIMINARY CONSTRUCTION PLAN		X	
				30	STRUCTURES ADVANCE PLANNING REPORT		X	
				99	OTHER STRUCTURES ADVANCE PLANNING STUDY PRODUCTS		X	
			35		MULTIMODAL REVIEW		X	
			40		HYDRAULIC REVIEW		X	
			45		TRAFFIC CAPACITY ANALYSIS	X	X	
			50		TRAFFIC STUDIES		X	
			55		CONSTRUCTION ESTIMATES		X	

		60	PRELIMINARY TRANSPORTATION MANAGEMENT PLAN		X	
		99	OTHER ALTERNATIVE ANALYSIS PRODUCTS		X	
	20		PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT			X
		05	INITIAL NOISE STUDY			X
		10	HAZARDOUS WASTE INITIAL SITE ASSESSMENT			X
		15	SCENIC RESOURCE AND LANDSCAPE ARCHITECTURE REVIEW			X
		20	INITIAL NEPA/404 COORDINATION			X
		25	INITIAL BIOLOGY STUDY			X
		30	INITIAL RECORDS AND LITERATURE SEARCH FOR CULTURAL RESOURCES			X
		40	INITIAL COMMUNITY IMPACT ANALYSIS LAND USE AND GROWTH STUDIES			X
		45	INITIAL AIR QUALITY STUDY			X
		50	INITIAL WATER QUALITY STUDIES			X
		55	INITIAL FLOODPLAIN STUDY			X
		60	PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT PREPARATION			X
		65	INITIAL PALEONTOLOGY STUDY			X
		70	INITIAL NATIVE AMERICAN COORDINATION			X
		99	OTHER PEAR PRODUCTS			X
	25		APPROVED PID [PSR PSSR ETC.]			X
		05	DRAFT PID			X
		10	EXCEPTIONS TO DESIGN STANDARDS		X	
		15	ACCESS MODIFICATION REQUEST		X	
		20	PID CIRCULATION REVIEW AND APPROVAL			X
		25	STORM WATER DATA REPORT		X	
		30	DRAFT PROJECT REPORT AS PART OF A PSSR/PR PROGRAMMING DOCUMENT			X
		05	COST ESTIMATES FOR ALTERNATIVES			X
		10	FACT SHEET FOR EXCEPTIONS TO DESIGN STANDARDS			X
		15	EXCEPTIONS TO ENCROACHMENT POLICY		X	
		20	DRAFT PROJECT REPORT AS PART OF A PSSR/PR PROGRAMMING DOCUMENT			X
		25	DRAFT PROJECT REPORT CIRCULATION REVIEW & APPROVAL			X
		99	OTHER PID PRODUCTS			X
	35		REQUIRED PERMITS DURING PROJECT INITIATION DOCUMENTS DEVELOPMENT			X
	40		PERMIT IDENTIFICATION DURING PROJECT INITIATION DOCUMENTS DEVELOPMENT			X
		50	ENVIRONMENTAL COMMITMENT RECORD			X
		55	NEPA DELEGATION			X
	45		BASE MAPS AND PLAN SHEETS FOR PROJECT INITIATION DOCUMENTS			X
2	160		PERFORM PRELIMINARY ENGINEERING STUDIES AND DRAFT PROJECT STUDY REPORT/PROJECT REPORT (PSR/PR)	X	X	
	05		UPDATED PROJECT INFORMATION (INCLUDE APPLICABLE ITEMS FROM 150.05 AND 150.10)			X

		10		ENGINEERING STUDIES (INCLUDE APPLICABLE ITEMS FROM 150.15 AND 150.25)		X	
		15		DRAFT PSR/PR		X	
		20		ENGINEERING AND LAND NET SURVEYS		X	
		30		ENVIRONMENTAL STUDY REQUEST (ESR)		X	
		40		NEPA DELEGATION	X		
		45		BASE MAPS AND PLAN SHEETS FOR PROJECT REPORT AND ENVIRONMENTAL STUDIES		X	
2	165			PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	X	X	
		05		ENVIRONMENTAL SCOPING OF ALTERNATIVES IDENTIFIED FOR STUDIES IN PROJECT INITIATION DOCUMENT			X
		10		GENERAL ENVIRONMENTAL STUDIES		X	
		15		BIOLOGICAL STUDIES		X	
		20		CULTURAL RESOURCE STUDIES		X	
			05	ARCHAEOLOGICAL SURVEY		X	
			05	AREA OF POTENTIAL EFFECTS/STUDY AREA MAPS		X	
			10	NATIVE AMERICAN CONSULTATION		X	
			15	RECORDS AND LITERATURE SEARCH		X	
			20	FIELD SURVEY		X	
			25	ARCHAEOLOGICAL SURVEY REPORT		X	
			99	OTHER ARCHAEOLOGICAL SURVEY PRODUCTS		X	
			10	EXTENDED PHASE I ARCHAEOLOGICAL STUDIES		X	
			05	NATIVE AMERICAN CONSULTATION		X	
			10	EXTENDED PHASE I PROPOSAL		X	
			15	EXTENDED PHASE I FIELD INVESTIGATION		X	
			20	EXTENDED PHASE I MATERIALS ANALYSIS		X	
			25	EXTENDED PHASE I REPORT		X	
			99	OTHER PHASE I ARCHAEOLOGICAL STUDY PRODUCTS		X	
			15	PHASE II ARCHAEOLOGICAL STUDIES		X	
			05	NATIVE AMERICAN CONSULTATION		X	
			10	PHASE II PROPOSAL		X	
			15	PHASE II FIELD INVESTIGATION		X	
			20	PHASE II MATERIALS ANALYSIS		X	
			25	PHASE II REPORT		X	
			99	OTHER PHASE II ARCHAEOLOGICAL STUDY PRODUCTS		X	
			20	HISTORICAL AND ARCHITECTURAL RESOURCE STUDIES		X	
			05	PRELIMINARY AREA OF POTENTIAL EFFECTS/STUDY AREA MAPS FOR ARCHITECTURE		X	
			10	HISTORIC RESOURCES EVALUATION REPORT - ARCHAEOLOGY		X	
			15	HISTORIC RESOURCE EVALUATION REPORT - ARCHITECTURE (HRER)		X	
			20	BRIDGE EVALUATION		X	
			99	OTHER HISTORICAL AND ARCHITECTURAL RESOURCE STUDY PRODUCTS		X	
			25	CULTURAL RESOURCE COMPLIANCE CONSULTATION DOCUMENTS		X	

			05	FINAL AREA OF POTENTIAL EFFECTS/STUDY AREA MAPS		X	
			10	PRC 5024.5 CONSULTATION		X	
			15	HISTORIC PROPERTY SURVEY REPORT/HISTORIC RESOURCES COMPLIANCE REPORT		X	
			20	FINDING OF EFFECT		X	
			25	ARCHAEOLOGICAL DATA RECOVERY PLAN/TREATMENT PLAN		X	
			30	MEMORANDUM OF AGREEMENT		X	
			99	OTHER CULTURAL RESOURCES COMPLIANCE CONSULTATION PRODUCTS		X	
		25		DRAFT ENVIRONMENTAL DOCUMENT OR CATEGORICAL EXEMPTION/EXCLUSION	X	X	
			10	SECTION 4(F) EVALUATION	X		
			20	ENVIRONMENTAL QUALITY CONTROL AND OTHER REVIEWS	X		
			25	APPROVAL TO CIRCULATE RESOLUTION	X		
			30	ENVIRONMENTAL COORDINATION		X	
			99	OTHER DRAFT ENVIRONMENTAL DOCUMENT PRODUCTS		X	
		30		NEPA DELEGATION	X		
2	170			PERMITS, AGREEMENTS, AND ROUTE ADOPTIONS DURING PSR/PR AND ED COMPONENT	X	X	
			05	REQUIRED PERMITS		X	
			15	RAILROAD AGREEMENTS		X	
			20	FREEWAY AGREEMENTS		X	
			25	AGREEMENT FOR MATERIAL SITES		X	
			30	EXECUTED MAINTENANCE AGREEMENT		X	
			40	ROUTE ADOPTIONS		X	
			45	MOU FROM TRIBAL EMPLOYMENT RIGHTS OFFICE (TERO)		X	
			55	NEPA DELEGATION	X		
2	175			CIRCULATE DRAFT ENVIRONMENTAL DOCUMENT AND SELECT PREFERRED PROJECT ALTERNATIVE IDENTIFICATION	X	X	
			05	DED CIRCULATION		X	
			10	PUBLIC HEARING	X	X	
			15	PUBLIC COMMENT RESPONSES AND CORRESPONDENCE		X	
			20	PROJECT PREFERRED ALTERNATIVE	X	X	
			25	NEPA DELEGATION	X		
2	180			PREPARE AND APPROVE (PSR/PR) AND FINAL ENVIRONMENTAL DOCUMENT	X	X	
			05	FINAL PSR/PR		X	
			10	FINAL ENVIRONMENTAL DOCUMENT	X	X	
			05	APPROVED FINAL ENVIRONMENTAL DOCUMENT	X		
			05	DRAFT FINAL ENVIRONMENTAL DOCUMENT REVIEW	X		
			10	REVISED DRAFT FINAL ENVIRONMENTAL DOCUMENT	X	X	
			15	SECTION 4(F) EVALUATION	X		
			20	FINDINGS	X		
			25	STATEMENT OF OVERRIDING CONSIDERATIONS	X		

			30	CEQA CERTIFICATION	X		
			40	SECTION 108 CONSULTATION AND MOA	X		
			45	SECTION 7 CONSULTATION	X		
			50	FINAL SECTION 4(F) STATEMENT	X		
			55	FLOODPLAIN ONLY PRACTICABLE ALTERNATIVE FINDING	X		
			60	WETLANDS ONLY PRACTICABLE ALTERNATIVE FINDING	X		
			65	SECTION 404 COMPLIANCE	X		
			70	MITIGATION MEASURES	X	X	
			10	PUBLIC DISTRIBUTION OF FINAL ENVIRONMENTAL DOCUMENT AND RESPOND TO COMMENTS	X		
			15	FINAL RIGHT OF WAY RELOCATION IMPACT DOCUMENT		X	
			99	OTHER FINAL ENVIRONMENTAL DOCUMENT PRODUCTS		X	
		15		COMPLETED ENVIRONMENTAL DOCUMENT	X	X	
			05	RECORD OF DECISION (NEPA)	X		
			10	NOTICE OF DETERMINATION (CEQA)	X		
			20	ENVIRONMENTAL COMMITMENTS RECORD		X	
			99	OTHER COMPLETED ENVIRONMENTAL DOCUMENT PRODUCTS		X	
		20		NEPA DELEGATION	X		

Exhibit A

Beginning in Fiscal Year 2012-13, the California Department of Transportation shall exempt Project Initial Document development and oversight services reimbursed from local government agencies from full cost recovery as outlined in Caltrans' Indirect Cost Recovery Plan. Local government agencies shall be obligated to reimburse only direct costs to Caltrans for work under the Transportation Planning Program (40 Program).

For additional detail, reference Assembly Bill (AB) 1477, signed into law on September 30, 2012 and as shown in Chapter 603, amending item 2660-001-0042 of Section 2.00 of the State Budget Act of 2012.



CONTRACT SUMMARY SHEET

Contract No. C 13027 Amendment No. 01

By and Between

San Bernardino Transportation Authority and City of Highland

Contract Description Project Study Report/Project Report for the SR-210/Base Line Interchange

Board of Director's Meeting Date: December 5, 2012 and September 4, 2013
Overview of BOD Action: Approve Contract No. C 13027 between SANBAG and City of Highland

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW					
Original Contract Amount	\$	434,620	Original Contingency Amount	\$	0.00
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$		Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$	129,890	Contingency Amendment	\$	0.00
TOTAL CONTRACT VALUE	\$	564,510	TOTAL CONTINGENCY VALUE	\$	0.00
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 564,510

Contract Start Date 02/06/13	Current Contract Expiration Date 07/31/2015	Revised Contract Expiration Date
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

FINANCIAL INFORMATION					
<input type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0803</u> . <input checked="" type="checkbox"/> A Budget Amendment is required.					
How are we funding current FY? MSI Valley Fund Freeway Interchange which will utilize cash flow borrowing from the Freeway Program in the amount of \$602,660 (SANBAG's share); & City of Highland					
<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: MSI Valley Fund Freeway Interchange which will utilize cash flow borrowing from the Freeway Program in the amount of \$602,660 (SANBAG's share); & City of Highland					
<input type="checkbox"/> Payable <input checked="" 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 _____ % <input type="checkbox"/> Underutilized DBE (UDBE) Goal _____ %	

Mary Brown		6/30/13	Date
Task Manager (Print Name)		7-26-13	Date
Project Manager (Print Name)	Signature	Date	Date
Contracts Administrator (Print Name)	Signature	Date	Date
Chief Financial Officer (Print Name)		8/7/13	Date
Director of Fund Administration & Programming	Signature	Date	Date

**AMENDMENT 1 TO
COOPERATIVE AGREEMENT C13027**

BY AND BETWEEN

**SAN BERNARDINO ASSOCIATED GOVERNMENTS, acting in its capacity as the SAN
BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

AND

CITY OF HIGHLAND

FOR

**PREPARATION OF THE COMBINED PROJECT STUDY REPORT/PROJECT
REPORT FOR THE PREPARATION OF THE ENVIRONMENTAL DOCUMENT FOR
THE IMPROVEMENT OF THE STATE ROUTE 210/BASE LINE INTERCHANGE IN
THE CITY OF HIGHLAND**

This AMENDMENT No. 1 to COOPERATIVE AGREEMENT C13027 is made by and between the San Bernardino Associated Governments acting in its capacity as the San Bernardino County Transportation Authority (referred to hereafter as "SANBAG"), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715, and the City of Highland whose address is 27215 Base Line, Highland, California, 92346, (referred to hereafter as "CITY"). SANBAG and CITY are each a "Party" and collectively the "Parties" herein.

RECITALS:

WHEREAS, the AGREEMENT C13027 dated _____, 2013, with SANBAG to be the lead agency for the preparation of the Project Initiation Documents for a Project on SR-210 to improve the intersection at Base Line in the City of Highland; and

WHEREAS, SANBAG has modified the scope to include a combined Project Study Report-Project Report (PSR-PR) in order to improve the schedule for Project delivery; and

WHEREAS, SANBAG has modified the terms to include the Caltrans' provisions for Assembly Bill (AB) 1477, signed into law on September 30, 2012 and as shown in Chapter 603, amending item 2660-001-0042 of Section 2.00 of the State Budget Act of 2012, requiring local government agencies to reimburse direct costs to Caltrans for work under the Transportation Planning Program; and

WHEREAS, CITY considers PROJECT to be high priority and is willing to fund 41.9% of all costs associated with developing and constructing PROJECT, as per the Development Mitigation Nexus Study prepared by the SANBAG, and approved by the SANBAG Board of Directors on November 2, 2011; and

WHEREAS, constructing the PROJECT concurrently with SR-210 LANE ADDITION provides viable opportunities to save money and to reduce inconvenience to the public during construction; and

WHEREAS, this Amendment No. 1 is intended to delineate roles, responsibilities, and funding commitments relative to the preparation of the PSR-PR for PROJECT; and

WHEREAS, it is anticipated that Parties will enter into future cooperative agreements relative to the Design, Right-of-Way, and Construction phases of PROJECT;

NOW, THEREFORE, the Parties agree to the following changes:

1. Amend Contract C13027, to replace the term "Project Approval and Environmental Document (PA&ED)" with the term "Project Study Report-Project Report (PSR-PR)" where ever it appears in the Contract.
2. Amend paragraph 2., of Section I., to delete \$602,660, and replace with \$782,770.
3. Amend paragraph 1., of Section II., to delete \$434,620, and replace with \$564,510.
4. To delete Attachment A, "Project Funding Table" and replace with Attachment A, "Revised Project Funding Table" as identified herein.
5. All other terms and conditions remain the same.

IN WITNESS WHEREOF, this Amendment has been executed by the Parties hereto on the date first written above and is effective on the date signed by **AUTHORITY**.

SIGNATURES ON FOLLOWING PAGE:

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF HIGHLAND

By: _____
W.E. Jahn, Chairperson

By: _____
Larry McCallon, Mayor
City of Highland

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
Craig Steele
City Attorney

By: _____
Jeffery Hill
Contract Administrator

Attachment A - Revised Project Funding Table

Component	Cost	City Share (41.9%)	Authority Share (58.1%)
PRS/PR	\$1,252,982	\$524,999	\$727,983
SANBAG Contract Management and Oversight	\$94,298	\$39,511	\$54,787
Total	\$1,037,280	\$564,510	\$782,770



CONTRACT SUMMARY SHEET

Contract No. C 12137 Amendment No. 2

By and Between

San Bernardino County Transportation Authority and URS Corporation

Contract Description . State Route 210 (SR-210) Lane Addition and SR-210/Base Line Interchange Project for Project Study Report-Project Report Services

Board of Director's Meeting Date: September 4, 2013					
Overview of BOD Action: Add Base Line PSR-PR services to the existing SR-210 PAVED services agreement. Base Line is within the SR-210 Lane Addition area of impact.					
Is this a Sole-Source procurement? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
CONTRACT OVERVIEW					
Original Contract Amount	\$	3,051,971.00	Original Contingency Amount	\$	0.00
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	3,994,953.00	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	300,000.00
Current Amendment Amount	\$	0	Contingency Amendment	\$	0
TOTAL CONTRACT VALUE	\$	3,994,953.00	TOTAL CONTINGENCY VALUE	\$	300,000.00
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 4,294,953.00
Contract Start Date	Current Contract Expiration Date		Revised Contract Expiration Date		
April 4, 2012	March 31, 2015		N/A		
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>0887 and 0803</u>				
<input type="checkbox"/> A Budget Amendment is required.				
How are we funding current FY? Measure I Valley Fund - Freeway Interchange and Local Funds - City of Highland				
<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: Task 0887 for \$3,051,971.00 plus contingency of \$300,000.00 Measure I Valley Fund - Freeway Projects. Task 0803 for \$942,982.00 Measure I Valley Fund - Freeway Interchange and Local Funds - City of Highland				
<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 _____ %	

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Signature _____	Date _____
Signature _____	Date _____

**ATTACHMENT A
PSR-PR SCOPE OF WORK**

**SR-210/BASE LINE INTERCHANGE IMPROVEMENT
PROJECT**

CONTRACT No. C 12137

EA No. 0C7000

Prepared for



San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
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October 2012

Prepared by

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1. PROJECT DESCRIPTION AND ASSUMPTIONS

The San Bernardino Associated Governments (SANBAG), acting as the San Bernardino County Transportation Authority, will utilize the services of URS Corporation (URS) to prepare the Project Report and Environmental Document for the State Route 210 (SR-210)/Base Line Interchange Improvement Project (Project) within the City of Highland. Coordination between SANBAG, URS, California Department of Transportation (Caltrans), City of Highland and other local agencies will be accomplished through the SANBAG Director of Project Delivery or his designee.

The SANBAG Project Manager for this contract shall be:

Khalil Saba, Project Delivery Manager

URS will be required to perform all professional and technical services necessary to prepare the Project Report and Environmental Document.

