



San Bernardino Associated Governments

1170 W. 3rd Street, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
Web: www.sanbag.ca.gov



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

AGENDA

Mountain/Desert Committee

October 18, 2013

9:30 a.m.

Location

**Town of Apple Valley
14975 Dale Evans Parkway
Apple Valley, CA**

Mountain/Desert Committee Membership

Chair

*Ed Paget, Mayor
City of Needles*

*Julie McIntyre, Mayor
City of Barstow*

*George Huntington, Council Member
Town of Yucca Valley*

Vice Chair

*Ryan McEachron, Mayor Pro Tem
City of Victorville*

*Bill Jahn, Council Member
City of Big Bear Lake*

*Robert Lovingood
Board of Supervisors*

*Cari Thomas, Mayor
City of Adelanto*

*Mike Leonard, Council Member
City of Hesperia*

*James Ramos
Board of Supervisors*

*Curt Emick, Mayor
Town of Apple Valley*

*Jim Harris, Council Member
City of Twentynine Palms*

*Janice Rutherford
Board of Supervisors*

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**

AGENDA

Mountain/Desert Committee

October 18, 2013

9:30 a.m.

Location

**Town of Apple Valley
14975 Dale Evans Parkway
Apple Valley, CA**

CALL TO ORDER:

(Meeting Chaired by: Ed Paget)

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements
- IV. Agenda Notices/Modifications – **Melonie Donson**

- 1. **Possible Conflict of Interest Issues for the Mountain/Desert Committee Meeting of October 18, 2013.** Pg. 7

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board 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 member request.

- 2. **Attendance Register** Pg. 9

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

Notes/Actions

Discussion Items

Project Delivery

3. **Construction Contract Change Orders to on-going SANBAG Construction Contracts in the Mountain/Desert region with Riverside Construction Company, Inc. and Security Paving Company, Inc.** Pg. 11

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

This item is not scheduled for review by any other policy committee or technical advisory committee.

Regional/Subregional Planning

4. **Consultant Selection for Morongo Basin Area Transportation Study** Pg. 13

Receive and file information on the consultant selection for the Morongo Basin Area Transportation Study. **Tim Byrne**

This item is not scheduled for review by any other policy committee or technical advisory committee.

5. **High Desert Corridor** Pg. 17

Receive an update on the status of project development for the High Desert Corridor. **Tim Byrne**

This item is not scheduled for review by any other policy committee or technical advisory committee.

6. **San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan and Environmental Impact Report (EIR)** Pg. 22

Receive a report on the Building Industry Associations request for delay in the release of the EIR for the San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan and provide direction to staff.

Steve Smith

This item is scheduled for review at the Board of Directors Metro Valley Study Session on October 10, 2013.

Discussion Items Cont....Transportation Fund Administration7. **Eastern California Transportation Planning Partnership Revisions to Memorandum of Understanding** Pg. 27

That the Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

Approve Contract C14066, an Amendment to the Eastern California Transportation Planning Partnership Memorandum of Understanding, to include support for future State Interregional Improvement Program funding for the State Route 58 Corridor from Interstate 5 to Interstate 40. **Ellen Pollema**

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel has approved this item and the Memorandum of Understanding.

8. **Highway 62 and Rotary Way Traffic Signal Project** Pg. 45

That the Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Authority:

1. Approve allocation of \$102,340.33 in Measure I Morongo Basin Subarea - Major Local Highway Program funds to the County of San Bernardino for the Rotary Way Traffic Signal Project.
2. Approve a budget amendment to increase Task No. 0516, Measure I Mt/Desert Apportionment and Allocation, from \$11,048,259 to \$11,150,560 to be funded with \$102,341 of Measure I Morongo Basin Subarea - Major Local Highway Program funds.
3. Approve Funding Agreement C14023 in the amount of \$102,340.33 with the County of San Bernardino for the Rotary Way Traffic Signal Project, with \$102,340.33 funded by Measure I Morongo Basin Subarea - Major Local Highway Program funds. **Ellen Pollema**

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel has reviewed this item and a draft of the Contract.

Comments from Committee Members

Brief Comments from Committee Members

Public Comment

Brief Comments by the General Public

Additional Information

Acronym List

Pg. 56

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for it may be made available upon request. For additional information call (909) 884-8276.

ADJOURNMENT:

Next Mountain/Desert Committee Meeting

Friday, November 15, 2013

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: October 18, 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 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. This agenda contains recommendations for action relative to the following contractors:

| Item No. | Contract No. | Contractor/Agents | Subcontractors |
|----------|--------------|--|---|
| 3-A | C12010 | Riverside Construction Company, Inc. <i>Donald M. Pim</i> | Alcorn Fence Company Anderson Drilling Avar Construction Cal-Stripe, Inc. Coral Construction Diversified Landscape, Inc. |

*

| | |
|--|--|
| | <p><i>Approved</i> <i>Mountain/Desert Committee</i></p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p> |
|--|--|

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

Check all that apply.

| | | | |
|----------------|--------|---|--|
| 3-A (Cont.) | C12010 | | Foundation Pile Hardy & Harper Integrity Rebar Placers L. Johnson Construction Lincoln Park Surina Construction |
| 3-B | 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. |

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

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

**AGENDA ITEM #2
MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD - 2013**

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|--|-----|-----|-------|-------|-----|------|------|-----|------|-----|-----|-----|
| Cari Thomas + City of Adelanto | ** | X | X | X | X | X | ** | X | X | | | |
| Curt Emick Town of Apple Valley | ** | X | X | X | X | X | ** | X* | X* | | | |
| Julie McIntyre City of Barstow | ** | X | X | X | X | X | ** | X | X | | | |
| Bill Jahn City of Big Bear Lake | ** | X | X | X | X | X | ** | X | X | | | |
| Mike Leonard City of Hesperia | ** | X | X | X | | X | ** | | | | | |
| Ed Paget City of Needles | ** | X | X | X | X | X | ** | X | X | | | |
| Jim Harris City of Twentynine Palms | ** | X | X | X | X | X | ** | X | X | | | |
| Ryan McEachron City of Victorville | ** | X | X | X | | | ** | X | | | | |
| George Huntington Town of Yucca Valley | ** | X | X | X | X* | X | ** | X | X | | | |
| Robert Lovingood County of San Bernardino | ** | X | | | X | X | ** | X | | | | |
| Janice Rutherford County of San Bernardino | ** | | | | | | ** | | | | | |
| James Ramos County of San Bernardino | ** | | | | | | ** | | | | | |

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet
x*Alternate Attended

*** New SANBAG Board Member

X = Member attended meeting.
MDCatt12.doc

Empty box = Member did not attend meeting

Crossed out box = Not a Board Member at the time.