Project Description, Location and Scope

The Project purposes to widen existing Base Line between Buckeye Street and Seine Avenue and to improve the SR-210/Base Line interchange. The SR-210/Base Line interchange was constructed in the early 1990's when the mainline SR-210 freeway was originally constructed.

In May 2008, Caltrans approved a Project Study Report/Project Development Support (PSR-PDS), which identified one build alternative to increase capacity of SR-210 from I-215 to I-10. In April 2012, SANBAG initiated a contract with URS to prepare a Project Report and Environmental Document to widen a segment of SR-210 from Highland Avenue to San Bernardino Avenue by adding one mixed flow lane in each direction of the freeway. The freeway widening project also includes the creation of auxiliary lanes between the Base Line interchange and the 5th Street interchange and an eastbound acceleration lane from the 5th Street entrance ramp. The SR-210/Base Line interchange lies within the segment of SR-210 proposed for widening in the URS contract.

In September 2010, The City of Highland completed a Traffic Study to identify potential improvements at the SR-210/Base Line interchange that would be compatible with the proposed SR-210 mainline improvements. The City Traffic Study established the preferred Base Line 2040 Master Plan Configuration for Base Line between Church Avenue and Boulder Avenue. The preferred alternative was called the Proposed Minimal Improvements Alternative, which includes minor widening of Base Line from Church Avenue to the freeway interchange and from the freeway interchange to Boulder Avenue. At the interchange it was proposed to widen the overcrossing structure to accommodate 3 through lanes westbound, 2 through lanes eastbound and dual left turn lanes with one of left turn lanes configured "back-to-back" for a total of 8 lanes across the structure.

The City of Highland prepared a planning study, environmental documentation and final designs to implement a portion of the Base Line improvements east of the interchange. The City's project includes:

- Widening eastbound Base Line to the south to add a right turn lane to southbound Siene Avenue
- Widening southbound Siene Avenue at Base Line to add a right turn lane to westbound Base Line
- Widening southbound Siene Avenue at Base Line to add a second left turn lane to westbound Base Line
- Add a raised median island from Siene Avenue to Boulder Avenue

It is anticipated that the City's improvement project will be constructed by the end of 2013.

SANBAG reviewed the City of Highland's Base Line 2040 Master Plan Configuration Traffic Study and expanded the improvement recommendations to include the interchange ramps and connections to the mainline freeway. SANBAG prepared a summarized study of the interchange improvements in August 2012. SANBAG recommended the following interchange ramp improvements:

- Widen the westbound Base Line entrance ramp to 2 mixed flow lanes and one HOV preferential lane
- Widen the eastbound Base Line entrance ramp to 2 mixed flow lanes and one HOV preferential lane
- Widen the westbound exit ramp to 2 lanes and expanding to 3 lanes at the ramp terminal intersection
- For the westbound exit ramp, create a two-lane exit ramp at the ramp junction with SR-210
- Install ramp metering systems on both eastbound and westbound entrance ramps

Therefore, based on current data and information, SANBAG anticipates the scope of the proposed SR-210/Base Line Interchange Improvement Project to include:

1. Widen eastbound Base Line from several hundred feet east of Buckeye Street to the eastern curb return of the westbound ramp terminal intersection. Widen westbound Base Line from the westerly curb return of the Base Line/Seine Avenue intersection improvements to Buckeye Street
2. Widen the overcrossing structure to 8 lanes (3 westbound through lanes, 2 eastbound through lanes, dual left turn lanes with one back-to-back left turn lane)
3. Widen the Base Line interchange entrance ramps to 2 mixed flow lanes plus one HOV preferential lane
4. Widen the westbound exit ramp to 2 lanes, expanding to 3 lanes at the ramp terminal intersection
5. Create a two-lane exit at the Base Line westbound exit ramp junction



Report-Project Report Line Interchange Improvement Project

The attached Project Overview Exhibit graphically depicts the project limits included and defined in this scope of work. Work outside these limits is not included in the scope and fee. SANBAG Sales Tax Measure I funds will be used to cover the cost of the preparation of the Project Report and Environmental Document. Future project phases, including construction, are anticipated to be funded from a variety of local, State and federal sources.

Applicable Standards

All documents will be prepared in accordance with current SANBAG, Caltrans and City of Highland (City) regulations, policies, procedures, manuals and standards; where applicable.

Services Performed by URS

URS will be responsible for the Services outlined in this Scope of Services. URS services will conform to the standards, criteria and requirements of this Scope of Services and will include the studies, reports, drawings and estimates necessary to complete the Project.

General Description of Required Services

- A. URS shall carry out the directions as received only from SANBAG's Director of Project Delivery or designee. In addition, URS shall cooperate with other agencies and other consultants providing services for this Project and for adjacent projects, as necessary.
- B. It is not the intent of the foregoing paragraph to relieve URS of professional responsibility during the performance of this Scope of Services. In those instances where URS believes a better design or solution to a problem is possible, URS shall promptly notify SANBAG's Director of Project Delivery or designee of these concerns, together with reasons therefor.
- C. URS shall have sole responsibility for the accuracy and completeness of the reports, drawings, estimates and related material prepared by URS for the Project. URS shall independently check and identify the engineer and checker for all such material prior to any submittal. The drawings, concepts, reports and documentation will be reviewed by SANBAG, and/or SANBAG's designee for peer reviews, overall project consistency and verification of implementation of URS' Quality Assurance/Quality Control process. URS is subject to audits by SANBAG or SANBAG's designee for implementation of a Quality Assurance/Quality Control process.
- D. The exhibits, studies, estimates, calculations, reports and other documents furnished under this Scope of Services shall be of a quality acceptable to SANBAG. The criteria for acceptance shall be a product of neat appearance, well organized, technically and grammatically correct, checked and having the preparer and checker identified. The appearance, organization and content of the drawings shall be to applicable standards.
- E. The title sheet for reports, each drawing and calculations shall bear the professional seal certificate number, registration classification, expiration date of the certificate, signature of the professional engineer, registered in the State of California, responsible for their preparation.

F. URS shall maintain a set of project files that are indexed in accordance with CALTRANS' Project Development Uniform File System.

G. SANBAG reserves the right to approve all project scope of services changes. Any changes resulting from the addition, deletion or revisions to the Scope of Services will not be made without prior written approval from SANBAG. URS shall not be compensated for making any changes to the project Scope of Services other than those approved in writing by SANBAG.

H. URS shall not suspend performance of this Contract during the negotiations of any change orders except as they may be directed by SANBAG. URS shall perform all changes in accordance with the terms and conditions of this Contract.

I. At the completion of this Scope of Services, all electronic files and correspondence relating to the Project shall be turned over to SANBAG who will then forward said files to CALTRANS and the City of Highland, as appropriate. This includes all working data, field data and background information used in creating the deliverables listed in the Scope of Services.

J. URS will submit all final drawings and reports on CD using a file format acceptable to SANBAG. The electronic files shall include the engineer's electronic signature and seal. URS shall verify the latest version of software used prior to submittal.

K. URS will obtain, at its expense, all applicable Manuals and Standard Plans.

L. In the event that non-standard features are necessary, URS will prepare the necessary Fact Sheets for Design Exceptions following SANBAG directions.

M. URS shall employ quality control procedures that identify potential risks and uncertainties related to construction of the Project. Risks that may be encountered include, but are not limited to, soil conditions, constructability, factors of safety, impacts to adjacent properties, public safety and environmental considerations. If at any time during the performance of this Scope of Services, URS observes, encounters or identifies any circumstance that could pose potential risk, URS shall notify SANBAG immediately.

N. URS will coordinate with all agencies involved or potentially impacted by the Project. URS will inform SANBAG prior to all contacts, meetings and correspondence. URS will also be required to coordinate activities with adjacent projects.

O. URS shall implement and comply with the SANBAG Quality Assurance procedures. Copy of these procedures is available on the SANBAG internet website: www.sanbag.ca.gov under "Bids, RFPs and RFQ".

The following scope of work is to prepare the preliminary engineering, Project Report, environmental technical studies and Environmental Document for the SR-210/Base Line Interchange Improvement Project, as described above. Within this scope of work, the Project is referred to as the SR-210/Base Line Interchange Improvement Project, or the Project for brevity.

The Project includes the following improvement elements that have been defined by the City of Highland and SANBAG:

- **Widen Base Line through the interchange to meet the planned lane configurations of Base Line in accordance with the City of Highland's concept study. Widening through the interchange will connect back to existing Base Line as quickly as possible west and east of the ramp terminal intersections to minimize work along Base Line away from the interchange.**
- **The entrance ramps will be widened to accommodate an HOV preferential lane (total of three lanes prior to the ramp metering limit lines).**
- **The westbound exit ramp will be widened to two lanes and expanded to three lanes at the ramp terminal connection to Base Line.**
- **Create a two-lane exit at the westbound ramp junction.**
- **No work is included on the eastbound exit ramp.**
- **Widening of Base Line between Buckeye Street and the eastbound ramps is included; westbound from the freeway ramps to the easterly curb return of Buckeye Street and eastbound from the service station driveway to the freeway ramps to accommodate a right turn pocket leading to the eastbound entrance ramp.**
- **Widening of Base Line between Seine Avenue and the westbound freeway ramps is included in the westbound direction only from the westerly curb return of proposed Seine Avenue improvements to the freeway ramps to accommodate a right turn pocket leading to the westbound entrance ramp.**
- **West of the freeway project, Base Line widening and raised median improvements from Buckeye Street and the westerly driveway of the service station to west of Church Avenue are not included as part of this interchange improvement project. These improvements will be addressed as a separate City of Highland project in the future.**
- **East of the freeway project, Base Line widening and raised median improvements from Seine Avenue to Boulder Avenue are not included as part of this interchange improvement project. These improvements are either already being constructed or will be addressed as a separate City of Highland project in the future.**
- **Auxiliary lanes between Base Line and 5th Street-Greenspot Road are already being contemplated and included within the proposed improvements for the SR-210 Mixed Flow Lane Addition project; therefore, they will not be addressed as part of the interchange improvement project for the eastbound entrance ramp or the westbound exit ramp.**

- No auxiliary lanes are contemplated between Base Line and the SR-330 freeway-to-freeway interchange and they are not included in the Base Line interchange project studies.
- No work is anticipated on the connector ramps of the SR-210/SR-330 Junction.
- Storm water quality Best Management Practice (BMP) features will be considered as part of the Project at select locations where identified benefits outweigh impacts.
- New or modified drainage systems within the ramp shoulders and in-field areas or new roadside swales (such as biofiltration BMPs) will be studied to convey both storm water quality flows and peak flows to existing outlets and historically identified off-site drainage facilities.
- Ramp metering systems will be included on the eastbound and westbound entrance ramps of the SR-210/Base Line interchange.
- HOV preferential lanes will be added to the two existing entrance ramps.
- No new right of way is expected to be required for the Project. Temporary construction easements may be needed in narrow locations to facilitate construction and will need to be identified, to the extent possible.
- Several existing utilities will need to be studied for their impacts on the interchange improvement and Base Line widening project.

2. NON-STANDARD MANDATORY AND ADVISORY DESIGN FEATURES

The following nonstandard design elements are known to exist within the project limits or are expected to be necessary to implement the proposed improvements.

Mandatory Design Standards:

- Interchange Spacing - Between Base Line and the SR-210/SR-330 junction.
- Interchange Spacing - Between Base Line and the 5th Street-Greenspot Road interchange.
- Stopping Sight Distance (Sag Vertical Curve) – Northbound Entrance Ramp
- Stopping Sight Distance (Crest Vertical Curve) – Northbound Entrance Ramp
- Lane Widths (11-foot lanes) – East and West of Ramp Terminal Intersections
- Distance Between Ramp and Local Road Intersections – Northbound Ramps and Seine Avenue
- Minimum Weave Length – Base Line to SR-330

Advisory Design Standards:

- Two Curb Returns for New Construction – Northbound and Southbound Ramp Terminal Intersections
- Superelevation Transitions – All ramps
- Superelevation Runoff – Northbound Entrance Ramp
- Algebraic Grade Difference < 2% - Northbound Entrance Ramp
- Median Width for Conventional Highways – Base Line
- Angle of Intersection – Northbound Entrance Ramp
- 4:1 Embankment Slopes – Ramp Widening

These nonstandard design features will be addressed in the appropriate Mandatory and Advisory Fact Sheet Exceptions to Design Standards.

Existing nonstandard design features related to the southbound exit ramp, where no improvements are proposed in this interchange improvement project, should not need to be justified through these project studies.

3. ASSUMPTIONS IN ADDITION TO THE PROJECT DESCRIPTION

The following additional assumptions have been made with regard to the proposed PS&E scope of work for the Project.

General Assumptions:

1. Only one Build alternative will be developed and analyzed in the various preliminary engineering and environmental technical studies.
2. The duration of the project to deliver the complete and approved Project Approval and Environmental Document is assumed to be 24 months.
3. The design will be prepared in English units.
4. No Project Study Report (PSR) or Preliminary Environmental Analysis Report (PEAR) will be prepared or required.
5. No Modified Access Report (MAR) will be prepared or required.
6. No issues related to Logical Termini or Independent Utility will be present based upon the City of Highland's proposed project improvements, alignment and limits.
7. Extensive traffic analyses and justification for the existing nonstandard interchange spacing between Base Line and the SR-210/SR-330 freeway-to-freeway interchange and between Base Line and the 5th Street-Greenspot Road interchange will not be required.
8. No Public Hearing or Public Informational Meeting is anticipated or included.

Data Collection Assumptions:

1. Aerial topographic mapping prepared for the SR-210 Mixed Flow Lane Addition project will be adequate for preliminary engineering and environmental studies.
2. Utility information will be requested and obtained from known utility owners and agencies. Data collection for utilities will focus on facilities within and adjacent to Base Line.

Roadway Design Assumptions:

1. The existing drainage systems will generally be maintained with the exception that an incremental increase in runoff due to widening of Base Line and the interchange ramps. Analysis and proposal of new inlets/systems will be estimated without laying out specific new systems and cost will be estimated as a percentage of the existing drainage improvements. Cross drainage systems are assumed to generally remain in place.
2. Detailed stage construction and traffic handling concepts should not be necessary for this PSR-PR phase since they are not anticipated to affect the disturbance footprint of the project.
3. New ramp meters will be considered at the SR-210/Base Line entrance ramps.

Bridge Design Assumptions:

1. Significant seismic retrofit of the existing overcrossing structure is not expected due to the relatively recent construction of this bridge.

Preliminary Drainage Report Assumptions:

1. The storm water quality BMP approach discussed in the draft Storm Water Data Report (PSR/PDS) for the SR-210 Mixed Flow Lane Addition project will be an acceptable approach for storm water treatment to be utilized for the interchange project.
2. Where design flows are required for analysis or design purposes at major flood control facilities that cross the freeway, the necessary design year Qs will be provided by the agency having jurisdiction over the facility so that hydrology of the entire tributary watershed does not need to be evaluated as part of the freeway widening project.

Environmental Document and Permitting Assumptions:

1. The National Environmental Policy Act (NEPA) Environmental Document will be a NEPA Categorical Exclusion (CE).
2. The California Environmental Quality Act (CEQA) Environmental Document will be a CEQA Initial Study (IS) and Mitigated Negative Declaration (MND).
3. Caltrans will be the Lead Agency for both CEQA and NEPA.

4. This scope assumes that, if required, no difficulties in identifying appropriate mitigation sites and/or banks will occur during permit processing. This scope and budget does not include creation of a compensatory mitigation plan for the project.
5. Any Waters of the United States (including wetland) impacts identified will remain at less than 0.5 acre and a Nationwide 404 permit will be appropriate.
6. It is assumed that the project would be processed under the United States Army Corps of Engineers (USACE) Nationwide Permit Program (NWP). This approach is expected to involve authorization of NWP 14 – Linear Transportation Projects. The NWP 14 authorizes the improvement of linear transportation projects, provided that the impacts to jurisdictional waters do not exceed 0.5 acre. If project impacts to jurisdictional waters exceed the USACE NWP thresholds, or if the USACE District Engineer determines that the project would result in a significant adverse impact to the aquatic environment, then an Individual Permit would be required. Preparation of an Individual Permit and a 404(b) (1) alternatives analysis are not included in this scope of work.
7. For general pedestrian surveys and jurisdictional delineations, where access to the entire study area is not possible as a result of private property or other physical barriers, observations will be made from the public rights-of-way or other appropriate vantage points with binoculars and completed with aerial photographic interpretation.
8. This scope of work does not include the preparation of a California Endangered Species Act § 2080.1 consistency determination or 2081(b) State Incidental Take Permit.
9. No preconstruction clearance surveys are included within this scope of work.
10. This scope assumes that no focused plant or animal field surveys will be required for this project.
11. No permit application, processing or filing fees are included in the fee estimate.

Right of Way and Utilities Assumptions:

1. Minimal right of way impacts are anticipated for this interchange improvement project. No fee acquisitions have been assumed for this project as currently defined.
2. No Temporary Rights of Entry have been assumed for this project.
3. Impacts to existing utilities would only have the potential to occur within Base Line. Therefore, the scope of work assumes up to 3 existing utilities would be impacted and dispositioned in the Right of Way Data Sheet.
4. Potholing of existing underground utilities would be completed in final design; therefore, no utility potholing is included in this scope of work.

Project Management Assumptions:

1. One Project Development Team (PDT) meeting and one Trend Meeting between each of the PDT meetings are anticipated for each of 24 months of service. Half of the Trend Meetings will be face-to-face meetings at SANABG and half will be via conference call.
2. Support technical focused meetings will be provided. Technical focus meetings are assumed to occur once every other month, for a total of up to 7 meetings.
3. No specific Public Outreach effort is included in this scope of work. The project is considered to be non-controversial with minimal, if any, organized public opposition. Project newsletters, websites, informational meetings and other collateral materials are not anticipated to be necessary for this project.

4. PROJECT SCHEDULE

The project duration is assumed to be 24 months to perform the PSR-PR related activities. For the purpose of this draft schedule, it is assumed that the PSR-PR phase start date (formal Notice To Proceed) will be April 8, 2013.

The draft schedule allows for four weeks of formal Caltrans review and one additional week for Caltrans to consolidate the reviewers' comments for each of the primary deliverable submittals.

5. DETAILED SCOPE OF WORK

This section provides an assessment of the work tasks required for preliminary engineering and environmental technical studies to complete the Project and illustrates an understanding of the relationship between the work task items and the role the individual tasks play with respect to achieving the projects goals, meeting SANBAG's expectations and the methodology proposed for accomplishing the work.

2.100.10 PROJECT MANAGEMENT

2.100.10-1 COORDINATION AND MEETINGS

Project Development Team Meetings

Project Development Team (PDT) meetings will be scheduled and conducted with SANBAG, Caltrans, the City of Highland and other project stakeholders, on a monthly basis for the duration of the project. PDT meetings for SR-210/Base Line will be scheduled at Caltrans in conjunction with (immediately before or after) the SR-210 Mixed Flow Lane Addition PDT meetings. For the purposes of this scope, it is assumed that no more than 24 PDT meetings will be held. Meeting agendas and notes will be prepared for the PDT meetings and materials to support PDT meeting discussions will be assembled for use at the meetings.