**AGENDA ITEM #2
MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2012**

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|--|-----|-----|-------|-------|-----|------|------|-----|------|-----|-----|-----|
| Cari Thomas + City of Adelanto | X | X | X | X | X | X | X | | X | X | ** | X |
| Rick Roelle Town of Apple Valley | | X | | | X | | | X | | X* | ** | |
| Julie McIntyre City of Barstow | X | X | | | X | X | X | | X | X | ** | X |
| Bill Jahn City of Big Bear Lake | X | X | X | X | | X | X | X | X | X | ** | |
| Mike Leonard City of Hesperia | X | X | X | X | X | X | X | X | X | X* | ** | X |
| Ed Paget City of Needles | X | X | X | X | X | X | X | X | X | | ** | X |
| Jim Harris City of Twentynine Palms | X | X | X | X | X | X | X | X | X | X | ** | |
| Ryan McEachron City of Victorville | X | X | X | X | X | | X | X | X | X | ** | X |
| George Huntington Town of Yucca Valley | X | | X | X | X | X | X | X | X | | ** | X |
| Brad Mitzelfelt County of San Bernardino | | X | | | | X | | X | X | X | ** | N/A |
| Janice Rutherford County of San Bernardino | | X | | | | | X | | | X | ** | |
| Neil Derry County of San Bernardino | X | X | X | X | | | | X | X | X | ** | N/A |
| Robert Lovingood*** County of San Bernardino | | | | | | | | | | | | X |
| James Ramos*** County of San Bernardino | | | | | | | | | | | | X |

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet
x*Alternate Attended

*** New SANBAG Board Member

X = Member attended meeting.
MDCatt12.doc

Empty box = Member did not attend meeting

Crossed out box = Not a Board Member at the time.



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

Minute Action

AGENDA ITEM: 3

Date: October 18, 2013

Subject: Construction Contract Change Orders to on-going SANBAG Construction Contracts in the Mountain/Desert region with Riverside Construction Company, Inc. and Security Paving Company, Inc.

Recommendation:* Review and ratify change orders.

Background: Historically review and ratification of Change Orders for SANBAG construction projects, including projects in the Mountain/Desert region, has been overseen by the Board Metro Valley Study Session committee. Commencing this month Mountain/Desert committee will be responsible for change orders pertaining to the construction projects in the Mountain/Desert region. Of SANBAG's two on-going Construction Contracts in the Mountain/Desert region, both 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 C12010 with Riverside Construction Company, Inc. for the construction of the I-15 La Mesa/Nisqualli Interchange project: CCO No. 10 Supplement 1 (\$73,448.83 increase for additional electrical changes to the contract plans as requested by Caltrans and the City of Victorville), CCO No. 29 Supplement 1 (\$24,888.00 increase to replace drain inlet grates with bicycle-safe grates), CCO No. 32 (\$46,756.10 increase for expanded concrete apron on Drainage System 44 to deter sediment transport during rain events), CCO No. 38 Supplement 1 (\$6,400.00 increase for extra shoring during construction of drainage inlet adjacent to Stor America driveway), CCO No. 50 (\$7,845.00 increase for landscaping changes behind Retaining Wall 6-5 as requested by the City of

| | |
|--|--|
| | <p><i>Approved</i> Mountain/Desert Policy Committee</p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p> |
|--|--|

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

Check all that apply.

Victorville), CCO No. 53 Supplement 1 (\$21,743.00 increase for additional costs involved with work associated with added metal beam guard rail in the I-15 median), CCO No. 62 (no cost/no credit change to grant Contractor 40 non-compensable working days for extra work as directed by the City of Victorville and Caltrans), CCO No. 64 (\$5,000.00 increase for placement of 2-sack cement slurry to prepare for abandon-in-place two Verizon underground vaults), CCO No. 66 (\$23,220.00 increase for providing a new driveway and associated drainage modifications for the First Assembly of God church parking lot as requested by the City of Victorville), and CCO No. 67 (\$5,000.00 increase for work required to abandon-in-place an unknown drainage inlet determined by Caltrans to not be in use).

- B. CN C13001 with Security Paving Company, Inc. for the construction of the I-15 Rancho Road Interchange project: CCO No. 1 Supplement 1 (\$200,000.00 increase in funds to provide for maintaining traffic as provided for in the Special Provisions), CCO 38 (\$5,471.25 increase to compensate Contractor for providing approximately 920 LF of copper ground wire as required by Southern California Edison and requested by the City) and CCO 42 (\$43,000.00 increase for costs incurred for placement and maintenance of detour along Mariposa Road to comply with staging requirements).

Financial Impact: This item imposes no financial impact, as all CCOs are within previously approved contingency amounts. Task No's. 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: October 18, 2013

Subject: Consultant Selection for Morongo Basin Area Transportation Study

Recommendation:* Receive and file information on the consultant selection for the Morongo Basin Area Transportation Study.

Background: On August 16, 2013, the Mountain Desert Committee approved the release of the Request for Proposals (RFP) for the Morongo Basin Area Transportation Study which the Board of Directors subsequently approved on September 4, 2013.

Based on discussions at the June 21, 2013 Morongo Basin Representative Subarea Meeting following the Mountain Desert Committee Meeting, SANBAG staff developed a scope of work to address some of the issues raised with regards to defining transportation infrastructure needs. The Morongo Basin faces transportation challenges with existing and future traffic growth. Access to and within the basin is important to ensure economic vitality of the entire basin. A basin-wide transportation study will assist in planning and funding for future transportation needs. The approved scope of work is attached.

The scope focuses on evaluation of the existing and future transportation system, identification of projects to address existing and forecast congestion and development of an implementation plan. The results from the study will be used as a basis for future funding allocation recommendations. The study will be

*

Approved
Mountain/Desert Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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

Check all that apply.