Trend Meetings

Trend meetings will be scheduled and led as needed to monitor, review and discuss progress made on the project and issues that require resolution. For the purposes of

this scope, it is assumed that no more than 24 trend meetings will be held; half will be held at SANBAG as face-to-face meetings and half will be conducted via conference call. Trend meetings for SR-210/Base Line will be scheduled with SANBAG in conjunction with (immediately before or after) the SR-210 Mixed Flow Lane Addition trend meetings.

Technical Meetings

Technical focus meetings will be scheduled and conducted as needed to resolve specific preliminary engineering and/or environmental coordination issues that may arise during project development. For the purposes of this scope, it is assumed that one technical focus meeting will be held approximately every 4 months for a total of no more than 7 technical focus meetings. Effort for technical focus meetings is included in the preliminary engineering level of effort.

2.100.10-2 ADMINISTRATION

Project Management

This subtask includes coordinating staff and other resources to effectively manage and administer the project. This will ensure that the project objectives are being met by monitoring progress and taking corrective action, when necessary. An on-going liaison with the SANBAG Project Manager and other affected agencies will be maintained to promote effective coordination during the course of project development. This subtask also includes the oversight and monitoring of subconsultant partners on the team. Some of the anticipated project management and administrative activities are listed below:

- Status of the project including reporting work results and updating project information.
- Communication and distribution of project records and information including responses to internal and external requests for information about the project.
- Executing change control, as required
- Subconsultant administration
- Assignment of staff
- Distribution of work among the team members

Monthly Invoice and Progress Report

Monthly invoices will be prepared and submitted to SANBAG throughout the duration of the project. The invoice will include the costs expended the previous month (labor hours and direct expenses) from the reporting period and any problems/solutions that could impact the project.

Project Files

This subtask includes set up and maintenance of a project filing system to effectively manage the flow of information generated during the life of the project. The project

files will be maintained in accordance with the Caltrans Uniform File System in hard copies and/or electronic formats.

2.100.10-2.5 Quality Assurance/Quality Control

This subtask includes quality assurance and quality control activities to ensure a quality set of PSR-PR documents. These activities are generally global quality assurance efforts including necessary Independent Technical Reviews, Inter-Disciplinary/Coordination Reviews and Quality Assurance Auditing. Detailed quality control checking efforts are included in the various document production scope items and are not repeated here.

2.100.10-2.5.1 Independent Technical Reviews

Independent Technical Reviews are conducted for major submittals. The focus of these reviews is to consider the specific technical aspects of the studies within the various disciplines to make sure current practices and design guidance have been utilized in the development of the work products. Senior experts in their respective fields, who are not working on the day-to-day development of the preliminary engineering and environmental studies, will be assigned to conduct Independent Technical Reviews.

2.100.10-2.5.2 Inter-Disciplinary/Coordination Reviews

Inter-Disciplinary Reviews are primarily conducted at the major submittal milestones. These reviews are intended to ensure that the preliminary engineering and environmental studies from various disciplines are fully coordinated and that conflicts between the different elements of work are minimized. These reviews will be conducted by the Task Managers, by reviewing each other's designs for consistency with one-another's work. This is also the Project Manager's opportunity to review the individual submittals prior to submittal to make sure that comments have been properly addressed, directives from SANBAG or Caltrans have been appropriately incorporated and that the submittal is ready for distribution to appropriate reviewers.

2.100.10-2.5.3 Quality Assurance Documentation and Reporting

This subtask includes efforts to document the quality control process in writing for verification and auditing purposes. For major submittals, the forms and checklists used throughout the checking and quality control processes will be reviewed for completeness. The quality control forms and checklists require multiple signatures and approvals to ensure all quality assurance steps have been taken. After the quality control documents have been checked, they can be bound in a record of the process and even included in the submittal, if desired by SANBAG. The level of effort is assumed to be no more than 1 hour per month.

2.100.10-3 INITIAL PROJECT CONTROLS

Project initiation activities will be performed in this subtask to set up the project and establish the project management and administrative controls to maintain the project scope, schedule and budget.

Project Execution Plan (PXP)

At the onset of this project, a Project Execution Plan will be prepared. This document meets the requirements for a project work plan and will be tailored to the specific needs and requirements of this project. The PXP includes information on contacts and communication protocols with respect to the project team and other stakeholders. The PXP includes sufficient information to serve as the Communication Management Plan (CMP); therefore, a stand-alone CMP is not anticipated to be developed for this project.

Quality Assurance/Quality Control (QA/QC) Plan

A project-specific QA/QC Plan will be prepared and included in the PXP. The QA/QC Plan will comply with the SANBAG Quality Assurance procedures found on SANBAG's internet website: www.sanbag.ca.gov under Bids, RFPs and RFQs.

Target Schedule (PSR-PR)

A draft Target Schedule will be prepared that outlines the important tasks and their inter-relationships that are necessary to complete the PSR-PR. The detailed project activities will be based on the tasks and major subtasks identified in this scope. The Target Schedule will be logical, complete and allow for SANBAG quality peer reviews as required by SANBAG's Quality Assurance procedures. After reviewing the Target Schedule with SANBAG and updating it as necessary, the Target Schedule will be reviewed and discussed with Caltrans to confirm that their staff will be able to meet the milestone obligations that are inherent in the schedule. If changes are necessary, they will be concurred with all parties and a final Target Schedule will be produced and distributed. Progress Schedule updates are included under administration and project management elsewhere in this scope of work.

2.150 DEVELOP PROJECT INITIATION DOCUMENT

Activities associated with the Project Initiation Document are combined with the Project Report. Following lists the cross reference between the Project Study Report and Project Report.

- 2.150.05.05 REVIEW OF EXISTING REPORTS STUDIES AND MAPPING (160.05)**
- 2.150.05.15 UTILITY SEARCH (160.10)**
- 2.150.05.25 TRAFFIC FORECASTS/MODELING (160.10.10)**
- 2.150.05.35 PROBLEM DEFINITION (160.05.30)**

- 2.150.15.05 RIGHT OF WAY DATA SHEETS (160.10.40)**
- 2.150.15.10 UTILITY RELOCATION REQUIREMENTS ASSESSMENT (160.10.45)**
- 2.150.15.25 PRELIMINARY MATERIALS REPORT (160.10.75)**
- 2.150.15.30 STRUCTURES ADVANCE PLANNING STUDY (160.10.85)**
- 2.150.15.45 TRAFFIC CAPACITY ANALYSIS (160.10.10)**
- 2.150.15.60 PRELIMINARY TRANSPORTATION MANAGEMENT PLAN (160.10.70)**
- 2.150.25.10 APPROVED EXCEPTIONS TO DESIGN STANDARDS (160.15.15)**
- 2.150.25.25 STORM WATER DATA REPORT (160.10.25)**

2.160 PERFORM PRELIMINARY ENGINEERING STUDIES AND DRAFT

2.160.05 REVIEW UPDATED PROJECT INFORMATION

2.160.05-1 ENCROACHMENT PERMIT APPLICATION

The Encroachment Permit from the SR-210 Mixed Flow Lane Addition project will be used for the interchange improvement project in order to conduct anticipated field related work within the Caltrans right of way. This is anticipated to be a no fee permit from Caltrans and will cover field activities for roadway, traffic and structures engineers and environmental planners and scientists that need specific existing condition and/or survey information from the field. Separate Encroachment Permit Applications will be filed for field work related to land surveying activities.

2.160.05-2 REFERENCE MATERIALS

Reference materials will be researched and obtained from Caltrans, the County of San Bernardino, the San Bernardino County Flood Control District (SBCFCD), the City of Highland and other jurisdictional agencies. Anticipated materials include freeway and local roadway as-built plans, existing right of way maps, assessor parcel maps/property data, drainage studies, record drawings and other pertinent information available for the project corridor and adjacent areas. Related previous studies will also be obtained and reviewed for use in the project studies. These would include the Base Line 2040 Master Plan Configuration Traffic Study, the Base Line/Seine Avenue improvement plans and related documents and Base Line Seine Avenue environmental studies. The information will be reviewed and compiled and utilized in the preparation of various studies and submittal documents.

2.160.05-3 SITE VISITS AND FIELD REVIEWS

Site visits and field reviews will be conducted by the project team, as necessary, to investigate existing site conditions and to verify and confirm various field conditions that may assist the team in advancing the preparation of project studies, preliminary engineering and



environmental studies. For the purposes of this scope of work it is assumed that up to 3 site visits will be conducted by various staff members.

2.160.05-4 UTILITY DATA

Owners and agencies having jurisdiction over existing utilities known or expected to occur within the project limits will be contacted to provide as-built drawings, index maps and/or record drawings of their facilities. These documents should show the locations and types of existing utilities that cross or lie within the existing interchange and/or Base Line right of way. Of particular focus will be underground utilities that exist in Base Line and cross over the freeway or beyond the overcrossing structure within the street where widening or other improvements are anticipated. Where it appears that existing utility information is missing, either through field reviews or cross-referencing from other reference documents, utility agencies and owners will be contacted again to obtain copies of the missing information. The existing utility information collected and reviewed in this task will be used in the preparation of the existing utility composite base mapping. Potholing of existing underground utilities is not anticipated to be necessary at this phase of the project (PSR-PR). Similarly, field surveying of existing utilities, except to the extent identifiable from aerial mapping, will not be conducted in this phase of the project.

2.160.05-5 BASE MAPPING

The data collection subtasks and activities identified in Task 2.160.05 will be combined with the aerial topographic mapping tasks to produce base maps from which project studies will be prepared. The base maps will be prepared in Microstation CAD format and will include pertinent elements from as-built drawings, right of way and assessor parcel maps and existing utilities. Depending upon the work product, the appropriate features will be shown on the base maps.

2.160.10 ENGINEERING STUDIES

This scope involves the technical engineering studies and preliminary design work required for the preparation of a Project Report, development and refinement of the viable project Build Alternative and initiation of final design efforts. The engineering studies will also support and supplement the environmental technical studies and Environmental Document. The primary objective from an environmental standpoint will be to define the project footprint and the potential area of disturbance that the project may have if implemented. The engineering studies performed and reports prepared will meet Caltrans requirements according to the Highway Design Manual, Project Development Procedures Manual and other pertinent Caltrans guidance.

2.160.10-1 TRAFFIC STUDIES

Traffic Forecasts/Modeling

Relevant travel-demand and travel forecast data will be collected and analyzed to generate traffic volume forecasts to be used in the traffic operational analysis. Both existing traffic count data and traffic model data will be used.

Existing mainline and ramp data [Average Daily Traffic (ADT), AM/PM peak hour volumes, directional splits, truck percentages, etc.] will be gathered from Caltrans. Existing AM and PM peak hour turning movement counts at up to five intersections will be collected. These include the following:

- Base Line/Church Avenue
- Eastbound SR-210 Ramps/Base Line
- Westbound SR-210 Ramps/Base Line
- Base Line/Siene Avenue
- Base Line/Boulder Avenue

This data will be utilized to document existing ADT, AM peak hour and PM peak hour conditions within the study area.

For future year traffic volume forecasts, traffic model projections will be obtained through SANBAG from the SBTAM Traffic Demand Model. This effort will be coordinated closely with SANBAG staff to confirm that the design traffic model includes (or excludes) the appropriate land use and future year roadway network assumptions. It is assumed that only one future year traffic forecast will be prepared to be used for both the future year No Build and future year Build scenarios.

The SBTAM traffic model will provide baseline 2008 traffic volumes and future year 2035 traffic volumes. Utilizing an average calculated growth rate between the baseline and future year traffic model outputs, the opening year 2020 and future year 2040 traffic volumes will be calculated.

Detailed traffic volume forecasts (ADT, AM peak hour and PM peak hour) for the study area will be prepared for use in the project studies. The assumed traffic study area includes Base Line from Church Avenue to Boulder Avenue and the existing SR-210/Base Line ramp terminal intersections. The adjacent interchanges (SR-330 and 5th Street) are not physically affected by the proposed SR-210/Base Line interchange improvements; therefore, traffic volume counts and projections at the adjacent interchanges are not needed for this study.

Traffic Operational Analysis

The traffic analysis will be used to evaluate operations related to the proposed improvements at the SR-210/Base Line interchange.

A thorough reconnaissance and detailed review of existing traffic conditions will be performed within the project study area. This task includes, but is not limited to, field review, data collection efforts and review of any previous studies and analyses prepared by the City of Highland. Such material will be consulted for existing traffic data and operating conditions, existing facility geometry and possibly any previously established regional transportation modeling data.

A traffic operations analysis will be conducted to document the level of service that would be expected within the study area for the existing, opening year, future year No Build and future year Build scenarios. The following tasks will be completed as part of this effort:

- Intersection capacity analyses will be prepared for the five study area intersections using Highway Capacity Manual (HCM) 2010 methodologies. Average vehicle delays and queueing analyses will be performed between the ramp terminal intersections only using SYNCHRO 8.0.
- Ramp junction analyses will be prepared for the four ramp connections to the mainline SR-210 freeway. Ramp levels of service will be prepared using the HCM 2010 methodologies. The ramp junction and weaving analyses will be conducted using the methodologies prescribed in the Caltrans Highway Design Manual.
- Traffic operational deficiencies based on the analyses discussed above, will be noted and measures to mitigate adverse traffic operational impacts, such as ramp metering, will be identified to the extent possible.

These traffic impact analyses will be documented in a Traffic Operations Analysis Report (TOAR), which will be used as a supporting study for the Environmental Document, the Project Report, Fact Sheets, etc., as applicable.

2.160.10-2 HYDRAULICS/HYDROLOGY STUDIES

Preliminary drainage information will be developed for identifying potential impacts and for cost estimating purposes. A Preliminary Drainage Report and Storm Water Data Report (SWDR) will be prepared.

2.160.10-2.1 Preliminary Drainage Report

Existing drainage reports for the onsite and cross culvert freeway facilities will be obtained from Caltrans District 8. Drainage reports for major offsite drainage systems that cross or closely parallel the freeway and may be impacted by the project will be obtained from local agencies such as the San Bernardino County Flood Control District (SBCFCD) and the City of Highland, as applicable.

A Preliminary Drainage Report will be developed that includes pertinent hydrology and/or hydraulic data from available sources, assumptions, preliminary calculations and

conclusions for major offsite and onsite storm drain systems. The Preliminary Drainage Report will include a concept drainage plan and concept BMP plan for the purposes of identifying environmental impacts and estimating construction costs for drainage improvements. The Preliminary Drainage Report will focus on major drainage features that affect the project and not on standard interchange drainage systems and typical conditions that can be estimated with percentages from historical data. The Preliminary Drainage Report will follow the outline and guidance provided in Caltrans District 8's Memorandum, "District 8 Drainage Report Submittal Guidance, Preliminary Drainage Reports", dated July 1, 2010.

2.160.10-2.2 Storm Water Data Report

The Storm Water Data Report (SWDR) prepared for the SR-210 Mixed Flow Lane Addition project will be used to prepare a SWDR for the interchange project. The SWDR will provide an assessment of alternative permanent treatment Best Management Practices (BMPs) to be considered for implementation as part of the project to minimize impacts to water quality. The SWDR for the PSR-PR phase of the project will follow the Caltrans SWDR template available at the initiation of the PSR-PR studies.

2.160.10-3 RIGHT OF WAY DATA SHEETS

2.160.10-3.1 Right of Way Data Sheet

Impacts on existing right of way due to implementation of the proposed project will be estimated using a combination of geometric concepts, grading assumptions and engineering judgment. It is anticipated that all of the proposed improvements can be constructed within existing public rights of way and that no new right of way (fee acquisitions) will be required for the interchange improvement project. Retaining walls are expected to be used along ramps, as necessary, to minimize the need for new right of way. Areas of potential temporary construction easements (TCEs) may be identifiable at this stage and they will be depicted graphically on the geometric exhibits to the extent known.

A Right of Way Data Sheet will be prepared for the Build Alternative as required by Caltrans. No relocations are anticipated for the project. Preparation of the Right of Way Data Sheet includes performing a review of the proposed right of way requirements and alternatives and preparing individual parcel estimates for parcels identified by the project team, if any.

Right of way utility estimates will be prepared based on the impacts created by the proposed project. Up to 3 existing utilities are anticipated to be impacted by the proposed interchange improvement project. From these estimates, a Right of Way Data Sheet will be developed to summarize utility activities in the standard Caltrans Right of Way Data Sheet format.

2.160.10-3.2 Temporary Rights of Entry

There are no Temporary Rights of Entry anticipated for the SR-210/Base Line interchange improvement project.

2.160.10-4 PRELIMINARY GEOTECHNICAL INFORMATION

Preliminary geotechnical information will be developed for use in estimating construction costs of the project. A Preliminary Materials Report and a Pavement Life Cycle Cost Analysis will be prepared to support the preliminary engineering and environmental studies.

2.160.10-4.1 Preliminary Materials Report

A Preliminary Materials Report (PMR) will be prepared to provide preliminary recommendations for pavement structural sections and earthwork recommendations. Results of this assessment will be used as the basis for estimating project construction costs.

The PMR will be prepared in accordance with Caltrans Highway Design Manual (HDM) Topic 114 and Caltrans CTM 130. The PMR will contain preliminary information on the following to the extent that existing data is available:

- Regional Geology and Climatic Conditions
- Subsurface and Groundwater Conditions
- Embankments
- Fill and Cut Slope Stability
- Pavement Structural Section Recommendations
- Culverts and Other Drainage Materials
- Corrosion Information

The PMR will be based on existing data including knowledge of the geology in the area, geotechnical data, previous materials reports and as-built plans. The local Caltrans Materials Branch will be consulted to review files for existing reports and plans. A summary of this data and information will form the basis for preliminary recommendations for R values and pavement structural sections. This information will be presented in the PMR.

2.160.10-4.2 Pavement Life Cycle Cost Analysis

A Pavement Life Cycle Cost Analysis (LCCA) will be performed to identify preliminarily the most cost effective pavement structural sections to be considered for the project. The SR-210/Base Line ramps and Base Line will be studied. Any mainline pavement will

rely on the SR-210 Mixed Flow Lane Addition LCCA and therefore will not be studied in this LCCA.

2.160.10-4.3 Structure Preliminary Geotechnical Reports

A Structure Preliminary Geotechnical Report (SPGR) will be prepared for the Base Line overcrossing widening in accordance with Caltrans' "Foundation Report Preparation for Bridge Foundations" (Caltrans 2009). The scope of the SPGR includes a site reconnaissance, literature review, review of as-built plans, review of log of test boring sheets, evaluation of subsurface soil and ground water conditions, evaluation of seismic hazards including developing an ARS curve, preliminary evaluation of liquefaction potential, evaluation of feasible foundation types, preliminary foundation capacities and construction issues. Key geotechnical issues will be identified and recommendations will be made for future geotechnical investigations that are expected to be necessary for final design. Since no field geotechnical sampling is included in this PSR-PR phase of the project, recommendations and data will be obtained from available existing resources.

2.160.10-5 VALUE ANALYSIS

It is assumed that a Value Analysis will not be required for the SR-210/Base Line interchange improvement project. A formal Value Analysis study is typically required for projects with cost estimates in excess of \$30 million; however, the conceptual cost estimates prepared by SANBAG indicate that the project will be less than \$30 million.

2.160.10-6 STRUCTURE ADVANCE PLANNING STUDIES

A preliminary structure design for the purpose of establishing reliable cost estimates and evaluating potential environmental impacts will be developed for the overcrossing widening. An Advance Planning Study (APS) will be prepared in accordance with Caltrans' current guidelines for APS documents. Existing data that could influence the design of the widened structure will be collected and reviewed. This includes site seismicity, geotechnical information and reports and right of way information. The APS document will include an engineering study, development of a Structure General Plan, an itemized construction cost estimate, an APS Design Memorandum and an APS Checklist.

2.160.10-7 PRELIMINARY TRANSPORTATION MANAGEMENT PLAN

A Transportation Management Plan (TMP) Data Sheet will be prepared in support of the Project Report. The anticipated TMP strategies will be identified in the checklist and their respective costs estimated for input into the overall construction cost estimates for the project. It is not anticipated that major freeway mainline closures will be required for this project; however, short-term, nighttime freeway closures may be necessary to implement falsework and/or certain traffic handling elements such as k-rail placement. Therefore, the feasibility of short-term detours utilizing local surface streets will be assessed. Preparation of preliminary Traffic Handling Plans should not be needed during this PSR-PR phase of project development and

they are not included in this scope of work. The primary objective of the TMP Data Sheet and supporting analyses is to estimate the costs of transportation management and to identify any environmental impacts that project sequencing/construction staging may have on the traveling public or adjacent land uses.

2.160.10-8 CONCEPT ALTERNATIVE GEOMETRICS

This task includes efforts required to develop the improvement alternative that has been proposed by the City of Highland and advanced by SANBAG. Conceptual geometrics include layouts and typical cross sections. Profiles and superelevation diagrams will not be necessary to define the project footprint and are not included in this scope of work. Existing, or if necessary, proposed nonstandard design features will be identified as part of this task.

2.160.10-8.1 Concept Geometric Layouts and Typical Cross Sections

Concept geometric layouts will be prepared on the base mapping to address the needs of the project. It is anticipated that concept layouts will include the preliminary concept advanced by SANBAG. The western and eastern transitions will be developed to the extent necessary to establish the project footprint and impacts. Also, geometrics of the transitions will be advanced to the point where compliance with the Caltrans Highway Design Manual (HDM) can be confirmed or exceptions noted. Again, since the improvements are essentially widenings, it will not be necessary to develop profiles or superelevation designs for these areas since they will necessarily follow the existing profiles and superelevation of the existing mainline and ramps. This level of effort assumes that only one Build Alternative will be developed for the project.

2.160.10-8.2 Mandatory and Advisory Design Exception Fact Sheets

In association with the development of concept geometrics for the project, nonstandard design features (existing and proposed) will be identified. This will require a review of the existing design elements that are not proposed for improvement by the proposed project. Research of as-built drawings and an assessment of the existing mapping will be used to determine areas of existing nonstandard design features. Proposal of new nonstandard design features will be minimized to the extent possible; however, as currently proposed there are many nonstandard design features inherent in the conceptual design and the existing interchange. It is anticipated that up to seven Mandatory Design Exceptions and up to seven Advisory Design Exceptions will be needed for the project.

2.160.10-9 PRELIMINARY COST ESTIMATES

Preliminary construction cost estimates will be prepared for the Build Alternative. Major elements of work will be estimated based upon the preliminary engineering drawings produced. Minor work elements will be estimated with percentages where appropriate and through engineering judgment. The cost estimate will be produced using Caltrans' "6-page

Preliminary Engineering Cost Estimate" template. Costs will be segregated by trade such as earthwork, pavement, drainage, traffic, structures, right of way and utilities. Also, support costs for final design, right of way acquisition (if any) and construction management will be estimated based upon reasonable industry percentages.

2.160.15 DRAFT PROJECT REPORT

A Draft Project Report (DPR) following Caltrans' report template and format will be prepared. The DPR shall be prepared by or under the supervision of a registered Civil Engineer in the State of California. The consideration of nonstandard features will be closely coordinated with the SANBAG Project Manager and the City of Highland to confirm acceptability by SANBAG and the City.

The anticipated applicability of the various Project Report sections from the Caltrans "Outline for Project Reports" is highlighted in the following:

- Introduction - [Included]
- Recommendation - [DPR recommends circulation only]
- Background - [Includes Project History and Existing Facility, Community Interaction is anticipated to be minimal]
- Need and Purpose - [Includes Deficiencies, Regional and System Planning and an analysis of the Traffic Forecasting and Operational Problems]
- Alternatives - [One Build Alternative with Engineering Features, Nonstandard Design Features, Utility Involvement, Erosion Control, Noise Barriers, Roadway Rehabilitation and Upgrading, Structure Rehabilitation and Upgrading, Cost Estimates and Right of Way Data] [The following topics are not anticipated to be relevant to the project as currently envisioned: Interim Features, HOV Facilities, Park and Ride Facilities, Railroad Involvement and Highway Planting since these topics would not be pertinent for the interchange improvement project as currently defined] [Other Rejected Alternatives are not anticipated due to the explicit nature of the project's current definition]
- Considerations Requiring Discussion - [Includes Hazardous Waste, Resource Conservation, Right of Way Issues (minimal), Environmental Issues (highlights from the DED), Air Quality Conformity, Title VI Considerations and Noise Abatement Decision (summary tables for the NADR)]
- Other Considerations - [Recommend Opportunity for a Public Hearing, Route Matters, Permit Requirements, Cooperative Agreements, Other Agreements, Preliminary TMP, Stage Construction, Accommodation of Oversized Loads and Graffiti Control]
- Programming - [Included]
- Reviews - [Included, as appropriate]
- Project Personnel - [Included]
- Attachments - [Signed DED, Location Map, Concept Improvement Maps, Typical Sections, DPR Cost Estimate, Right of Way Data Sheet and Structure Advance Planning Studies]

The DPR will be prepared and submitted to SANBAG and the City of Highland for an initial review. SANBAG's and the City's comments will be addresses and a revised 1st Draft DPR will be produced and submitted to Caltrans. After Caltrans' review, comments will be dispositioned and a 2nd Draft DPR will be prepared and submitted for approval by Caltrans. If additional comments are received on the 2nd Draft DPR, a Comment Resolution Meeting will be scheduled with Caltrans to develop mutually acceptable responses and document revisions. The 3rd Draft DPR will then be produced and submitted to Caltrans for signature approval.

2.160.20 ENGINEERING AND LAND NET SURVEYS

For the purposes of aerial topographic surveys, the project limits cover the SR-210/Base Line interchange area from approximately Buckeye Street (western terminus) to approximately Seine Avenue (eastern terminus). Ramp improvements are contemplated on both entrance ramps and the westbound exit ramp; however, the topographic mapping for those ramps is already available from the mainline SR-210 Mixed Flow Lane Addition project. In addition to the specific project limits defined by the join locations of the proposed street improvements along Base Line, it is proposed to map an additional area to the west extending to approximately Church Avenue and an additional area to the east extending approximately to Boulder Avenue. Aerial topographic mapping and right of way base mapping that is already available from the mainline project will be used to the extent possible. This scope of work and level of effort estimate is for the additional mapping needed for the interchange studies beyond what is already available from the mainline project. All mapping will be compiled in conformance with existing Caltrans mapping standards. All mapping deliverables will be provided in Microstation V8 seed.

2.160.20-1 SURVEY CONTROL

Adequate cadastral monuments will be located in the project area to establish record centerline and right of way for Base Line. Survey crews will set aerial photogrammetric and profile targets in conformance with the aerial flight plan. All targets will be painted using nontoxic, water-soluble paint. Where possible, these targets will be centered on existing cadastral monuments. Where no such monument is found, the surveyors will set a semi-permanent monument to define the center of the target. All surveying and mapping for this project will be completed in English units of measurement. Horizontal datum for this mapping will be the North American Datum of 1983 (NAD83). Vertical datum will be the North American Vertical Datum of 1988 (NAVD88).

2.160.20-2 PHOTOGRAMMETRIC MAPPING

Color aerial photography will be obtained of the proposed site at a nominal photo scale of 1"=300' (1:3,600), which will be used to generate a 1" = 50' mapping with 2 foot contour intervals and covering at a minimum 200' each side of the Base Line centerline. The three step

"ABC Process" of project survey submittals and approvals consisting of flight and control layout, AT adjustment and photo index and ultimately the final DGN files will be implemented during the course of this project. As a part of this delivery a Digital Ortho Photo will be produced and delivered.

2.160.20-3 RIGHT OF WAY BASE MAP

Major cadastral monuments will be field located in the project area to establish centerline and right of way for Base Line and the interchange ramps from record and available information obtained from SANBAG, Caltrans District 8, the City of Highland and the County of San Bernardino.

2.160.45 GADs, BASE MAPS AND PLAN SHEETS FOR PSR-PR DEVELOPMENT

Base maps and geometric approval drawings (GADs) for the preferred Build Alternative will be prepared near the conclusion of the PSR-PR study phase. GADs will include horizontal and vertical alignments and typical cross sections. Preparation of the GADs will be performed in close coordination with Caltrans Design staff and will build upon the concept geometric designs prepared by the City of Highland and later refined by SANBAG. The GADs will be prepared in accordance with Caltrans District 8 GAD Guidance.

2.165 ENVIRONMENTAL STUDIES & ENVIRONMENTAL DOCUMENT

2.165.05 PUBLIC AND AGENCY SCOPING

Formal scoping is not required by the project as currently defined. Therefore, a Notice of Preparation will not need to be prepared or circulated. Formal Agency and Public Scoping Meetings are not included in this scope of work.

2.165.10 GENERAL ENVIRONMENTAL STUDIES

General environmental studies will be performed to support the evaluation of the project Build Alternative and, if necessary, to support the environmental determination made under CEQA, NEPA and other applicable environmental laws and regulations. Caltrans will act as the Lead Agency under CEQA and NEPA; the preparation of each environmental technical report will be performed in consultation with the SANBAG Project Manager. All environmental studies performed and reports prepared will meet Caltrans requirements according to the Standard Environmental Reference (SER) website and other pertinent Caltrans guidance.

Environmental technical studies will be consistent with meeting the requirements of CEQA and NEPA, as well as related environmental statutes and regulations. The technical studies will be prepared to cover both related statutory documentation requirements and to support preparation of a joint NEPA/CEQA document required for project approval.

Preparation of environmental technical analyses and reports will follow local, state and federal environmental guidelines, primarily consisting of the Caltrans SER website, Caltrans *Project Development Procedures Manual*, local and state *CEQA Guidelines* and FHWA Technical Advisory 6640.81 *Guidance on Preparing and Processing Environmental and Section 4(f) Documents*. The formats to be used for the technical studies will follow the guidance available on the Caltrans SER website as of the date that those studies are initiated.

Unless otherwise noted, the deliverables for the environmental technical studies will be separately bound reports including a standardized project description, a methodology relevant to each topic area, description of the affected environment, impact assessment and mitigation measures. The screencheck technical study will be submitted to SANBAG (two copies) and the City of Highland (one copy) for review. After SANBAG and the City's reviews and incorporation of relevant comments, the document will be submitted to Caltrans (four copies) for review. Following Caltrans' review, a Draft of each technical study will be submitted to SANBAG (two copies), the City (one copy) and to Caltrans (four copies) for concurrent review. Following Caltrans', SANBAG's and the City's second review, it is assumed that a revisions workshop will be held to address any outstanding comments, if any comments remain. Following the revisions workshop a final version of each report will be prepared. The final technical studies (two copies to SANBAG, one copy to the City and four copies to Caltrans) will be submitted following the workshop for final concurrence (no additional comments are assumed to be received associated with the final concurrence review).

A specific scope of work has been included for each environmental technical study that is anticipated to be necessary for the project based on a review of existing project information. Five copies of each environmental technical study are anticipated to be delivered for each submittal.

2.165.10-1 COMMUNITY IMPACT ANALYSIS – LAND USE & GROWTH STUDIES

A Community Impact Assessment (CIA) will be prepared. The community impacts on neighborhoods, businesses and minority and low-income populations will be identified, as well as the project's consistency/compatibility with the existing and future land uses and plans in the area. It is assumed that the new CIA annotated outline that is being prepared by Caltrans and is currently in draft form will be followed. No major revisions to the draft annotated outline from February 2012 are anticipated or assumed. No farmlands analysis is assumed to be required or included.

The CIA will provide a clear description of the existing conditions, the potential impacts of the project on the community and how the project relates to other development (existing and proposed) in the area. The significance of the identified impacts, and mitigation measures to best avoid the adverse impacts resulting from the project will be identified and discussed, as appropriate.

Potential impacts to minority and low-income populations, if any, will be addressed in compliance with Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. Data from the 2000 U.S. Census (or 2010 where available) will be used to identify characteristics of populations within census block groups traversed by or adjacent to the proposed project. Community profiles will also be collected for the local project area, City, County, and the State of California to help identify regional and local trends in regards to demographics, local industry, occupations and tax base. Potential impacts during the construction phase due to access limits will be analyzed and measures to address these impacts proposed, if required.

Existing planning documents will be reviewed and potential beneficial and adverse land use impacts of the proposed project and mitigation measures, if required, will be identified.

2.165.10-2 VISUAL IMPACT ANALYSIS

In accordance with FHWA and the U.S. Department of the Interior guidelines, the visual analysis will be prepared under the direction of a licensed Landscape Architect and based on FHWA's *Visual Impact Assessment for Highway Projects*. Based on the Visual Impact Assessment (VIA) Questionnaire it is assumed that a Visual Impact Memorandum or Minor VIA would be appropriate. Visual simulations are not required for a Visual Impact Memorandum and are optional for a Minor VIA. Due to the minimal potential for visual impacts associated with the proposed project, it is assumed that visual simulations will not be required or included.

2.165.10-3 NOISE STUDY REPORT

A Noise Study Report (NSR) evaluating the noise impacts and potential noise abatement/mitigation measures, if any, associated with the proposed project will be prepared. Because Caltrans oversight is involved, the report will be prepared in accordance with



procedures specified by FHWA in Title 23, Section 772 of the Code of Federal Regulations (CFR) (23 CFR 772) and the Caltrans Traffic Noise Analysis Protocol (Protocol).

A site visit will be conducted to identify noise sensitive land uses and other features of the project area relevant to the noise study. The Caltrans District 8 noise specialist assigned to this project will be consulted to ensure that appropriate requirements are addressed.

A field noise study will be performed to quantify and assess existing noise conditions at the potential noise-sensitive areas. It is estimated that short-term (10 to 15 minutes duration) sound-level data will be collected at up to four (4) representative noise-sensitive locations throughout the area. In addition continuous 24-hour noise monitoring will be conducted at up to two locations if secure measurement locations can be identified.

Traffic noise modeling will be conducted related to the proposed project using the FHWA Traffic Noise Model (TNM) Version 2.5 and available traffic data. TNM will be used to model worst-noise-hour noise conditions at representative modeled receiver locations under existing conditions and design-year conditions with and without the proposed project.

Traffic noise impacts of the proposed project under 23 CFR 772 will be assessed by determining if implementation of the project is projected to result in traffic noise levels under design-year conditions that approach or exceed the FHWA noise abatement criteria or if implementation of the project is predicted to result in a substantial increase in noise at noise-sensitive uses. If traffic noise impacts are projected to occur, information on the preliminary feasibility and reasonableness of noise abatement as defined in the Protocol will be evaluated and presented for use by decision makers in considering noise abatement. Potential construction noise impacts will also be evaluated using methods recommended by the U.S. Department of Transportation.

An NSR will be prepared addressing the requirements of 23 CFR 772 in accordance with guidance in the Protocol and following the noise analysis report format outlined in the Caltrans Technical Noise Supplement (TeNS). If warranted the NSR will include a preliminary noise abatement design to schematically identify the location, height, and extent of noise walls needed to abate noise impacts. In accordance with Protocol guidance, the description of noise walls will be sufficient for environmental review of the proposed project, but not for final design of the walls. Abatement allowances will be provided for each wall evaluated.

2.165.10-4 NOISE ABATEMENT DECISION REPORT

After completion of the Noise Study Report, an analysis to determine the reasonableness and feasibility of proposed sound walls would be performed if noise impacts indicate the need for mitigation. However, at the location of the interchange, there are existing sound walls and/or screen walls shielding the residences adjacent to the interchange ramps and the adjacent homes in that area are high above the ramps and set back from the proposed improvements. A

Noise Abatement Decision Report (NADR) should not be required for this project and is not included.

2.165.10-5 AIR QUALITY STUDY

Air quality studies will be performed to assess potential air quality impacts. This task includes identification of sensitive receptors, collection of pertinent air quality data, performance of micro-scale modeling (if required) to predict future pollutant concentrations with the No Build and Build Alternatives, verification of Federal Clean Air Act conformity status of the project, coordination with regional air quality agencies to obtain concurrence in the conformity status of the project and preparation of an Air Quality Study Report. An Air Quality Conformity Report will also be prepared for approval by Caltrans and the Federal Highway Administration.

2.165.10-5.1 *Regulatory Setting and Existing Conditions*

Summarize the existing federal, state, and local air quality regulatory environment as it affects the proposed project, and describe the location of sensitive receptors in the project vicinity. Using data provided by the California Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD), characterize existing air quality conditions in the project area and explain how those conditions are affected by local climate and topography.

2.165.10-5.2 *Evaluation of Construction Emissions*

Until recently, Caltrans District 8 procedures have included providing a qualitative discussion related to construction emissions. Based on new District requirements, it is assumed that a quantitative construction analysis will be performed to evaluate regional and localized mass emissions. Based on preliminary construction scheduling and phasing information, construction emissions will be quantified using the Road Construction Emissions Model.

2.165.10-5.3 *Evaluation of Operations-Period Mass Emissions*

Evaluate whether the project meets transportation conformity requirements by determining whether it is included, as currently defined, in the most recent Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) prepared by the Southern California Association of Governments (SCAG). Regional criteria pollutant emissions will be quantified using project-level VMT and the Caltrans' CT-EMFAC emissions inventory model. Project-related criteria pollutant emissions will be compared to SCAQMD significance thresholds to determine significance under CEQA.

2.165.10-5.4 *Localized Carbon Monoxide Hot Spot Analysis*

Analyze the degree to which project-related traffic volumes have a potential to effect local carbon monoxide (CO) concentrations using the California Department of

Transportation CO Hotspot Protocol. It is anticipated that the CO screening procedure will be appropriate and that CALINE-4 dispersion modeling will not be required.

2.165.10-5.5 Localized PM_{2.5}/PM₁₀ Hot Spot Analysis

Analyze the degree to which project-related traffic volumes have a potential to affect local PM_{2.5} and PM₁₀ concentrations. It is assumed that a quantitative analysis that evaluates mobile-source and re-entrained dust emissions will be required by Caltrans to address PM_{2.5} and PM₁₀.