MDC1310a-tb

<http://portal.sanbag.ca.gov/mgmt/committee/desert/mdc2013/mdc1310/AgendaItems/MDC1310a1-tb.docx>

overseen by a project Technical Advisory Committee (TAC), consisting of representatives from the County, City of Twentynine Palms and Town of Yucca Valley. Meetings of the TAC will be held on an as-needed basis. It is anticipated that the study would be completed within 6-8 months.

SANBAG issued an RFP on September 4, 2013 for consultant support in the development of the Morongo Basin Area Transportation Study. The RFP was posted on the SANBAG website, advertisements were placed in several local newspapers and RFP notifications were mailed to vendors registered on SANBAG's procurement website, Planet Bids. On September 25, 2013, the following three firms submitted proposals in response to this RFP (in alphabetical order): Fehr & Peers, Iteris, Inc. and LSA Associates, Inc.

An Evaluation Team reviewed the proposals, which consisted of representatives from the County of San Bernardino and SANBAG. The proposals were evaluated based on criteria contained in the RFP, which included the following elements:

- Qualifications, Related Experience and References
- Proposed Staffing and Project Organization
- Work Plan
- Price

Based on the evaluation of proposals, the Evaluation Team invited Fehr & Peers and Iteris, Inc. to participate in oral interviews. Interviews were evaluated based on consultant team responses to the Evaluation Team questions. Weighting scores from the proposal and interview equally, the ranking of the consultant teams is as follows:

| Ranking | Proposer |
|----------------|-----------------|
| 1 | Fehr & Peers |
| 2 | Iteris, Inc |

Per SANBAG Contracting and Procurement Policy 11000, revised May 1, 2013, the Executive Director will execute a contract with Fehr & Peers as selected by the Evaluation Team.

Financial Impact: This item is consistent with the adopted 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: Tim Byrne, Chief of Planning

Morongo Basin Area Transportation Study (MBATS)

Scope of Work

July 31, 2013

The Morongo Basin faces transportation challenges with existing and future traffic growth. Access to and within the basin is important to ensure economic vitality of the entire basin. A basin-wide transportation study will assist in planning and identification of funding for future transportation needs. The study will be overseen by a technical advisory committee (TAC) consisting of representatives of the County, City of Twentynine Palms and Town of Yucca Valley. Meetings of the TAC will be held on an as-needed basis. One presentation to the SANBAG Mountain/Desert Committee is anticipated to present the results of the study.

1. Existing Conditions Assessment

The existing Morongo Basin transportation setting will be defined in terms of infrastructure and performance. The assessment will define the relationship of the basin to the rest of San Bernardino County and to Riverside County. Activities will include:

- Define roadway/highway system, including functional classifications of major collector and above.
- Define countywide roadway/highway system performance, documenting traffic volume, level of service and accident data. Movements of military traffic will need to be analyzed. A limited number of traffic counts may need to be collected.

2. Develop Refined Transportation Model & Forecasts

A modeling tool will be developed to ensure that reasonable future traffic volumes can be forecast throughout the basin. SBTAM was applied to develop a refined citywide model for the updated Yucca Valley General Plan Circulation Element. Economies of scale could be achieved by expanding this model to the entire basin. Activities will include:

- Review existing and future SBTAM and Yucca Valley citywide model zone structure and networks to recommend adjustments for the Morongo Basin model.
- Review demographic forecasts for the basin and present to study team. Growth forecasts will be developed by transportation analysis zone and reviewed by staff from each jurisdiction. SANBAG will provide an initial dataset of 2012 and 2040 households (single and multi-family dwellings) and 2012 and 2040 employment (retail and non-retail) by SBTAM TAZ. The consultant will need to work with the jurisdictions to refine these growth forecasts based on the MBATS zone system.
- Develop Morongo Basin model and perform base year model validation.
- Document model development.
- Prepare future baseline model forecasts.
- Analyze level of service for the baseline roadway network and identify locations/segments where traffic problems are likely to occur.

3. Identification and Costing of Transportation Projects

Improvement projects will be identified to address the existing and future problem locations identified in Tasks 1 and 2. Projects will be identified in consultation with the cities and County. Planning-level cost estimates will be developed for each project, with logical segments suitable for incorporation into an implementation plan.

4. Analysis of Transportation Projects

Based on the future model run developed in Task 2 and the projects identified in Task 3, evaluate the future transportation network with regard to its ability to satisfy future travel demands. Future network performance will be summarized, identifying any remaining bottlenecks and infrastructure needs. The TAC will assist in refining and finalizing future project needs for the basin.

5. Recommendations and Implementation Plan

Information from the previous tasks will be utilized to generate recommended future infrastructure improvements in the basin. An implementation plan will be developed for the future improvement projects considering implementation timeframe, prioritization and funding mechanisms.

Budget/Schedule

The study is expected to take 6-8 months.



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

Minute Action

AGENDA ITEM: 5

Date: October 18, 2013

Subject: High Desert Corridor

Recommendation:* Receive an update on the status of project development for the High Desert Corridor

Background: Updates on the High Desert Corridor were last provided to the Mountain/Desert Committee on March 15 and June 21, 2013. The purpose of the March update was to replace the earmark funds originally programmed on the High Desert Corridor, but were programmed and reallocated to Victorville's Green Tree Boulevard Extension Project, which is part of the Yucca Loma Corridor. The SANBAG Board subsequently re-allocated \$3,947,535 in Measure I Major Local Highways Program (MLHP) originally designated for Green Tree Boulevard to the High Desert Corridor project development effort. The June report provided a general update on the High Desert Corridor project development effort.

This agenda item highlights recent HDC activities and progress for the period between May 2013 and September 2013. Project development is being managed by the Los Angeles County Metropolitan Transportation Authority (Metro), with work being performed under a contract with Caltrans. An update on the High Desert Corridor is being provided in October to the Metro board by their staff.

The environmental clearance of the 63-mile High Desert Corridor between State Route (SR) 14 in Los Angeles County and SR-18/Bear Valley Road in

*

Approved
 Mountain/Desert Committee

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

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

Check all that apply.

MDC1310b-tb

<http://portal.sanbag.ca.gov/mgmt/committee/desert/mdc2013/mdc1310/AgendaItems/MDC1310b1-tb.pdf>

San Bernardino County is included in Metro's Long Range Transportation Plan (LRTP) and Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP). A conceptual diagram of the Corridor is provided in Attachment 1. The Project is also part of Metro's Measure R Accelerated Highway Program, from which funding is provided to the Project. The scope of the Project Approval and Environmental Document (PA & ED) work contained in the funding agreement between Metro and Caltrans includes a project report, alternative analyses, technical assessments, modeling, conceptual and preliminary engineering, and a Draft and Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

Thirteen partner agencies meet on a periodic basis for the development of the PA & ED. These partner agencies include Metro, Caltrans Districts 7 and 8, High Desert Corridor Joint Powers Authority (JPA), SANBAG, SCAG, Cities of Lancaster, Palmdale, Adelanto, Victorville, Town of Apple Valley, and the Counties of Los Angeles and San Bernardino. Supervisor Robert Lovingood and Victorville Mayor Pro Tem Ryan McEachron sit on the JPA Board for San Bernardino County.

Currently, the project has \$30 million in Measure R funds from Metro and \$15.5 million in grand-fathered Regional Improvement Program (RIP) funds from Caltrans District 7. The City of Victorville and the High Desert Corridor JPA were granted \$16.4 million in Federal Demonstration funds for the environmental clearance work. This includes the \$3.9 million in funds that has been provided from the San Bernardino County side from the Measure I Major Local Highway Program (MLHP) to offset the reallocation of a Federal earmark for the High Desert Corridor to Victorville's Green Tree Boulevard Extension Project.

The following items identify the recent activities and progress on the PA & ED for Project:

- In September 2013, Metro and SANBAG completed a Project Funding Agreement, enabling the transfer of \$4.4 million from SANBAG to Metro for the environmental phase of the High Desert Corridor.
- In July 2013, Metro and Caltrans hosted a media briefing, two elected official briefings and four public outreach meetings for the HDC project. These outreach efforts were designed to provide a project update and discuss the rail connections at Palmdale Transportation Center and potential Xpress West station in Victorville. The incorporation of rail, bike, and green energy multipurpose components was emphasized. These meetings served as the fourth round of public outreach since the project's inception in 2011. A total of 390 stakeholders participated and provided

verbal and written comments. Stakeholder attendees were generally supportive of the High Desert Corridor project and encouraged Metro and Caltrans to move forward as scheduled. Consistent with previous rounds of public outreach, one meeting in each county was offered via webcast for individuals unable to attend in person.

- Metro and Caltrans plan to conduct High Desert Corridor Variation Workshops in late Fall 2013. These workshops will provide an opportunity for the local community to closely review the four alignment variations currently under consideration and subsequently provide their input.
- There continues to be conceptual and preliminary engineering for a wye rail connection in the City of Palmdale, vehicle access from Palmdale Boulevard to the project's highway alignment, and the bicycle facility extending to the Palmdale Transportation Center.
- Coordination efforts continue with the California High Speed Rail Authority for the wye rail connection in the City of Palmdale and the proposed rail Xpress West station in the City of Victorville.
- Progress has been made on the conceptual and preliminary engineering of the project's alignment north of the rail spur that is adjacent to the Southern California Logistics Airport while minimizing impacts to sensitive cultural sites and access to the Federal Prison in the City of Victorville.
- A request was made by the City of Palmdale to provide for northbound connectivity from Palmdale Boulevard to the High Desert Corridor. In addition, further analysis is being conducted for ramp locations within the City of Palmdale. This analysis will require an additional four months to conduct the work. This delay is reflected in the schedule below.
- Additional analysis on ramp locations will require an additional four months to conduct the work on the traffic study. This additional four month delay is reflected in the schedule below:
 - Rail Alternative Analysis – Fall 2013
 - Technical Studies – Winter 2014
 - Draft PA & ED – Summer 2014
 - Public Hearings – Summer 2014
 - Final PA & ED – Spring 2015

NEXT STEPS

Metro and Caltrans staff will continue working on the environmental clearance for the Project. As work progresses on the Project, staff will provide updates to the Board periodically.

Financial Impact: This item has no impact to 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: Tim Byrne, Director of Planning



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

Minute Action

AGENDA ITEM: 6

Date: October 18, 2013

Subject: San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan and Environmental Impact Report (EIR)

Recommendation:* Receive a report on the Building Industry Association's request for delay in the release of the EIR for the San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan and provide direction to staff.

Background: In 2006, the California legislature passed Assembly Bill (AB) 32. The law establishes a limit on greenhouse gas (GHG) emissions for the state of California to reduce state-wide emissions to 1990 levels by 2020. The law directed the California Air Resources Board (CARB) to develop a plan (AB 32 Scoping Plan) that charts a path towards the GHG reduction goal using all technologically feasible and cost effective means. The AB 32 Scoping Plan recommends that California cities and counties seek to reduce their GHG emissions consistent with statewide reductions. Senate Bill (SB) 375, passed in 2008, requires regional transportation planning to promote reductions in passenger and light duty vehicle GHG emissions.

In response to these initiatives, an informal project partnership, led by SANBAG, is cooperating in compiling an inventory of GHG emissions and an evaluation of reduction measures that could be adopted by the 21 partnership cities within San Bernardino County. The 21 cities participating in this project are Adelanto, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia,

*

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

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

Check all that apply.

Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Victorville, Yucaipa, and Yucca Valley.

Each of the 21 participating cities has worked extensively with the consulting team to craft a GHG reduction plan that is consistent with its local jurisdiction goals and policies. Each of the cities has identified its own GHG reduction target and GHG reduction measures designed to reach that target. These are reflected in the SANBAG GHG Reduction Plan. A report on the development of the GHG Reduction Plan and EIR was last provided to the SANBAG Metro Valley Study Session and Mountain Desert Committee in June 2013. The draft Regional GHG Plan was posted to the SANBAG website in July 2013, and the release of the draft EIR was anticipated in October 2013. The draft Plan may be viewed on SANBAG's website at:

http://www.sanbag.ca.gov/planning2/plan_greenhouse.html.