2.165.10-5.6 Mobile Source Air Toxics

Evaluate proposed project-related mobile source air toxics (MSATs) emissions in accordance with FHWA interim guidance on how MSATs should be addressed in NEPA documents. Extensive quantitative analyses will be required to address MSATs.

2.165.10-5.7 Climate Change/Greenhouse Gas Emissions

A quantification of operational-period greenhouse gas (GHG) emissions associated with implementation of the proposed project will be conducted. Consistent with current Caltrans policy, construction-period GHG emissions will not be quantified. Operations-period GHG emissions will be quantified using regional daily peak-period and non-peak-period vehicle miles traveled (VMT) apportioned into 5 mph speed bins for speeds between 5 mph and 75 mph; and the CT-EMFAC emissions model. A comparison of GHG emissions will be presented associated with the Build Alternative versus the No Build Alternative to characterize effects of the proposed project on GHG emissions. The analysis of climate change will also incorporate the most recent guidance found on the Caltrans SER website and Caltrans annotated outline.

2.165.10-5.8 Air Quality Conformity Analysis Report and Checklist

Under NEPA delegation, the federal air quality conformity determination has not been delegated to Caltrans and must be made by FHWA. A separate Air Quality Conformity Analysis will be prepared using the annotated outline for this report on the Caltrans SER website at the time that the report is initiated and the Conformity Checklist will also be prepared based on the checklist that is available on the Caltrans SER website at the time that the Air Quality Conformity Analysis Report is prepared.

2.165.10-5.9 SCAG Transportation Conformity Working Group (TCWG)

The required Particulate Matter (PM) Conformity documentation will be completed and submitted to Caltrans for forwarding to SCAG for inclusion on the agenda for determining if the PM conformity analysis is sufficient for NEPA circulation. It is assumed the PM conformity analysis will be found to be sufficient and that no additional analysis will be required related to the TCWG determination.

2.165.10-5.10 Mitigation Measures

Mitigation measures will be identified, where applicable, to address significant air quality impacts, if present.

2.165.10-6 PALEONTOLOGY STUDY

Based on a preliminary review, the project appears to be located in an area that would be considered to have a high level of paleontological sensitivity at depths of greater than five feet. It is assumed that project excavations would not generally extend to five feet below original ground surface or proposed improvements would be located in areas of engineered embankments rather than in historically undisturbed soils. Therefore, it is assumed that no paleontological reports, including a Paleontological Identification Report/Paleontological Evaluation Report (PIR/PER), will be required for the proposed project. A paleontological records search will be obtained and reviewed for the project; however, no report or evaluation within the Environmental Document is assumed.

2.165.10-7 HAZARDOUS WASTE INITIAL SITE ASSESSMENT

The purpose of the Initial Site Assessment (ISA) will be to review past and present land use practices, current site operations and conditions and nearby offsite (outside the State right of way) land uses to evaluate the potential for environmental impairment within the project limits. If, based upon this preliminary data review, a potential for environmental impairment or contamination is identified, further investigations may be recommended to evaluate whether subsurface contamination may exist at the locations identified (Phase II Preliminary Site Investigations). Efforts associated with such further investigations are not included in this scope of work.

The historical sources review will require a search of the properties to go as far back in history as it can be shown that the property contained structures or was first used for residential, agricultural, commercial, industrial or governmental purposes. If any substantial data gaps are identified within the project limits, they will be documented and their significance will be reported.

The hazardous waste assessment will be performed to identify and evaluate the potential for Recognized Environmental Conditions (REC) to occur in the project area. This task includes a literature search and review of historic information, interagency coordination with the appropriate agencies, field windshield/visual surveys and preparation of the Hazardous Waste Initial Site Assessment (ISA) Report.

2.165.10-9 LOCATION HYDRAULIC STUDY AND FLOODPLAIN EVALUATION REPORT

A Location Hydraulic Study will not be necessary for the interchange improvement project as currently defined.

2.165.15 BIOLOGICAL STUDIES

The Project's study area spans approximately 6.5 miles extending from the SR-210/I-10 interchange north to Highland Avenue, with the Project's disturbance footprint (Project Footprint) not anticipated to exceed the Caltrans Right of Way. The study area includes the disturbance footprint plus a range of buffers extending out to a maximum of 500 feet from permanent impact areas. Buffers will depend on specific survey requirements. This scope of work was developed to disclose and evaluate common and special status species, and identify potential aquatic resources within study area boundaries. Special status species include any species that has been afforded protection by federal, state, or local resources agencies (e.g., U.S. Fish and Wildlife Service [USFWS], California Department of Fish and Game [CDFG]) and/or resource conservation organizations (e.g., California Native Plant Society [CNPS]). The term "special-status species" excludes those avian species solely identified under Section 10 of the Migratory Bird Treaty Act (MBTA) for federal protection. Aquatic resources are defined as the potential limits of: U.S. Army Corps of Engineers (USACE) jurisdiction pursuant to Section 404 of the Clean Water Act (CWA); Regional Water Quality Control Board (RWQCB) legal authority in accordance with Section 401 of the CWA and as defined within Section 13050(e) (*et seq.*) of the California Water Code (CWC) via the Porter-Cologne Water Quality Control Act (Porter-Cologne); and CDFG jurisdiction pursuant to Section 1600 (*et seq.*) of the California Fish and Game Code (CFG Code)

The scope of work and level of effort estimate provided herein are based on judgment of the requirements and site-specific natural resource constraints known at the time of this proposal and takes into consideration various assumptions that were stated previously within this scope of work.

2.165.15-1 NATURAL ENVIRONMENT STUDY (MINIMAL IMPACTS)

A Natural Environment Study (Minimal Impacts) [NES (MI)] will be prepared in accordance with the Caltrans Environmental Handbook to document and evaluate habitats in the Project study area. Preparation of the NES (MI) includes the following subtasks:

2.165.15.1.1 Literature Review and Project Coordination

Prior to performing field surveys, an informal review of resource databases, local resource management plans, aerial photos, previously prepared environmental documents and any other readily available commercial data will be reviewed to determine the locations and types of biological resources that have the potential to exist in the study area and region. These resources include, but are not limited to, the National Wetland Inventory, California Department of Fish and Game (CDFG) Natural Diversity Database (CNDDDB), California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California and USFWS file data and species

lists. The literature review will support the development of all written deliverables within this scope of work.

A list of potentially-occurring, federally-listed plant and wildlife species will be requested from the U.S. Fish and Wildlife Service (USFWS) prior to initiating field surveys. If necessary, project staff will informally correspond with the applicable regulatory agencies (e.g., USFWS and CDFG) early on, and as needed, to identify potential requirements, additional data reporting requirements, surveys and information required to implement the Project. Informal agency consultation will be performed only following consent from SANBAG. This task includes project development meetings to be conducted with Caltrans and SANBAG.

2.165.15-1.2 *Natural Environment Study (Minimal Impacts) Report*

A general pedestrian-based biological survey of the study area will be conducted to document and evaluate on-site habitat and determine the potential for occurrence of biological resources to be addressed in the NES (MI). The field analysis and data collection will focus on identification and estimation of the approximate acreage of various vegetation and habitat communities, and the potential for occurrence of federally listed and state listed plant and wildlife species that would likely be affected by Project implementation based on habitats present. Based on initial Project review, no threatened and endangered plant and wildlife species are expected to occur within the study area and no protocol plant or wildlife surveys are anticipated.

Results of literature review and field studies will be synthesized into a NES (MI) Report that will support the Project Environmental Document pursuant to California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The NES (MI) will include at a minimum, Project background information; applicable local, state, and federal regulations; agency coordination; methods and results of general surveys; species lists; impacts on vegetation communities, non-listed plant and wildlife species, avoidance, minimization, and mitigation measures developed for the Project; and a photolog of representative biological conditions present.

2.165.15-2 JURISDICTIONAL DELINEATION MEMO

A review of U.S. Geological Service (USGS) 7.5 minute topographic quadrangle maps, aerial maps, National Wetland Inventory (NWI) and Geographic Information Systems (GIS) database will be performed in order to identify any potential aquatic features present within the study area. A pedestrian-based field survey of the study area will be conducted to ensure no aquatic resources are present. The field survey results will be synthesized into a brief Jurisdictional Delineation Memo, which will be appended to, and summarized within, the NES (MI). Based on initial project review, no aquatic resources are anticipated to occur within the study area.

2.165.20 CULTURAL RESOURCES STUDIES

The proposed project improvements will be subject to compliance with Section 106 of the National Historic Preservation Act (NHPA). This requires consideration of potential project effects to historic properties including archaeological and historical resources listed in or eligible for listing in the National Register of Historic Places according to criteria listed in 36 CFR800. Caltrans administers Section 106 compliance on behalf of FHWA and requires that documentation conform to specifications contained in Caltrans SER website. As of January 1, 2004, cultural resource studies must be prepared and processed in accordance with the *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program In California.*

A records search will be conducted at the San Bernardino County Information Center of the California Historical Resources Information System. This records search will consult California's database of previous studies and previously recorded sites within the proposed project area and within a 0.5-mile radius, per Caltrans guidelines. Historic maps and photographs will also be reviewed, if available. An Area of Potential Effect (APE) map will be established in consultation with SANBAG and Caltrans for obtaining Caltrans approval. The map will provide the survey boundaries for cultural resources to be evaluated during project studies. The APE map will be based on the total anticipated disturbance footprint associated with project activities (e.g., road widening/interchange construction, staging areas, drainage facilities and parcels containing impacted structures, if any). Also, the Native American Heritage Commission will be contacted for a review of the Sacred Lands File, and Native American groups will be consulted to request information regarding the types of potential cultural resources in the study area. Consultation will be conducted under the direction of Caltrans District 8 staff and appropriate and current state and federal regulations.

Following completion of the records search/review, a field survey of the APE will be conducted for archaeological resources. This scope of work assumes that no archaeological sites will be identified in the APE and that no testing and/or evaluation will be required. It is anticipated that an Archaeological Survey Report (ASR) (Finding of No Archaeological Resources Present) will be prepared.

In addition, a qualified architectural historian will conduct a field survey of the proposed project area to record buildings, structures and historic features through photography and written descriptions. If buildings are substantially altered or are less than 50 years old, the qualified architectural historian can exempt them from further evaluation in accordance with the Section 106 Programmatic Agreement (PA). It is assumed that all buildings can be exempted under the Section 106 PA and that a Historical Resource Evaluation Report (HRER) will not be required. Resources that would likely not screen out under the Section 106 PA are located at: 1)

southeast corner of Base Line and Stoney Creek Drive (single family homes); 2) First United Methodist Church located east of Church Avenue along the south side of Base Line (west of the Shell gas station parcel); and 3) Saint Adelaide Academy located west of Church Avenue along the south side of Base Line. It is assumed that these parcels would be avoided entirely and that no permanent or temporary work on these parcels would occur.

It is also assumed that no resources will be identified that are eligible for listing on the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR).

Following completion and approval of the APE and detailed ASR discussed above, a summary document, the Historic Properties Survey Report (HPSR) will be generated in accordance with Caltrans/FHWA standards for Section 106 compliance with the NHPA. It is anticipated that the proposed project will result in an HPSR with a finding that no properties requiring evaluation are present within the project's APE.

2.165.25 ENVIRONMENTAL DOCUMENT

2.165.25-1 DRAFT ENVIRONMENTAL DOCUMENT

As previously described, it is assumed that the appropriate document for the proposed project would be an Initial Study/Mitigated Negative Declaration (IS/MND) and Categorical Exclusion. If a higher level CEQA or NEPA document is identified as the appropriate document for the proposed project based on the technical analyses performed, then this will be communicated to SANBAG and a scope and cost for performing this work will be submitted. However, based on a review of the proposed project this is not anticipated. It is assumed that the Caltrans District 8 annotated IS format will be utilized.

A Screencheck Draft IS/MND and External Quality Control (QC) Certification will be provided to SANBAG and then to Caltrans for review. Following review by SANBAG and Caltrans, the IS/MND document will be revised and an Administrative Draft IS/MND will be submitted, along with a Comment/Response matrix and External QC Certification, and forwarded to SANBAG and Caltrans for concurrent review. Following this review the document will be revised and a Draft IS/MND will be prepared along with an updated Comment/Response matrix and External QC Certification, and forwarded to SANBAG and Caltrans for review. Following this review the document will be revised and the Final Draft IS/MND will be prepared along with another Comment/Response matrix and External QC Certification, and forwarded to SANBAG and Caltrans for their final concurrence and approval. It is assumed that Caltrans will approve the document for public availability with no further comment. To reduce iterations of the document, a revision workshop will be conducted with SANBAG and Caltrans to facilitate completion of the document following the review of the Draft IS/MND, if comments still remain after this review.

2.170 PERMITS AGREEMENTS

2.170.05 DETERMINE REQUIRED PERMITS

The various environmental permits that will need to be obtained to construct the project will be identified through consultation with Caltrans and SANBAG environmental staff. The specific area/quantity calculations and impacts on jurisdictional resources for an interchange reconstruction project can only be roughly estimated during this PSR-PR phase of project development. Therefore, actual Permit Applications and Agreements for the interchange improvement project cannot be prepared during this phase; therefore, this detailed effort is assumed to be deferred to the final design phase.

2.175 CIRCULATION DRAFT ENVIRONMENTAL DOCUMENT

2.175.05 PUBLIC CIRCULATION

For the proposed project, a distribution list will be developed with SANBAG and Caltrans to distribute the documents. A list of property owners and residents will be generated, along with their mailing addresses, within 500 feet of the proposed project limits. A combined Notice of Intent will be prepared to adopt an MND and Notice of Opportunity for Public Hearing (NOI/NOPH), in accordance with Caltrans requirements, for publication in a newspaper of local circulation (both English and Spanish), for posting at the San Bernardino County Clerk's office, and for distribution to anyone who has filed a written request with SANBAG or Caltrans. A draft notice will be provided to SANBAG and Caltrans for concurrent review. Upon receipt of comments from SANBAG and Caltrans a final notice will be prepared and provided to SANBAG and Caltrans. It is assumed that publication of the notice will be coordinated with up to two appropriate newspapers. An assumed cost of \$8,500 for publishing the notices has been included for budgeting purposes. It is assumed that the preliminary engineering and environmental technical support studies will not be made available to the general public, but copies will be available at certain locations if requested by individuals during the public availability period. Hardcopies of the Environmental Document and NOI/NOPH will be provided at selected locations (Caltrans, SANBAG, City of Highland and local libraries). CDs containing the document and a hard copy of the NOI/NOPH will be provided to other agencies and officials included on the distribution list (and other individuals or organizations who specifically request copies of the document). Finally, a copy of the NOI/NOPH will be provided to property owners and residences within 500 feet of the proposed project.

For the proposed level of environmental documentation (IS/MND) there is no legal requirement for holding a public meeting or Public Hearing; however, the notice that is prepared and published for the proposed project will offer the opportunity to request a Public Hearing. This scope and cost assumes that no public hearing will be requested or conducted. In addition,

similar to other SANBAG interchange improvement projects, no public informational meeting is anticipated to be conducted during the public availability period.

2.180 PROJECT REPORT & FINAL ENVIRONMENTAL DOCUMENT (FED)

2.180.05 FINAL PROJECT REPORT

Comments received on the Draft Project Report and through public circulation of the Draft Environmental Document, will be incorporated into the final Project Report, as appropriate. The final Project Report will be updated and processed with Caltrans for approval.

2.180.10 FINAL ENVIRONMENTAL DOCUMENT

Subsequent to circulation of the Draft Environmental Document, responses to comments received from the public and reviewing agencies will be prepared. Preparation of the responses will be conducted in consultation with the SANBAG Project Manager. Responses to comments received will be processed according to Caltrans guidelines and incorporated into the final Environmental Document. The Final Environmental Document will be prepared for Caltrans approval. If necessary, a Notice of Determination pursuant to CEQA/NEPA requirements will be prepared.



- 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: August 15, 2013

Subject: State and Federal Fund Equity Distribution Principle

- Recommendation:***
1. Receive overview of State and Federal funds available for projects in San Bernardino County and current SANBAG policies related to the distribution of those funds.
 2. Provide input on policy development to measure proportionality and geographic equity in the distribution of State and Federal funds.

Background: In California, Regional Transportation Planning Agencies and County Transportation Commissions, such as SANBAG, are authorized by State law to allocate certain State and Federal funds for transportation projects within the county. The Measure I 2010-2040 Ordinance specifies that State and Federal transportation funds are to be distributed proportionally among the Valley and Mountain/Desert subareas, and the adopted SANBAG Measure I 2010-2040 Strategic Plan further identifies geographic equity over the life of the Measure as one of the key principles of the Strategic Plan. However, the Strategic Plan does not define how proportionality or geographic equity is to be measured, and while the Expenditure Plan assumed State and Federal funds are available to supplement Measure I funds and even contains policies concerning the use of these funds, there are no adopted policies or procedures in place to monitor whether State and Federal funds are distributed equitably among geographic areas within the region.

*

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG		CTC	X	CTA	X	SAFE		CMA	
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Check all that apply.
 MVSS1308B-PC
 MVSS1308B1-PC

The purpose of this agenda item is to provide background on the various State and Federal fund sources apportioned to SANBAG and the current Board-approved allocation policies related to those funds and to solicit input on methods to monitor equitable distribution of these funds over the life of the Measure.

There are three major State and Federal funding sources that are apportioned to SANBAG for allocation decisions according to eligibility and adopted SANBAG allocation policies: Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funds, which are federal funds, and State Transportation Improvement Program (STIP) funds, which are typically Federal funds administered by the California Transportation Commission (CTC) through a State program. A summary of each fund source and typical funding levels are provided in Attachment A. The SANBAG Board-adopted allocation policies for these funds are described below.

CMAQ Funds Allocation Policy: SANBAG Policy 40001 defines a prioritization for the use of CMAQ funds in the Valley subarea: 1) Board-approved regional programs such as rideshare, freeway service patrol, regional signal synchronization; 2) Transit and rail capital and start-up operating costs; 3) High Occupancy Vehicle facility components of the Measure I Valley Freeway Program. The Mountain/Desert subareas do not have policies developed through the Strategic Plan related to the allocation of State and Federal funds, but in 2003 the SANBAG Board adopted a similar policy for the Mountain/Desert area that would allocate per priority 1 and 2 above with any balance of funds available allocated through a call for projects.

STP Funds Allocation Policy: SANBAG Policy 40001 states that all STP funds apportioned to the Valley subarea will be allocated to the Measure I Valley Freeway Program. Although there is no defined allocation policy in the Mountain/Desert subareas, the funds available for the Victor Valley subarea are considered public share funds and are being used to augment Measure I Major Local Highway Program allocations to projects identified in the Measure I 2010-2040 Ten-Year Delivery Plan. For the Rural Mountain/Desert Subareas, SANBAG has allocated funds through set-asides and priority project allocations, administered calls for projects, and has even exchanged Measure I Valley Major Projects Program funds; however, because of the limited eligibility of Valley Freeway Projects for these rural area funds, to do this again would require careful consideration.