A letter dated September 26, 2013 was received from the Baldy View Chapter of the Building Industry Association (BIA) requesting a delay in the release of the draft GHG Plan EIR. The BIA provided public comments in support of the letter at the October 2, 2013 meeting of the SANBAG Board of Directors. The SANBAG Board asked staff to poll the 21 participating cities regarding the potential impact of the delay on the development of the cities' Climate Action Plans (CAPs) and to report the results back to the next Metro Valley Study Session (October 10th) and Mountain/Desert Policy Committee (October 18th). The BIA letter is attached to this agenda item.

As indicated in both their letter and testimony, the BIA is requesting that SANBAG delay the release of the EIR to allow time for development of Climate Action Plan implementation tools under a grant being provided to SANBAG by the Southern California Association of Governments (SCAG). The letter and testimony also included a request to hold one or more workshops between the BIA, SANBAG Board Members and staff to better understand how the reduction measures will work. Other stakeholders would also be invited to participate in any workshops held.

SANBAG staff explained at the October 2 Board meeting that the Regional GHG project was structured so that the cities would take on their individual CAP preparation responsibilities following SANBAG approval of the Regional GHG Plan and certification of the EIR. The CAPs would be based on material in the Regional GHG Plan but would add city-specific implementation and monitoring mechanisms. It is recognized that each city may have a slightly different strategy for preparing a CAP and will be on individual timelines. Staff indicated that it would be important to approve the Regional Plan and EIR in the near future so

that those cities on shorter timelines may move forward according to their own individual needs. Staff also indicated that the cities should be the primary ones to determine whether a delay in the release in the EIR would be problematic.

The SANBAG Board decided to defer any decision to delay the release of the EIR until feedback is received from the 21 participating cities. The results of the poll will be provided in a verbal report at both the Metro Valley Study Session and the Mountain/Desert Committee. Staff is seeking direction from both committees regarding whether to delay the release of the EIR and for how long.

Financial Impact: This item is consistent with the adopted FY 2013-2014 budget, Task 0495. The Greenhouse Gas Reduction Plan and EIR are being funded primarily from contributions from the 21 participating cities, Council of Governments dues, and Measure I 1990-2010 Transportation Management and Environmental Enhancement funds. A delay in release of the draft GHG Reduction Plan EIR and the holding of one or more workshops would result in an increase in the cost of consulting services, depending on the impact of the resulting discussions on the draft Plan and EIR.

Reviewed By: This item is scheduled for review at the Board of Directors Metro Valley Study Session on October 10, 2013.

Responsible Staff: Steve Smith, Director of Planning



Baldy View Chapter

Building Industry Association
of Southern California, Inc.

8711 Monroe Court, Suite B
Rancho Cucamonga,
California 91730
ph: 909.945.1884
fx: 909.948.9631
www.biabuild.com

September 26, 2013

President Bill Jahn
SANBAG
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

**SUBJECT: GREENHOUSE GAS INVENTORY REDUCTION PLAN, PROGRAM
ENVIRONMENTAL IMPACT REPORT, CLIMATE ACTION PLAN
IMPLEMENTATION TOOLS**

Dear President Jahn and Fellow SANBAG Board Members,

We greatly appreciate the previous meetings with SANBAG staff regarding the Regional Greenhouse Gas (GHG) Inventory Reduction Plan (GHG Plan). However, we remain concerned that the preparation of the GHG Plan lacks the benefit of advance input from the BIA Baldy View Chapter (BIA).

The GHG Plan and pending release of the Program Environmental Impact Report (PEIR) will likely result in significant development policy changes. While there is no debating the state's required GHG reduction targets, we urge SANBAG to refrain from exceeding this aggressive state mandate. Similarly, it is imperative that SANBAG promote a flexible and broad menu of GHG reduction mitigation options that remain mindful of limiting the added burden of increased costs solely to new construction.

In order to be affective, it is important that any Climate Action Plan (CAP) be comprehensive and includes all sources of GHG emissions and equivalent measures, including existing construction. In keeping with SANBAG's mission of strengthening countywide economic development efforts, this process should work diligently to limit new policies with the potential to adversely impact the significant job creation linked to the San Bernardino County home building industry.

By design, the participating 21 cities have contributed funds to SANBAG to prepare the aforementioned documents to assist in the preparation and adoption of local Climate Action Plans. Likewise, SANBAG has also received a grant from SCAG to assist in the preparation of Climate Action Plan Implementation Tools (CAP Tools) that will likely be used by cities throughout San Bernardino County.

As such, we respectfully submit the following recommendations:

1. To delay the public comment period of the PEIR until the CAP Tools are made available to us for advance review/comment and to hold a workshop(s) with the BIA.

2. To allow BIA a 30-day advanced review of the PEIR and to hold a workshop(s) with the BIA prior to its release.
3. To forego a piecemeal approach and submit the GHG Plan, PEIR and completed CAP Tools as a comprehensive package for the appropriate public comment period.

The BIA recognizes that many local governmental agencies wish to play a role in meeting state greenhouse gas reduction targets and addressing climate change concerns. A local CAP, when it is thoughtfully considered, can be an appropriate means by which a local government adopts policies and goals aimed at addressing climate change concerns. Southern California home builders believe in doing their part to address climate change concerns through our development and redevelopment efforts.

To that point, Southern California home builders and developers have long led the nation in such areas as new home energy efficiency and resource conservation. When local governments develop CAPs, any new mandates and limitations placed on the development of new homes should not be so burdensome as to prevent or suppress home building activities. Instead, CAPs should be designed to assure that state policies concerning climate change are addressed with a jurisdiction-wide approach that does not unreasonably burden any economic sector or stifle new economic activity which is needed to fuel badly needed job creation.

The economic and job implications of the GHG Plan, PEIR and CAP Tools all point to the need for advance input from the BIA. We urge your consideration of the three aforementioned recommendations. Thank you for your consideration.

Sincerely,



Carlos Rodriguez, CEO
BIA Baldy View Chapter

CC: L. Dennis Michael, SANBAG Vice-President
Supervisor Janice Rutherford, SANBAG Immediate Past President
Dr. Ray Wolfe, SANBAG Executive Director
Greg Devereaux, CEO, County of San Bernardino



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

Minute Action

AGENDA ITEM: 7

Date: October 18, 2013

Subject: Eastern California Transportation Planning Partnership Revisions to Memorandum of Understanding

Recommendation:* That the Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

Approve Contract C14066, an Amendment to the Eastern California Transportation Planning Partnership Memorandum of Understanding, to include support for future State Interregional Improvement Program funding for the State Route 58 Corridor from Interstate 5 to Interstate 40.

Background: In May 2013 the Board of Directors approved changes to the original Eastern California Transportation Planning Partnership (ECTPP) Memorandum of Understanding (MOU). Since that time, changes in staff at several of the participating agencies have resulted in additional necessary minor changes. Attached to this agenda item is the final version incorporating all modifications to language or signatories.

Attached to the MOU are copies of the original funding agreements and a summary of the funding plans of the various joint projects of the member agencies of the ECTPP. The ECTPP was created in 2002 with the goals to coordinate development of long range transportation plans, transportation improvement programs, and other transportation planning systems studies

*

Approved
 Mountain/Desert Policy Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

Check all that apply.

MDC1310a-ep

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C14066.docx>

required to address interregional issues. Furthermore, the ECTPP made a commitment to the long-range improvement of US-395 from San Bernardino County to the Mono County/Nevada State Line.

In 2002, a four-agency MOU was executed by Kern County Council of Governments (Kern COG), Inyo County Local Transportation Commission (Inyo County LTC), Mono County Local Transportation Commission (Mono County LTC), and San Bernardino Associated Governments (SANBAG). The purpose of the MOU was to support increased capacity on the U.S. 395 Corridor by prioritizing the development of projects identified in the "U.S. 395 Corridor Study".

The Agencies also agreed to pool county shares of Regional Improvement Program (RIP) funds for the purpose of jointly sponsoring projects on the U.S. 395 Corridor. Kern COG, Inyo County LTC, and Mono County LTC each contributed \$2 million of their RIP funds to the realignment of U.S. 395. The California Department of Transportation (Caltrans) allocated \$4 million of Interregional Improvement Program IIP funds and SANBAG allocated \$4 million in RIP funds.

Caltrans, while not a party to the MOU, acknowledges the intent of the parties to pool funding for both U.S. 395 and SR 58 projects. Since 1998, the MOU partners have invested in capacity adding projects on the U.S. 395 and the SR 14 corridors. The total investment to date, including the contributions from IIP, is \$248 million.

In early 2011, a Program Change Request (PCR) was prepared by Caltrans to officially split the Realignment Project into two segments. The southerly segment would start at the junction of I-15 and U.S. 395 (PM 4.0) and end at Purple Sage Road (PM 21.61) above Adelanto. The northerly segment would start at Purple Sage Road (PM 21.61) and end at 0.5 miles south of Farmington Road at Kramer Junction, just north of SR 58. The split allowed work to continue on the northerly segment so that the funds designated by Kern, Inyo and Mono counties could still be used towards delivery of a project design prior to formal reallocation of the funds.

In November 2011, the SANBAG Board of Directors supported suspending work on the southerly portion of the U.S. 395 Realignment Project and reallocated \$4 million of RIP funds to the northerly segment of the project.

In 2012 Kern COG, Inyo County LTC and Mono County LTC each approved reallocating their committed funding of \$2 million to the northerly segment of the U.S. 395 Realignment Project.

The Funding Agreement modification was requested by Kern COG to support improving the State Route 58 Corridor to a freeway facility. Kern COG had requested that Caltrans consider this segment of SR 58 for future IIP funding.

There are no related financial implications required of the MOU participating agencies at this time.

Financial Impact: This item has no impact to the current SANBAG fiscal year 2013/2014 budget.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel has approved this item and the Memorandum of Understanding.

Responsible Staff: Ellen Pollema, Transportation Planning Analyst



CONTRACT SUMMARY SHEET

Contract No. C 14066 Amendment No. _____

By and Between

Inyo County LTC, Kern Council of Governments, and Mono County LTC
 San Bernardino Associated Governments acting as San Bernardino County Transportation Commission

Contract Description Memorandum of Understanding between Eastern California Transportation Planning Agencies

| | |
|---|--|
| Board of Director's Meeting Date: 11/6/13 | |
| Overview of BOD Action: Approved as presented | |
| Is this a Sole-Source procurement? <input type="checkbox"/> Yes <input type="checkbox"/> No N/A | |

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

| | | |
|---|--|---|
| Contract Start Date 11/6/13 | Current Contract Expiration Date N/A | Revised Contract Expiration Date |
| Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain. | | |

| FINANCIAL INFORMATION | |
|--|--------------------------------------|
| <input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>941</u> . | |
| <input type="checkbox"/> A Budget Amendment is required. | |
| How are we funding current FY? N/A | |
| <input type="checkbox"/> Federal Funds | <input type="checkbox"/> State Funds |
| <input type="checkbox"/> Local Funds | <input type="checkbox"/> TDA Funds |
| <input type="checkbox"/> Measure I Funds | |
| Provide Brief Overview of the Overall Funding for the duration of the Contract: MOU only | |
| <input type="checkbox"/> Payable <input type="checkbox"/> Receivable | |

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

Ellen Pollema
Project Manager (Print Name)

Steve Smith ←
Task Manager (Print Name)

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

Contract Administrator (Print Name)

Chief Financial Officer (Print Name)

Ellen Pollema 10/7/13
Signature Date

Steve Smith 10/7/13
Signature Date

Andrea Zureick 10/7/13
Signature Date

Signature Date

Signature Date

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

This Amended and Restated Memorandum of Understanding (MOU) is entered into, by, and between the Inyo County Local Transportation Commission and Mono County Local Transportation Commission (LTCs), the Kern Council of Governments (Kern COG), and the San Bernardino Associated Governments acting in its capacity as the San Bernardino County Transportation Commission (SANBAG), collectively referred to herein as AGENCIES, nominally dated _____, 2013.

RECITALS

The LTCs and the Kern COG were established pursuant to California Government Code Section 29532, and SANBAG was established as the San Bernardino County Transportation Commission pursuant to California Government Code Section 130054.

The AGENCIES wish to cooperate and seek common goals in the development of U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as 395 CORRIDOR).