STIP Funds Allocation Policy: Section IV.B.4.b. of the Strategic Plan concerning Financial Analysis of the Valley Freeway Program states that 100% of all State and Federal funds available to the Valley subarea for roadway programs

will be allocated to the Valley Freeway Program with the exception of certain interchanges and railroad grade separation projects. Again, while there is no defined allocation policy in the Mountain/Desert subareas, the funds available for the Victor Valley subarea are considered public share funds and are being used to augment Measure I Major Local Highway Program allocations to projects identified in the Measure I 2010-2040 Ten-Year Delivery Plan. There is nothing in the STIP Guidelines that dictates how funds are to be distributed between areas of a county, but there is a focus on performance measurement and cost effectiveness, both of which must be reported on in the STIP submittals. SANBAG has historically tried to maintain a 75/25 percent split of STIP funds between the Valley and Mountain/Desert subareas, respectively, a split that was reinforced in the Strategic Plan funding assumptions.

Special Funding Opportunities: In addition to the annual apportionments described above, over the past decade special funding opportunities have arisen, such as Proposition 1B and the American Recovery and Reinvestment Act (ARRA), and the SANBAG Board has acted to define distribution policies. While most funds have been distributed within the county based on program eligibility, project readiness, and full funding availability, the Board adopted allocation formulas for the Proposition 1B State Local Partnership Program (SLPP) based on 50% population/50% centerline miles and a local/federal exchange program for ARRA funds that were distributed on a per capita basis.

As far as State and Federal agencies are concerned, SANBAG has flexibility in the distribution of funds within the county. As detailed in Attachment A, the only fund source with distribution limitations is STP, which has distinct urban and rural apportionments. This provides flexibility to SANBAG to determine how to monitor the proportional and equitable distribution of these funds.

Policy Decision #1

The first policy decision that will be the subject of a future recommendation is how to define the proportional and equitable distribution that is referenced in both the Ordinance and the Strategic Plan. The discussions assume that the use of the words “proportional” and “equitable” were intended to be interchangeable in the Ordinance and Strategic Plan. The concept would be for proportionality/equity to be measured from 2010 through 2040, just as equity is being viewed for Measure I funds. Staff has identified the following measures that are typically used in the distribution of transportation funds while remaining consistent with current Board-approved policies:

1A. Legislative Distribution

This option measures distribution of funds between subareas according to how each individual fund source was distributed to each county by the state. As detailed in Attachment A, this is fund-specific and can be based on factors such as

population, severity of air quality problems, and road miles. For example, STP funds would be made available to each subarea based on generally a per capita distribution, CMAQ would be distributed based on a combination of population and air quality factors, and STIP would be distributed based on a combination of population and road miles.

1B. Population-Based Distribution

This option measures distribution of funds based on the population of each subarea. STP distribution would be based on population within the federally defined urban/rural area splits within the county. CMAQ and STIP would be distributed based on population in each subarea.

1C. Centerline Miles Distribution

This option measures distribution of funds based on the amount of centerline road miles on the federal road network within each subarea. STP distribution would be based on road miles within the federally defined urban/rural area splits within the county. CMAQ and STIP would be distributed by road miles within each subarea. In this calculation, the centerline miles for the Interstate in the North Desert and Colorado River subareas were removed from the calculation because improvement to I-15 and I-40 in those subareas were not contemplated in the Measure and this would disproportionately weight the share of State and Federal funds to these subareas.

1D. Hybrid – 50/50 Population and Centerline Miles Distribution

This option measures distribution of funds using a hybrid approach with 50% of the funding based on population in each subarea as described in B above and 50% based on centerline miles in each subarea as described in C above.

1E. Measure-Based Distribution

This option measures distribution of funds based on the distribution of Measure funds to each subarea. STP distribution would be based on Measure distribution within the federally defined urban/rural area splits within the county. CMAQ and STIP would be distributed based on the Measure distribution to each subarea.

Policy Decision #2

The second policy decision that will be the subject of a future recommendation is whether or not to measure distribution on a fund-by-fund basis or on an accumulated basis. For both cases, the concept would be for proportionality/equity to be measured from 2010 through 2040, just as equity is being viewed for Measure I funds.

2A. Fund-by-Fund Distribution

This option would measure distribution of each individual fund source according to the distribution options above to ensure that each individual fund source is distributed equitably between subareas.

2B. Accumulated Distribution

This option would measure the cumulative distribution of funds after each fund source is distributed according to the options above.

Goal of this Exercise

Before discussing which options staff finds most favorable, it is important to clarify the goal of this exercise. The Strategic Plan was developed based on a set of twelve “overarching principles”. The overarching principles are intended to be the foundation of policy decisions with regard to Measure programs. Geographic equity over the life of the Measure is the sixth overarching principle identified in the Strategic Plan. The first five principles are as follows:

1. Deliver all Expenditure Plan projects at the earliest possible date.
2. Seek additional and supplemental funds as needed for completion of all Expenditure Plan projects.
3. Maximize leveraging of State, federal, local, and private dollars.
4. Ensure use of federal funds on otherwise federalized projects.
5. Sequence projects to maximize benefit, minimize impact to the traveling public, and support efficient delivery.

Restrictive policies concerning the allocation of State and Federal funds will definitely ensure geographic equity over the life of the Measure but can run counter to the first five principles that focus on delivering projects efficiently and maximizing funding sources that can augment Measure. It is not reasonable to expect that each subarea would have priority projects ready for delivery at any given time meeting the various eligibility requirements for multiple fund sources. It may not even be reasonable to expect that this could be accomplished on five or ten year intervals. Forcing expenditure of funds on set time constraints can result in lower priority projects moving forward simply because they can be delivered. Therefore, staff does not expect that the information resulting from this exercise would be used at any set interval of time to ensure equity or to dictate allocation decisions. Rather staff expects that this information will be used to inform allocation decisions, to provide each subarea assurance that their share of funds is being monitored, and to provide a means to measure how funds are being distributed over time, with the goal being an equitable distribution of funds by 2040.

Favored Options

Staff currently favors the use of Option 1A and Option 2B in measuring the equity of State and Federal fund distribution, but will be obtaining further input from technical and policy committees.

Option 1A measures distribution of funds between subareas according to how each individual fund source was distributed to each county by the state. Staff favors 1A because this most closely follows the current allocation policies approved by the SANBAG Board. Choosing to move to a maintained miles-based or hybrid-based distribution can alter distributions by 10-20% and could have a significant impact on the deliverability of the Measure programs as contemplated in the Strategic Plan.

Additionally, since each individual fund source has its own eligibility limitations and time constraints, staff favors Option 2B that allows for monitoring fund distribution shares by overall total of all funding sources rather than by each individual fund source. This will provide the Board flexibility to make meaningful allocation decisions that can take funding applicability, performance measures, funding gaps, project and fund management complexity, and project schedules into consideration. For example, nothing would prevent the Board from allocating a certain fund based on strict allocation formulas so that every subarea gets a share, as was done for the SLPP funds, but this would also give the Board flexibility to choose to focus the more cumbersome Federal funds on larger projects and State funds on smaller projects in the rural areas. The development of this policy does not attempt to amend the existing fund allocation policies, but the Board could choose to approve exceptions to the allocation policies if it benefits the delivery of certain projects.

Attachment B includes examples of how each distribution method compares to the actual allocations that have occurred since the beginning of Measure I 2010-2040 assuming that funds are monitored by overall total of all funding sources (Option 2B). The funding sources included in the total of actual allocations are CMAQ, STP, STIP, SLPP, Trade Corridors Improvement Fund, and Corridor Mobility Improvement Account.

Next Steps

After discussion of these considerations with the Transportation Technical Advisory Committee, the City/County Managers Technical Advisory Committee, and SANBAG Policy Committees, staff will return to the General Policy Committee with recommended policy language for the measurement of equitable distribution of State and Federal funds between subareas. Additionally, in accordance with the approved initiatives for Fiscal Year 2013/2014, staff will develop a "dashboard" based on the approved policy that will monitor the distribution of funds to subareas. This can be used for information when the

Board is making allocation decisions and will provide a tool to ultimately ensure an equitable distribution of State and Federal funds over the life of Measure I 2010-2040.

Financial Impact: This item has no impact on the adopted SANBAG Fiscal Year 2013/2014 budget.

Reviewed By: This item was reviewed by the City/County Managers Technical Advisory Committee on August 1, 2013 and the Transportation Technical Advisory Committee on August 5, 2013, and will be reviewed by the Mountain/Desert Policy Committee on August 16, 2013.

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

ATTACHMENT A

State and Federal Fund Overview

CMAQ Funds

General Overview: CMAQ funds are authorized to fund transportation projects or programs located in nonattainment or maintenance areas that contribute to attainment of ambient air quality standards. CMAQ eligibility is conditional upon analyses showing that the project will reduce emissions of criteria pollutants. Activities typically eligible for funding by CMAQ include high occupancy vehicle (HOV) lanes, transit improvements, travel demand management strategies, traffic flow improvements such as signal synchronization, and public fleet conversions to cleaner fuels.

Typical Annual Funding Level: Funds are apportioned to SANBAG based upon a formula that considers population and the severity of ozone and carbon monoxide air quality problems within the nonattainment or maintenance area. SANBAG has historically received about \$29 million per year with \$22M available for the South Coast Air Basin (Valley and Mountains subareas) and \$7 million available for the Mojave Desert Air Basin (remaining Mountain/Desert subareas). However, the funds can be used interchangeably if desired.

Current SANBAG Board-Approved Allocation Policy: SANBAG Policy 40001 defines a prioritization for the use of CMAQ funds in the Valley subarea: 1) Board-approved regional programs such as rideshare, freeway service patrol, regional signal synchronization; 2) Transit and rail capital and start-up operating costs; 3) High Occupancy Vehicle facility components of the Measure I Valley Freeway Program. The Mountain/Desert subareas do not have policies developed through the Strategic Plan related to the allocation of State and Federal funds, but in 2003 the SANBAG Board adopted a similar policy for the Mountain/Desert area that would allocate per priority 1 and 2 above with any balance of funds available allocated through a call for projects.

STP Funds

General Overview: STP provides flexible funding that may be used for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and public bus terminals and facilities.

Typical Annual Funding Level: Funds are apportioned to SANBAG based upon a formula that considers population for a portion of the apportioned funds and a mixture of population and road miles for the balance. SANBAG has historically received about \$22 million per year with \$1.09 million taken off the top and allocated to the County of San Bernardino as State funds for use on rural roads. About \$20 million is divided among urbanized areas in the County with approximately \$17 million available for the Valley subarea and \$3M available for the Victor Valley subarea. The balance is for areas outside of the urban areas. These distributions represent what SANBAG received under prior transportation acts and will change slightly under MAP-21, but the impact is not yet known. Urban area funds can be used interchangeably between urban areas, but urban area funds cannot be used outside of the urban area and vice versa.

ATTACHMENT A

State and Federal Fund Overview

Current SANBAG Board-Approved Allocation Policy: SANBAG Policy 40001 states that all STP funds apportioned to the Valley subarea will be allocated to the Measure I Valley Freeway Program. Although there is no defined allocation policy in the Mountain/Desert subareas, the funds available for the Victor Valley subarea are considered public share funds and are being used to augment Measure I Major Local Highway Program allocations to projects identified in the Measure I 2010-2040 Ten-Year Delivery Plan. For the Rural Mountain/Desert Subareas, SANBAG has allocated funds through set-asides and priority project allocations, administered calls for projects, and has even exchanged Measure I Valley Major Projects Program funds; however, because of the limited eligibility of Valley Freeway Projects for these rural area funds, to do this again would require careful consideration.

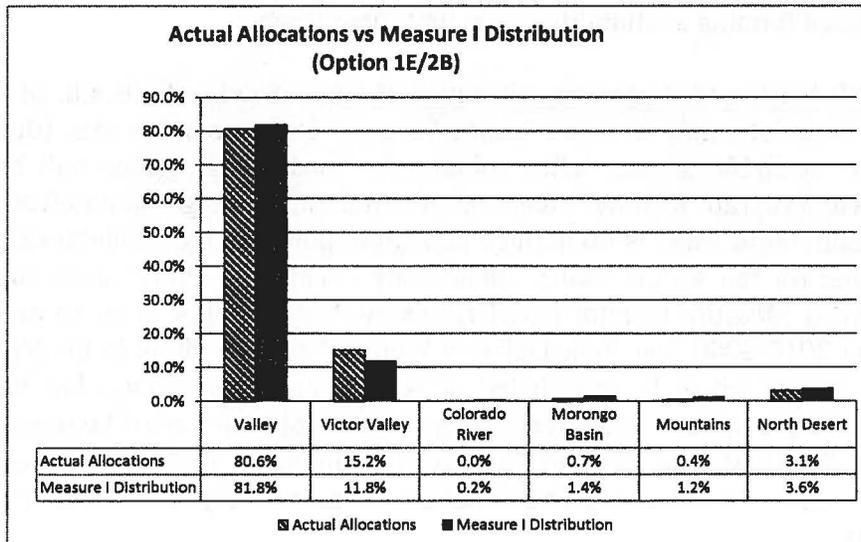
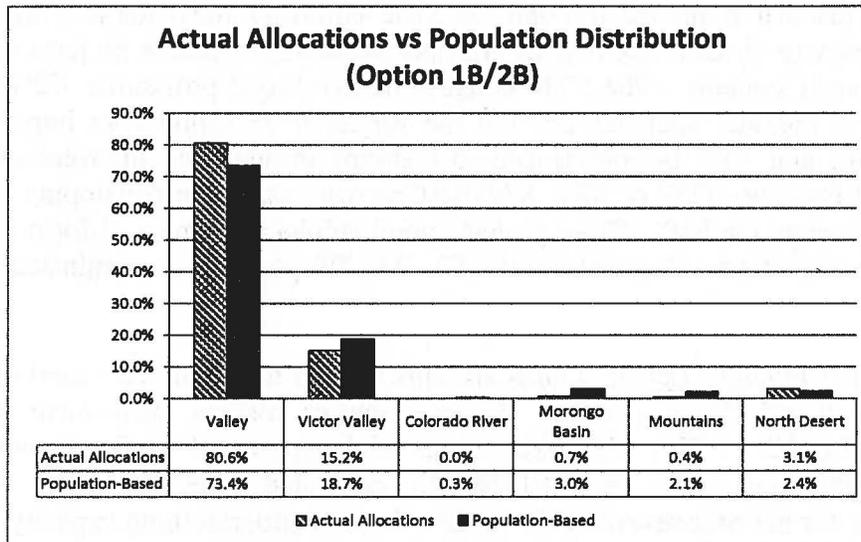
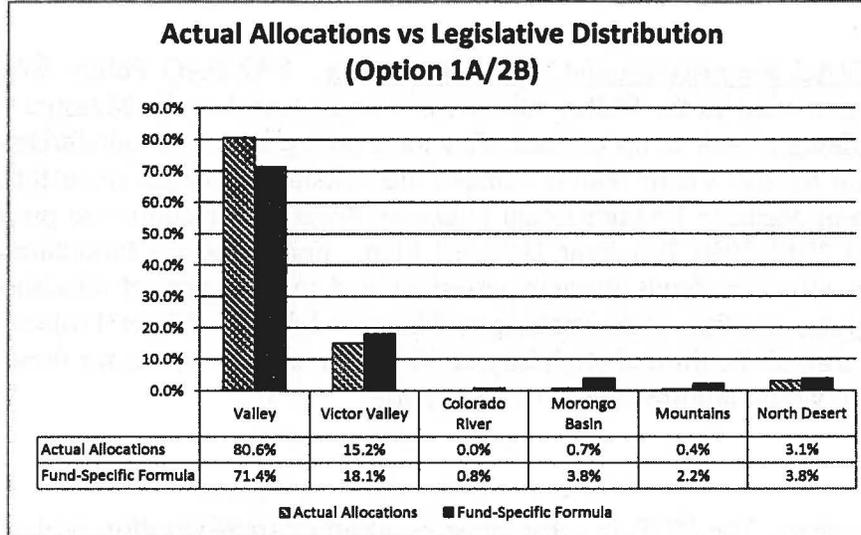
STIP Funds

General Overview: The STIP is a five-year program of transportation projects that is updated every two years that is funded through the State Highway and Federal Trust Fund Accounts. STIP funds provide flexible funding for transportation infrastructure projects on freeways, local roads, and transit systems. The STIP consists of two broad programs: 75% of the funds are apportioned to regional agencies through the Regional Transportation Improvement Program (RTIP or RIP) and 25% is apportioned to Caltrans through the Interregional Transportation Improvement Program (ITIP or IIP). SANBAG is responsible for developing the list of projects for funding through the RIP. These projects nominations are approved for programming by the California Transportation Commission (CTC). The IIP projects are nominated for programming by Caltrans.

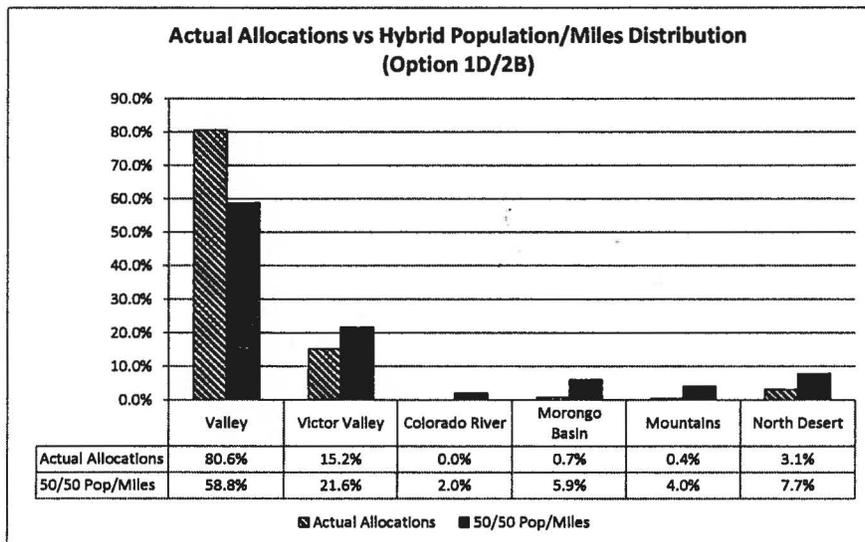
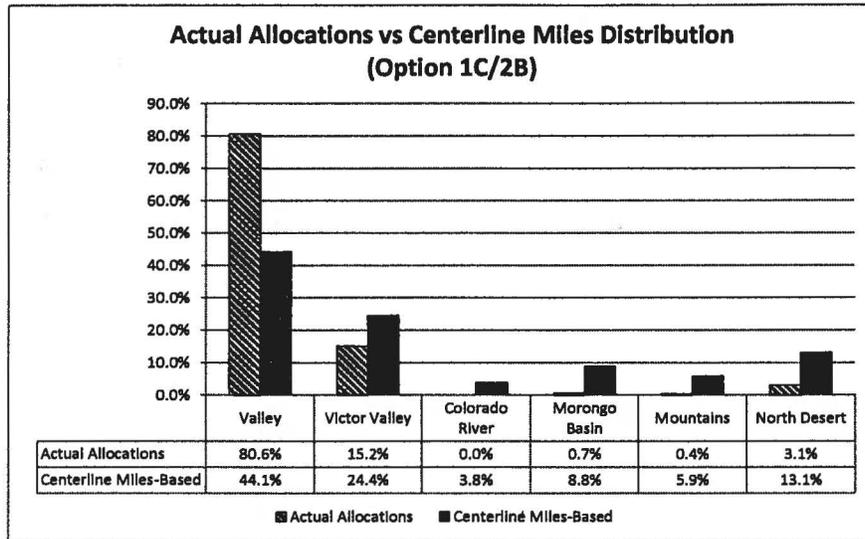
Typical Annual Funding Level: Funds are apportioned to SANBAG based upon a formula of 75% population and 25% road miles. As stated earlier, funding levels have been very volatile. In the upcoming 2014 STIP, SANBAG's share of the estimated \$893 million available for new programming through Fiscal Year 2018/2019 is estimated to be \$44 million. However, as has been the case for the past several STIP cycles, the new programming capacity exists only in the two new years of the STIP period, and the projects currently programmed may be required to be delayed to match funding availability in the first three years.