The LTCs and the Kern COG entered into a Memorandum of Understanding in January 1999 that provides for the joint funding of certain projects on the 395 CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County Regional Transportation Planning Agencies (RTPAs)
- Meeting regularly
- Developing additional MOUs to define the planning process and the 395 CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the 395 CORRIDOR, to include Highway 120
- At a future date invite SANBAG to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

This MOU records the result of meetings between the AGENCIES and Caltrans District offices No. 6, 8, and 9 concerning the development of the 395 CORRIDOR. The AGENCIES and Caltrans have agreed to support increased capacity on the 395 CORRIDOR, and have prioritized the development of projects in the "U.S. 395 Corridor Study" which was completed on behalf of the four county RTPAs.

The AGENCIES also wish to cooperate, seek common goals, and facilitate the development of State Route 58 from Interstate 5 to Interstate 40. State Route 58 functions as a critical east-west corridor connecting the Western United States to the Pacific Coast by way of Interstate 40 and is a major route for goods movement in addition to passenger travel.

Kern COG is seeking endorsement from participating AGENCIES of the importance to improve the State Route 58 Corridor through Kern County to a freeway facility. AGENCIES request that Caltrans consider this segment of State Route 58 in the Interregional Improvement Program (IIP). However, there are no related financial implications for this endorsement for any of the participating AGENCIES at this time.

ROLES AND RESPONSIBILITIES

Under this MOU, the AGENCIES agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the 395 CORRIDOR. The RTPAs hereby request the California Transportation Commission (CTC) commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

The AGENCIES agree to meet and confer upon request of any party to this MOU or by any of the three Caltrans Districts to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to PROJECT scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The AGENCIES agree to not change the scope, limits, cost, and/or schedule of the PROJECTS without the mutual consent of all parties to the MOU. Said consent by the AGENCIES will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects. If there are cost increases, then each of the AGENCIES' contribution will be increased proportionately, subject to the mutual consent of all parties to the MOU.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECT identified below is completed (when Final Estimate has been processed by the State consistent with the terms of future cooperative agreements.) or abandoned by a unanimous vote of the parties hereto. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding that PROJECT contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the component of PROJECT for joint funding under this agreement is:

- **Development of the U.S. 395 Corridor from approximately 1.8 mi South of Desert Flower Road to 0.5 miles South of Farmington Road (PM 19.3 to 48.0) Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties in this MOU, that there may be jointly funded future projects in each County identified in future MOUs.

This MOU does not necessarily constitute agreement to program the remaining phases of this PROJECT in the future STIPs, but doesn't preclude further funding of the remaining components. The MOU partners agree to continue to consider mechanisms for funding future phases of this PROJECT. The Project Approval and Environmental component cost is estimated at \$14,000,000. This MOU splits the funds to be programmed as follows:

- \$2,000,000 by Mono County LTC
- \$2,000,000 by Inyo County LTC
- \$2,000,000 by Kern COG
- \$4,000,000 by SANBAG

The California Transportation Commission has committed \$4,000,000 in IIP funds and the AGENCIES hope for continued support from the State as the project progresses.

-----SIGNATURES ON FOLLOWING PAGE-----

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

Inyo, Mono, and Kern County RTPAs and SANBAG have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Harold W. Hanson, Chairperson

Phillip W. Hall, Deputy County Counsel

Ahron Hakimi, Executive Director

Inyo County Local Transportation Commission

Robert Kimball, Chairperson

Dana Crom, Deputy County Counsel

Clint Quilter, Executive Director

Mono County Local Transportation Commission

Larry Johnston, Chairperson

Marshall Rudolph, County Counsel

Scott Burns, Executive Director

San Bernardino Associated Governments

Janice Rutherford, President

Eileen Monaghan Teichert, General Counsel

Raymond W. Wolfe, Executive Director

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this 395 MOU and to support freeway improvements on State Route 58 in Kern County.

Thomas P. Hallenbeck, District Director
Caltrans, District 9

Sharri Bender-Ehlert, District Director
Caltrans, District 6

Basem Muallem, District Director
Caltrans, District 8

**AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY
LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY
LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS**

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

Attachment A
1999 MOU, 4 pages
2001 MOU, 3 pages

MEMORANDUM OF UNDERSTANDING

BETWEEN

INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR). The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

EXHIBIT 0

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway from P.M. 30.8 to 41.6- Olancho/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

**AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY
LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY
LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS**

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State LTIP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Cathy L. Probst 1-11-99
Cathy Probst Date
Chairman

Kirk Perkins 1/8/99
Kirk Perkins Date
Deputy County Counsel

Ron Brummett 1/9/99
Ron Brummett Date
Executive Director

Inyo County Local Transportation Commission

Robert Kimball
Robert Kimball Date
Chairman

Paul Bruce for 1/7/99
Paul Bruce Date
County Counsel

Jeff Jewett 1-7-99
Jeff Jewett Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci Date
Chairman

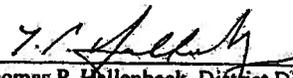
Marshall Rudolph 1/7/99
Marshall Rudolph Date
County Counsel

Scott Burns 1-7-99
Scott Burns Date
Executive Director

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

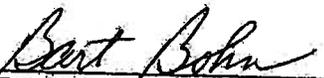
CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with JTIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.



Thomas P. Hallenbeck, District Director
Caltrans, District 09

1/7/99
Date



Bart Bohn, District Director
Caltrans, District 06

1/7/99
Date

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

MEMORANDUM OF UNDERSTANDING
BETWEEN
INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties notwithstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45:9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 - Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

The projects are to be funded as follows:

- 40% by the County RIP in which the PROJECT is located
- 40% by the State IIP
- 10% each by the two remaining County's RIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

Kern Council of Governments:

Approved as to form:

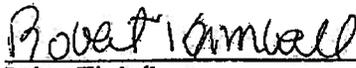

Philip Smith
Chairperson


Kirk Perkins
Deputy County Counsel


Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:


Robert Kimball
Chairman

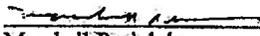

Paul Bruce
County Counsel


Jeff Layett
Executive Director

Mono County Local Transportation Commission

Approved as to form:


Kathleen Cage
Chairperson

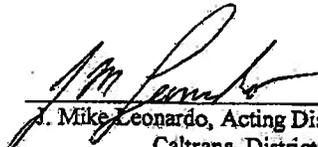

Marshall Rudolph
County Counsel


Scott Burns
Executive Director

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.