Current SANBAG Board-Approved Allocation Policy: Section IV.B.4.b. of the Strategic Plan concerning Financial Analysis of the Valley Freeway Program states that 100% of all State and Federal funds available to the Valley subarea for roadway programs will be allocated to the Valley Freeway Program with the exception of certain interchanges and railroad grade separation projects. Again, while there is no defined allocation policy in the Mountain/Desert subareas, the funds available for the Victor Valley subarea are considered public share funds and are being used to augment Measure I Major Local Highway Program allocations to projects identified in the Measure I 2010-2040 Ten-Year Delivery Plan. There is nothing in the STIP Guidelines that dictates how funds are to be distributed between areas of a county, but there is a focus on performance measurement and cost effectiveness, both of which must be reported on in the STIP submittals. SANBAG has historically tried to maintain a 75/25 percent split of STIP funds between the Valley and Mountain/Desert subareas, respectively, a split that was reinforced in the Strategic Plan.

Attachment B - Actual Allocations vs Distribution Methodologies (Fiscal Years 2010/2011 - 2012/2013)



Attachment B - Actual Allocations vs Distribution Methodologies (Fiscal Years 2010/2011 - 2012/2013)





- 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: August 15, 2013

Subject: Fund Exchange for the Inland Empire Goods Movement Gateway Projects

Recommendation:* That the following be reviewed and recommended for final 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 allocating the remaining balance of \$16.5 million of federal funds designated for the Inland Empire Goods Movement Gateway project to the I-10 Tippecanoe Interchange Phase II Construction project based on a first-come, first-served basis.
2. Approve replacing \$5,000,000 of High Priority Program Funds for the I-215 University Parkway Interchange Improvement project with \$5,000,000 of future Surface Transportation Program funds, and allow those funds to retain the "buy-down" status of the High Priority Program funds.
3. Approve replacing \$1,500,000 of High Priority Program Funds for I-215 Barton Interchange Improvement project with \$1,500,000 of future Surface Transportation Program funds.

Background: In August 2005 Congressman Jerry Lewis was successful in securing a total of \$20 million of High Priority Program funds and \$55 million of Projects of National and Regional Significance funds for the Inland Empire Goods

*

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG		CTC	X	CTA	X	SAFE		CMA	
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Check all that apply.
 MVSS1308a-pc

<http://portal.sanbag.ca.gov/mgmt/committee/mvss/mvss2013/mvss1308/AgendaItems/MVSS1308a1-pc.pdf>

Movement Gateway project (IEGMGP) in the approval of the Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU). Subsequent to the approval, Congressman Lewis corresponded with California Business, Transportation, and Housing Secretary requesting the State distribute these funds consistent with congressional intent outlined in the attached letter (Attachment A). Further actions by the SANBAG Board resulted in the following distribution of funds:

- \$43 million on I-215 segment 2, 3, & 5. (includes \$36.5 million in Measure I fund exchange with IVDA for improvements around the San Bernardino airport)
- \$5.5 million on I-10 Tippecanoe Interchange Phase II Right of Way
- \$2 million on Boulder Avenue Improvement and Bridge
- \$18 million on I-10 Tippecanoe Interchange Phase II Construction
- \$1.5 million on I-215 Barton Road Interchange
- \$5 million on I-215 University Parkway Interchange

Of the projects above, funds for I-215 and I-10 Tippecanoe Interchange Phase II Right of Way have been obligated, and the funds for Boulder Avenue Bridge are in process of being obligated.

Although \$75 million was apportioned in SAFETEA-LU, takedowns and lower annual allocations resulted in only approximately \$67 million in actual Obligation Authority (OA) being made available. When projects included in the IEGMGP began to be obligated, the reduced OA was not anticipated. Had it been anticipated, it might have been possible to distribute the reduction among the various projects. However, considering the time that has passed since these earmarks were first made, and in an effort to protect the remaining funds from possible rescission, SANBAG staff recommends the remaining projects be allocated on a first-come, first-served basis. Based on current project schedules, this would result in the OA balance of \$16.5 million being obligated for I-10 Tippecanoe Interchange Phase II construction.

Staff recommends replacing the \$1.5 million and \$5 million earmark funds currently programmed for the I-215 Barton Interchange and I-215 University Interchange projects, respectively, with Surface Transportation Program (STP) funds. In accordance with SANBAG policy, the earmark funds are considered "buy-down" funds, meaning the funds buy down the total project cost before development and public shares are calculated, and STP funds are considered public share funds. For the I-215 University Interchange project, staff recommends that the STP funds retain the "buy down" designation of the earmark funds so that the City of San Bernardino and the County, who both have development shares required for that interchange, are not disadvantaged by this

fund swap. This action would be consistent with recent actions by the Board in preserving earmark funds that had been designated for High Desert Corridor, City of Needles, and rural County projects. The I-215 Barton Interchange project is not subject to public and development share contributions.

Financial Impact: This item does not impact the adopted SANBAG Fiscal Year 2013/2014 budget. Any fund changes to the I-10 Tippecanoe and I-215 Barton projects will be reflected in a future year budget. SANBAG is not currently the lead agency for the I-215 University project, so funds for that project are not included in the SANBAG budget.

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

Responsible Staff: Philip Chu, Transportation Programming Analyst

ATTACHMENT "A"

JERRY LEWIS
for SENATOR CALIFORNIA

CONSTITUTIONAL
APPOINTMENTS
DIVISION

Congress of the United States
House of Representatives
Washington, DC 20515-0541
September 22, 2005

WASHINGTON OFFICE
2001 ST. E.
NATIONAL HOUSE OFFICE BUILDING
WASHINGTON, DC 20540-4001
202-455-4977

SENATOR OFFICE
1200 BENTLEY AVENUE, S.E.
SUITE 44
WASHINGTON, DC 20540-4014
202-455-4900
202-455-4901
1-800-455-7189

NATIONAL OFFICE
WASHINGTON OFFICE/1770/1770

Secretary Sumne Wright McPeak
Business, Transportation & Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814-2719

Dear Secretary McPeak:

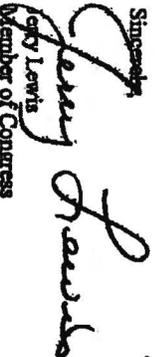
As you begin the process of distributing federal funds for transportation projects included in SAFETEA-LU, I write to you regarding the Inland Empire Goods Movement Gateway project.

In SAFETEA-LU, I was pleased to secure \$55 million for the Inland Empire Goods Movement Gateway project under the Projects of National and Regional Significance category, as well as an additional \$20 million under Section 1701-High Priority Projects, for a total of \$75 million. As you may know, the Inland Valley Development Agency, the San Bernardino Associated Governments, and the cities of Highland and San Bernardino are implementing a regional effort to facilitate goods movement through the county, specifically in and around the former Norton Air Force Base. This project, called the Inland Empire Goods Movement Gateway, includes several transportation improvements that will greatly enhance mobility throughout the region and help speed the flow of commerce in the area.

In order to maximize the effectiveness of these funds, I respectfully request that you follow congressional intent by ensuring the funds are distributed in the following manner:

- \$30 million to the San Bernardino Associated Governments for the I-10/Tippesnoe Interchanges
- \$1.5 million to the San Bernardino Associated Governments for the I-215/Barton Road Interchange
- \$36.5 million to the Inland Valley Development Agency for road, bridge, and grade separation improvements in and around the former base.
- \$2 million to the City of Highland, California for Boulder Avenue improvements and bridge widening
- \$5 million to the City of San Bernardino, California for the I-215/University Parkway Interchange

Thank you in advance for your attention to this important matter. Should you have any questions, please do not hesitate to contact me or Elizabeth Lewis, of my staff, at 202-225-5861.

Sincerely,

Jerry Lewis
Member of Congress

cc: Will Kempton, Director of California Department of Transportation

150



- 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: August 15, 2013

Subject: Interstate 10 University Street Interchange Memorandum of Understanding

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

1. Approve Memorandum of Understanding No. C13168 with the City of Redlands for the development of the Interstate 10 University Street Interchange project.
2. Waive the five-year contract term limitation set forth in Policy 11000.

Background: The Interstate 10 (I-10) University Street Interchange is the fourth highest priority in the Measure I 2010-2040 Freeway Interchange Program. University Street is a north-south arterial in the City of Redlands (City) and forms a tight half-diamond interchange with I-10 with a westbound on-ramp and an eastbound off-ramp. This location has been experiencing high levels of traffic congestion resulting in vehicles backing up onto the freeway when waiting to exit during peak hours. As a result, the City has requested to move forward with improvements to the I-10 University Street Interchange (Project).

The purpose of this Memorandum of Understanding No. C13168 (MOU) between the San Bernardino County Transportation Authority (SANBAG) and the City is

*

COG	CTC	CTA	X	SAFE	CMA				

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

Check all that apply.
 MVSS1308a-cs
<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C13168.docx>

to document the terms and conditions of cooperation required to complete the Project with respect to cost, funding shares, schedule, and scope. The MOU does not commit SANBAG or the City to perform work or provide funding for the Project but provides the overall framework necessary to complete all phases of the Project. Cooperative Agreements will be developed for each phase of the Project that will identify the specific roles and funding responsibilities.

It is anticipated that SANBAG will be the lead agency for the remaining phases of work, although whether the Resolutions of Necessity for right-of-way acquisition, if needed, will be heard by the City or at the California Transportation Commission is yet to be determined. Upon approval of the MOU, staff will commence work on the cooperative agreement for the Project Study and Environmental phases of work

The City Council is scheduled to approve the MOU on September 3, 2013.

The termination date of the MOU is the earlier of the Project notice of completion recordation date or September 30, 2021. It is expected that it will take longer than five years to complete all phases of the Project, therefore staff requests waiver of the five-year contract term limitation set forth in Policy 11000.

Financial Impact: This item has no financial impact on the approved Fiscal Year 2013/2014 budget as it does not commit any funds.

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 approved this item and the Memorandum of Understanding.

Responsible Staff: Carrie Schindler, Chief of Fund Administration and Programming



CONTRACT SUMMARY SHEET

Contract No. C 13168 Amendment No. _____

By and Between

SANBAG (As Authority) and City of Redlands

Contract Description Interstate 10 at University Street Memorandum of Understanding

Board of Director's Meeting Date: September 4, 2013	
Overview of BOD Action: 1. Approve Memorandum of Understanding C13168 with the City of Redlands for the development of the Interstate 10 at University Steet Interchange Project.	
Is this a Sole-Source procurement? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

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

Contract Start Date 9/4/2013	Current Contract Expiration Date 9/31/2021	Revised Contract Expiration Date
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

FINANCIAL INFORMATION	
<input type="checkbox"/> Budget authority for this contract currently exists in Task No. 0899.	
<input type="checkbox"/> A Budget Amendment is required. How are we funding current FY? Budget authority will be handled in phase specific cooperative agreements	
<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:	
<input type="checkbox"/> Payable <input type="checkbox"/> Receivable NOTE: This is a MOU and does not commit any funds.	

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

Garry Cohoe	Jay Chen	
Task Manager (Print Name)	Signature	7-31-13
Andrea Turcick	Signature	7/31/13
Dir. Of Fund Administration (Print Name)	Signature	7/31/13
Jeffery Hill	Signature	8/1/13
Contracts Manager (Print Name)	Signature	Date
W. STANARSKI	Signature	8/26/13
Chief Financial Officer Signature (Print Name)	Signature	Date

CONTRACT C13168

MEMORANDUM OF UNDERSTANDING

BETWEEN THE

SAN BERNARDINO TRANSPORTATION AUTHORITY

AND THE CITY OF REDLANDS

FOR THE DEVELOPMENT OF

THE INTERSTATE 10/UNIVERSITY STREET INTERCHANGE PROJECT

I. PARTIES AND TERM

- A. This Memorandum of Understanding (“MOU”) is entered by and between the SAN BERNARDINO TRANSPORTATION AUTHORITY (“SANBAG”) and the CITY OF REDLANDS (“PROJECT SPONSOR”) (together, the “PARTIES”) on the Effective Date defined later herein.
- B. The Term of this MOU will commence on the Effective Date and, unless earlier terminated as provided in Section V, Paragraph D of this MOU, terminate upon the date a notice of completion is recorded for the Interstate 10 at University Street Interchange Project (“PROJECT”) or September 30, 2021, whichever is earlier.

II. RECITALS

- A. WHEREAS, the PROJECT is included in the approved SANBAG 10-Year Delivery Plan and SANBAG Development Mitigation Nexus Study and is eligible to receive funds from the Measure I 2010-2040 Valley Freeway Interchange Program.
- B. WHEREAS, the PARTIES desire to proceed with development of the PROJECT.
- C. WHEREAS, the PARTIES are entering into this MOU for the purpose of documenting the terms and conditions of cooperation between the PARTIES required to complete the PROJECT with respect to cost, funding, schedule, and scope, as detailed in Exhibit A, attached hereto and incorporated herein by this reference.
- D. WHEREAS, a conceptual layout of the PROJECT is shown in Exhibit B, attached hereto and incorporated herein by this reference.
- E. WHEREAS, the PARTIES acknowledge the intent to move forward with the PROJECT, the Public and Local Agency funding shares required to complete the PROJECT, and the reasonable expectation of their availability.

- F. WHEREAS, the Public Share is defined as the percentage share of PROJECT cost calculated as the total cost of the PROJECT minus the development share (or Local Agency share), and the Local Agency share is defined as the percentage share of the PROJECT cost assigned as the development contribution percentage as listed in the SANBAG Development Mitigation Nexus Study.
- G. WHEREAS, the PARTIES understand that the purpose of this MOU is to outline the steps and funds necessary to complete the PROJECT, but this MOU does not commit the PARTIES to perform work or provide funding for the PROJECT, and imposes no enforceable obligations upon the PARTIES and does not grant any rights.
- H. WHEREAS, the PARTIES desire to memorialize in this MOU the framework and funding necessary for completion of the PROJECT to assist the Parties in their decision-making and budgeting for the PROJECT.
- I. WHEREAS, the PARTIES understand that a cooperative agreement will be developed for each phase of the PROJECT that will identify the specific roles and responsibilities of SANBAG and PROJECT SPONSOR including specific funding commitments.

III. SANBAG'S RESPONSIBILITIES

- A. SANBAG will be responsible for the Public Share of PROJECT costs in accordance with Measure I 2010-2040 Valley Freeway Interchange Program Strategic Plan Policy 40005 (Policy 40005) and subsequent cooperative agreements.
- B. SANBAG will consider the development of a Loan Agreement(s) for the Local Share of PROJECT costs, if requested by the PROJECT SPONSOR, in accordance with Policy 40005.
- C. SANBAG will assign a qualified member of its staff to coordinate with the PROJECT SPONSOR, as determined reasonably necessary by SANBAG to facilitate delivery of the PROJECT.
- D. PROJECT SPONSOR and SANBAG shall consult on a funding strategy for PROJECT completion at least six months prior to completion of the design phase.

IV. PROJECT SPONSOR'S RESPONSIBILITIES

- A. PROJECT SPONSOR will be responsible for the Local Share of the PROJECT costs in accordance with Policy 40005 and subsequent agreements, including loan agreements.
- B. PROJECT SPONSOR will assign a qualified member of its staff to coordinate with SANBAG, as determined reasonably necessary by PROJECT SPONSOR to facilitate delivery of the PROJECT.
- C. PROJECT SPONSOR acknowledges that in accordance with Policy 40005--VFI-2, PROJECT SPONSOR is responsible for nominating the PROJECT. If freeway interchange project nominations by SANBAG sponsoring member agencies exceed the available funding, SANBAG shall allocate funds to sponsors of the nominated projects in order of project priority as assigned in the Strategic Plan. Failure to provide its Local Share of funding in a timely manner could jeopardize the schedule and/or delivery of the PROJECT and could put other projects lower on SANBAG's Measure I interchange priority list in a position to utilize the

available public share which have the local share available. Lower ranked projects could take precedence in Measure I funding for a period of time until additional funding is available for the PROJECT SPONSOR to meet its Local Share requirement for its PROJECT, pursuant to Strategic Plan Policy VFI-21. SANBAG will provide a written notice to PROJECT SPONSOR if PROJECT is in jeopardy of losing its funding priority to another project, and PROJECT SPONSOR will be provided 60 days to respond with a funding plan.

- D. PROJECT SPONSOR and SANBAG shall consult on a funding strategy for PROJECT completion at least six months prior to completion of the design phase.

V. MISCELLANEOUS

- A. The PARTIES will act in good faith to see the construction of the PROJECT is completed.
- B. The PARTIES acknowledge that should federal funds be used in the environmental or design phases of work, Federal Highway Administration (FHWA) requires that the PROJECT must move to a capital phase (right of way or construction) within ten years or the federal funds may be required to be repaid to FHWA. Responsibilities related to the federal funding will be outlined in the funding cooperative agreement(s).
- C. Recitals. The Recitals stated above are integral parts of this MOU and are hereby incorporated into the terms of this MOU.
- D. Termination. Both SANBAG and PROJECT SPONSOR shall have the right at any time, to terminate this MOU, by giving thirty (30) calendar days prior written notice to the other Party, specifying the date of termination. Termination of the MOU will not terminate the PARTIES' continuing obligations under any cooperative agreements generally referenced in Section II, Paragraph I. Termination of this MOU by request of PROJECT SPONSOR will be understood by SANBAG that PROJECT SPONSOR wishes to discontinue work on the PROJECT, unless otherwise stated in an active cooperative agreement or in a subsequent MOU or agreement.
- E. Notification. Each Party will designate a person to be responsible for day-to-day communications regarding work under the PROJECT. For PROJECT SPONSOR, that person will be Chris Diggs, Deputy Municipal Utilities and Engineering Department Director for the CITY OF REDLANDS. For SANBAG, that person shall be Paula Beauchamp. All notices and communications regarding this MOU, interpretation of the terms of this MOU, or changes thereto will be provided as follows:

<p>CITY OF REDLANDS 35 Cajon Street, Ste. 15A Redlands, CA 92373 ATTN: Chris Diggs, Deputy Municipal Utilities and Engineering Director CC: Ross Wittman</p>	<p>SANBAG San Bernardino Associated Governments 1170 W. 3rd Street San Bernardino, CA 92410-1715 ATTN: Executive Director CC: Andrea Zureick</p>
--	--

- F. Amendment. In the event that the PARTIES determine that the provisions of this MOU should be altered, the PARTIES may execute an amendment to add, delete, or amend any provision of this MOU. All such amendments must be in the form of a written instrument signed by the original signatories of this MOU, or their successors or designees.

In witness whereof the PARTIES have executed this MOU on the dates written below and this MOU is effective upon execution of this MOU by SANBAG ("Effective Date").

SANBAG

CITY OF REDLANDS

By: _____
W.E. Jahn
Board President

By: _____
Pete Aguilar, Mayor

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
Daniel J. McHugh
City Attorney

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

Exhibit A

Project Scope:

The PROJECT will improve the Interstate 10/University Street interchange ramps, including intersection work, turning lanes and striping. It is anticipated that SANBAG will be lead on all phases of work.

Project Cost Estimate* and Funding Shares:

Public Share: 82.1%

Nexus Development Impact Fee Share (DIF, "Development Share" or "Local Share"): 17.9%

Local Jurisdictional Split of the DIF Share: Redlands 100%

Phase	Estimated Cost	Public Share	Development Share
Project Study Report/Project Development Support Project Initiation Document (PSR/PDS)	\$50,000	\$41,050	\$8,950
Project Approval and Environmental	\$150,000	\$123,150	\$26,850
Design	\$240,000	\$197,040	\$42,960
Right-of-Way (including Utilities*)	\$260,000	\$213,460	\$46,540
Construction (Including Construction Management)	\$4,400,000	\$3,612,400	\$787,600
SANBAG Oversight	\$100,000	\$0	\$100,000
Total	\$5,200,000	\$4,187,100	\$1,012,900

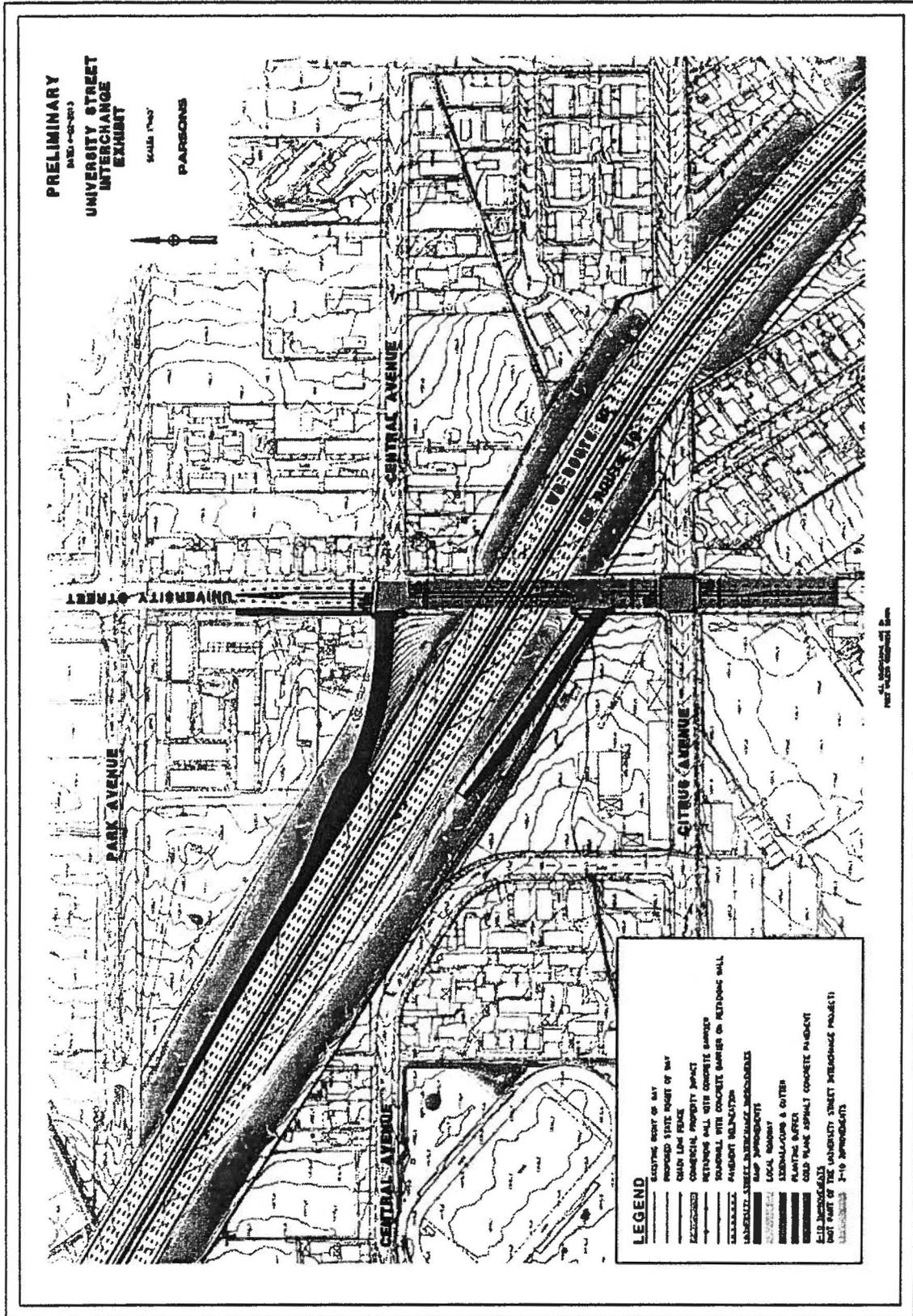
* Project estimate is based on conceptual level layouts as PSR/PDS has not been completed. Construction Phase cost includes approximately \$200,000 for landscaping.

Project Milestones:

Milestone	Actual (Forecast)
Start of Project	September 2013
PSR/PDS Approval	September 2014
Environmental Approval	April 2016
Design Approved/ROW Certified	April 2018
Construction Notice to Proceed**	June 2018
Completed for Beneficial Use	June 2019

** Assumes federal authorization required.

Exhibit B Conceptual Layout





- 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: August 15, 2013

Subject: Funding Allocation and Project List for the Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2013/2014

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

1. Approve the Measure I Funding Allocation for the Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2013/2014, as referenced in Table 1 in this agenda item
2. Approve the Project List for the Measure I Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2013/2014 as referenced in Attachment 1 to this agenda item.

Background: As part of the 2010-2040 Measure I Strategic Plan, the Board approved creation of the Valley Arterial sub-program under the Major Street Program. Strategic Plan Policy 40006 requires each valley jurisdiction to execute a Jurisdiction Master Agreement with SANBAG to be eligible for reimbursement of Measure I Valley Arterial sub-program funds. All necessary agreements are in place and serve as multi-year contracts to apply throughout the remaining life of Measure I 2010-2040. On an annual fiscal year basis, as required by the Jurisdictional Master Agreements, SANBAG is to adopt the Measure I Valley Major Street Program/Arterial Sub-program funding allocations and project list.

*

Approved
 Board Metro Valley Study Session

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

COG		CTC		CTA	X	SAFE		CMA	
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Check all that apply.
 MVSS1308b-cs
<http://portal.sanbag.ca.gov/mgmt/committee/mvss/mvss2013/mvss1308/AgendaItems/MVSS1308b1-cs.xlsx>

The project list in Attachment 1 represents the projects for which expenditures are eligible for reimbursement in Fiscal Year 2013/2014. It is based on the project lists that the jurisdictions provided to SANBAG as part of their Capital Project Needs Analysis (CPNA) submittal. The list includes all projects listed for Fiscal Years 2013/2014 and 2014/2015 plus projects for which there were prior expenditures that have not been fully reimbursed. Staff is requesting approval of the Project List (Attachment 1).

The funding allocations were presented to the SANBAG Board in April 2013 as part of the Fiscal Year 2013/2014 budget planning process. The Fiscal Year 2013/2014 funding allocations approved by the SANBAG Board in April 2013 are included in Table 1, as well as each jurisdiction's previous allocation amounts and cumulative allocation through Fiscal Year 2013/2014.

Table 1
Approved Measure I Valley Major Street/Arterial Sub-Program Allocation Amounts
 (Dollars are in \$1,000s)

Jurisdiction	Equitable Share	FY 10/11 Allocation	FY 11/12 Allocation	Adjusted FY 12/13 Allocation	Approved Adjusted FY 13/14 Allocation	Cumulative Allocation through 13/14
Chino	7.60%	\$482.68	\$638.40	\$158.39	\$45.90	\$1,325.37
Chino Hills	2.20%	\$139.72	\$184.80	\$45.85	\$13.29	\$383.66
Colton	2.50%	\$158.78	\$210.00	\$52.10	\$15.10	\$435.98
Fontana	19.50%	\$1,238.45	\$1,638.00	\$786.17	\$528.35	\$4,190.97
Grand Terrace	1.40%	\$88.91	\$117.60	\$29.18	\$8.46	\$244.15
Highland	6.80%	\$431.87	\$571.20	\$141.72	\$41.07	\$1,185.86
Loma Linda	4.10%	\$260.39	\$344.40	\$85.45	\$24.76	\$715.00
Montclair	0.60%	\$38.11	\$50.40	\$22.50	\$9.93	\$120.94
Ontario	12.30%	\$781.17	\$1,033.20	\$434.90	\$74.29	\$2,323.56
Rancho Cucamonga	5.10%	\$323.90	\$428.40	\$430.19	\$30.80	\$1,213.29
Redlands	4.90%	\$311.20	\$411.60	\$102.12	\$29.60	\$854.52
Rialto	3.90%	\$247.69	\$327.60	\$81.28	\$23.56	\$680.13
San Bernardino	7.90%	\$501.73	\$663.60	\$164.65	\$47.72	\$1,377.70
Upland	2.30%	\$146.07	\$193.20	\$47.94	\$207.09	\$594.30
Yucaipa	6.00%	\$381.06	\$504.00	\$506.11	\$36.24	\$1,427.41
County	12.90%	\$819.28	\$1,083.60	\$1,088.14	\$1,161.52	\$4,152.54
Arterial Allocation	100.00%	\$6,351.00	\$8,400.00	\$4,176.71	\$2,297.67	\$21,225.37

The Transportation Technical Advisory Committee (TTAC) reviewed the funding allocations (Table 1) on February 4, 2013, prior to SANBAG Board approval in April 2013. The Project List (Attachment 1) was reviewed by TTAC on August 5, 2013.

Financial Impact: This item is consistent with the Fiscal Year 2013/2014 Budget, Task No. 0515, Measure I Valley Apportionment and Allocation.

Reviewed By: This item was reviewed by the Transportation Technical Advisory Committee on August 5, 2013. It is not scheduled for review by any other Policy Committee.

Responsible Staff: Carrie Schindler, Chief of Fund Administration and Programming

ATTACHMENT 1

Summary of Jurisdiction Master Agreement and CPNA Needs for Public Share Reimbursement of Measure I Major Street/Arterial Program Funds

City	Project	CPNA Measure I Need by FY (\$1,000)			Total
		Prior*	13-14	14-15	
Chino	Widen Edison Avenue from Central Avenue to Euclid Avenue from 4 lanes to 6 lanes		\$ 300.00	\$ 24.00	\$ 324.00
Chino	Widen Pine Avenue from Euclid Avenue to Hellman Avenue from 2 lanes to 6 lanes			\$ 298.42	\$ 298.42
Chino	Construct Traffic Signal at the Intersection of Pine Avenue and El Prado			\$ 158.11	\$ 158.11
Chino	Total	\$ -	\$ 300.00	\$ 480.53	\$ 780.53
Chino Hills	Total	\$ -	\$ -	\$ -	\$ -
Colton	Realign Reche Canyon Rd to Hunts Ln from Washington St to City limit and Widen Reche Canyon Rd from City			\$ 144.36	\$ 144.36
Colton	Widen La Cadena Dr from Rancho Ave to Iowa split including bridge over Santa Ana River from 4 to 6 lanes		\$ 182.32	\$ 20.70	\$ 203.02
Colton	Mt. Vernon Ave. over UPRR Bridge Widening Project		\$ 48.09	\$ 84.96	\$ 133.05
Colton	Total	\$ -	\$ 230.41	\$ 250.02	\$ 480.43
Fontana	Cypress: Jurupa Avenue to Slover Avenue Widen 2-4 lanes	\$ 1.40	\$ 2,034.00		\$ 2,035.40
Fontana	Foothill: Citrus Avenue to Maple Avenue Widen 4-6 lanes		\$ 748.00		\$ 748.00
Fontana	Foothill: Cherry to Hemlock		\$ 1,404.54		\$ 1,404.54
Fontana	Sierra Avenue: Valley Blvd to San Bernardino Ave from 4-6 lanes	\$ 409.20			\$ 409.20
Fontana	Citrus: Jurupa to Slover Widen 2 to 4 lanes	\$ 731.00			\$ 731.00
Fontana	Total	\$ 1,141.60	\$ 4,186.54	\$ -	\$ 5,328.14
Grand Terrace	Widen Michigan Ave from Commerce Way to Main St.	\$ 55.00	\$ 180.50	\$ 123.60	\$ 359.10
Grand Terrace	Total	\$ 55.00	\$ 180.50	\$ 123.60	\$ 359.10
Highland	5th Street Improvements (Victoria Avenue to Palm Avenue) Phase 1		\$ 1,155.00		\$ 1,155.00
Highland	Widen Greenspot Bridge at City Creek			\$ 1,155.00	\$ 1,155.00
Highland	Total	\$ -	\$ 1,155.00	\$ 1,155.00	\$ 2,310.00
Loma Linda	Total	\$ -	\$ -	\$ -	\$ -
Montclair	Provide right-of-way demolition for Monte Vista/UPRR Grade Separation Project south of State Street	\$ 6.31	\$ 200.00		\$ 206.31
Montclair	Total	\$ 6.31	\$ 200.00	\$ -	\$ 206.31
Ontario	Grove Avenue from Fourth Street to Holt Boulevard - Widen from 4 to 6 lanes	\$ 116.98	\$ 148.24	\$ 45.00	\$ 310.22
Ontario	Mission Blvd. (Benson to Milliken), Widen from 4 to 6 lanes - Phase 1 Haven to Archibald	\$ 124.54	\$ 125.10		\$ 249.64
Ontario	Total	\$ 241.52	\$ 273.34	\$ 45.00	\$ 560.86
Rancho Cucamonga	Wilson Ave from East Ave to Wardman Bullock Rd - new street	\$ 329.14	\$ 951.00	\$ 495.98	\$ 1,776.12
Rancho Cucamonga	Church St at Terra Vista Pkwy - install new traffic signal	\$ 320.80	\$ 16.96		\$ 337.76
Rancho Cucamonga	Total	\$ 649.94	\$ 967.96	\$ 495.98	\$ 2,113.88
Redlands	Total	\$ -	\$ -	\$ -	\$ -
Rialto	Foothill Blvd Imp - Widening / Reconstruct - Foothill Blvd from West City Limits to East City Limits from 4 to 6		\$ 400.00		\$ 400.00
Rialto	Total	\$ -	\$ 400.00	\$ -	\$ 400.00
San Bernardino, County of	Widen Slover Avenue from Alder Ave to Linden Ave from 2 to 4 lanes	\$ 1,612.95			\$ 1,612.95
San Bernardino, County of	Widen Slover Avenue from Tamarind Ave to Alder Ave and from Linden Ave to Cedar Ave, from 2 to 4 lanes		\$ 482.18	\$ 1,561.00	\$ 2,043.18
San Bernardino, County of	Ph 1: Widen N. Side of San Bernardino Ave from Cherry Ave to Fontana city limit from 1 to 2 lanes (Phase 1 of	\$ 546.00	\$ 1,361.00		\$ 1,907.00
San Bernardino, County of	Widen Cherry Ave Bridge from Merrill Ave to Whittram Ave	\$ 610.00			\$ 610.00
San Bernardino, County of	Ph 1: Widen Arrow Route from Beech to Almeria (phase 1 of widen Arrow Rte from Hickory Ave to Tokay Ave)	\$ 60.50			\$ 60.50
San Bernardino, County of	Ph 1: Widen a portion of Reche Cynn Rd from Westwood Dr to Placid Ln - (Ph 1 of Widen Reche Cynn 1.2 M S,	\$ 134.74			\$ 134.74
San Bernardino, County of	Total	\$ 2,964.19	\$ 1,843.18	\$ 1,561.00	\$ 6,368.37

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Summary of Jurisdiction Master Agreement and CPNA Needs for Public Share Reimbursement of Measure I Major Street/Arterial Program Funds

City	Project	CPNA Measure I Need by FY (\$1,000)			
		Prior*	13-14	14-15	Total
San Bernardino, City of	Mount Vernon Viaduct Bridge Replacement	\$ 715.00	\$ 121.00	\$ 87.00	\$ 923.00
San Bernardino, City of	Extension of State Street between Foothill Blvd and 16th St. from 0 to 4 lanes.	\$ 349.00	\$ 268.00	\$ 320.00	\$ 937.00
San Bernardino, City of	Widen "H" St. between Kendall Dr and 40th St., from 2 to 4 lanes.		\$ 3.00	\$ 7.00	\$ 10.00
San Bernardino, City of	Total	\$ 1,064.00	\$ 392.00	\$ 414.00	\$ 1,870.00
Upland	Widen Arrow Route from Monte Vista Ave. to Central Ave. from 2 to 4 lanes.	\$ 200.00		\$ 900.00	\$ 1,100.00
Upland	Widen Foothill Blvd. from Monte Vista Ave. to Central Ave.		\$ 3,591.00		\$ 3,591.00
Upland	Total	\$ 200.00	\$ 3,591.00	\$ 900.00	\$ 4,691.00
Yucaipa	Widen County Line Road between 5th Street and the I-10 Freeway from 2 to 4 lanes.	\$ 15.00			\$ 15.00
Yucaipa	Widen Calimesa Blvd between County Line Road and Avenue I from 2 to 4 lanes.	\$ 55.00			\$ 55.00
Yucaipa	Widen 5th Street between Yucaipa Blvd and Avenue E from 2 to 4 lanes.	\$ 55.00			\$ 55.00
Yucaipa	Widen Intersections along Avenue E from 2 to 4 lanes.	\$ 474.00	\$ 100.00	\$ 100.00	\$ 674.00
Yucaipa	Widen Yucaipa Blvd from 12th St to 15th St from 4 to 6 lanes	\$ 381.06			\$ 381.06
Yucaipa	Widen Yucaipa Blvd between 15th Street and the I-10 Fwy from 4 to 6 lanes.	\$ 827.00	\$ 280.00	\$ 280.00	\$ 1,387.00
Yucaipa	Total	\$ 1,807.06	\$ 380.00	\$ 380.00	\$ 2,567.06
Total Need		\$ 8,129.62	\$ 14,099.93	\$ 5,805.13	\$ 28,034.68

*Prior includes funds already reimbursed to local jurisdictions as well as fund spent by local jurisdictions that have yet to be invoiced for.

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

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

SANBAG Acronym List

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

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