Thomas P. Hallenbeck, District Director
Caltrans, District 9


J. Mike Leonardo, Acting District Director
Caltrans, District 6

**AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY
LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY
LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS**

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

ATTACHMENT B

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

| MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed | | | | | | | |
|--|------------------------|------------------|-----------------|------------------|--------------------------|------------------|------------------------|
| | FY | IIP | Inyo | Kern | Mono | Total | Status |
| (Kern) North Mojave 4-Lane | | \$27,403 | \$6,851 | \$27,403 | \$6,851 | \$68,503 | Constructed |
| (Inyo) Olancho Cartago | | \$49,071 | \$49,071 | \$12,268 | \$12,268 | \$122,678 | Final Environmental |
| Environmental | 7/8 | \$2,749 | \$2,749 | \$687 | \$687 | \$6,872 | In Progress |
| Design | 12/13 | \$2,051 | \$2,051 | \$533 | \$533 | \$1,128 | Not Started |
| Rights-of-Way | 14/15 | \$6,620 | \$6,620 | \$1,658 | \$1,658 | \$16,700 | Not Started |
| Construction | 17/18 | \$37,400 | \$37,400 | \$9,800 | \$9,800 | \$68,500 | Proposed in 2014 Cycle |
| (Mono) High Point | | \$597 | \$150 | \$150 | \$597 | \$1,494 | Constructed |
| Environmental | 2/3 | \$541 | \$135 | \$135 | \$541 | \$1,300 | Completed |
| Design | 7/8 | \$56 | \$15 | \$15 | \$56 | \$142 | Completed |
| The remainder of this project was delivered in the state highway maintenance program (SHOPP) - figures below | | | | | | | |
| Design | 11/12 | | | | | \$1,770 | Completed |
| Rights-of-Way | 11/12 | | | | | \$288 | Completed |
| Construction | 11/12 | | | | | \$20,100 | Completed |
| (Kern) Inyokern | | \$1,240 | \$310 | \$1,240 | \$310 | \$3,100 | Shelved |
| Environmental | 2/3 | \$1,240 | \$310 | \$1,240 | \$310 | \$3,100 | |
| This project was removed from the MOU. | | | | | | | |
| (Kern) Freeman Gulch Env. | | \$779 | \$195 | \$779 | \$195 | \$1,948 | Completed |
| Environmental | 2/3 | \$779 | \$195 | \$779 | \$195 | \$1,948 | |
| This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below. | | | | | | | |
| (Kern) Freeman Gulch Seg 1 | | \$17,955 | \$4,489 | \$17,955 | \$4,489 | \$44,989 | In Design |
| Design | 12/13 | \$1,000 | \$250 | \$1,000 | \$250 | \$2,500 | In Progress |
| Rights-of-Way | 14/15 | \$4,520 | \$1,130 | \$4,520 | \$1,130 | \$11,900 | Not Started |
| Construction | 16/17 | \$12,435 | \$3,109 | \$12,435 | \$3,109 | \$31,000 | Not Started |
| (Kern) Freeman Gulch Seg 2 | | \$19,075 | \$3,258 | \$19,075 | \$3,258 | \$44,686 | In Design |
| Design | 11/15 | \$1,300 | \$375 | \$0 | \$375 | \$1,200 | In Progress |
| Rights-of-Way | 16/17 | \$8,044 | \$2,283 | \$0 | \$2,283 | \$7,840 | Not Started |
| Construction | Future | \$14,731 | \$0 | \$19,075 | \$0 | \$33,806 | |
| (Kern) Freeman Gulch Seg 3 | | \$21,728 | \$5,419 | \$21,728 | \$5,419 | \$54,290 | Not Started |
| Design | Future | \$1,840 | \$460 | \$1,840 | \$460 | \$4,600 | Not Programmed |
| Rights-of-Way | Future | \$310 | \$83 | \$310 | \$83 | \$1,200 | Not Programmed |
| Construction | Future | \$19,578 | \$4,894 | \$19,578 | \$4,894 | \$48,490 | Not Programmed |
| Total | | \$137,846 | \$69,743 | \$100,596 | \$33,387 | \$341,572 | |
| | | | | | | | |
| | | IIP | Inyo | Kern | Mono | | County Total |
| | Inyo | \$49,071 | \$49,071 | \$12,268 | \$12,268 | | \$122,678 |
| | Kern | \$88,178 | \$20,522 | \$88,178 | \$20,522 | | \$217,400 |
| | Mono | \$597 | \$150 | \$150 | \$597 | | \$1,494 |
| | Total By Agency | \$137,846 | \$69,743 | \$100,596 | \$33,387 | | \$341,572 |
| | | | | | | | |
| | Agency | Outside County | Received in | County | Total Expended by County | | |
| | Inyo | \$ | 20,672 | \$ | 122,678 | \$ | 69,743 |
| | Kern | \$ | 12,418 | \$ | 217,400 | \$ | 100,568 |
| | Mono | \$ | 32,790 | \$ | 1,494 | \$ | 33,387 |

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.



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

Minute Action

AGENDA ITEM: 8

Date: October 18, 2013

Subject: Highway 62 and Rotary Way Traffic Signal Project

Recommendation:* That the Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Authority:

1. Approve allocation of \$102,340.33 in Measure I Morongo Basin Subarea - Major Local Highway Program funds to the County of San Bernardino for the Rotary Way Traffic Signal Project.
2. Approve a budget amendment to increase Task No. 0516, Measure I Mt/Desert Apportionment and Allocation, from \$11,048,259 to \$11,150,560 to be funded with \$102,341 of Measure I Morongo Basin Subarea - Major Local Highway Program funds.
3. Approve Funding Agreement C14023 in the amount of \$102,340.33 with the County of San Bernardino for the Rotary Way Traffic Signal Project, with \$102,340.33 funded by Measure I Morongo Basin Subarea - Major Local Highway Program funds.

Background: **This is a new agreement.** In August 2009, San Bernardino County nominated the Highway 62 and Rotary Way Traffic Signal Project for a future allocation of Major Local Highway Program (MLH) funds as it had been determined by the

*

Approved
 Mountain/Desert Policy Committee

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

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

Check all that apply.

MDC1310b-ep

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C14023.doc>

Morongo Basin subarea to be of regional priority. On November 20, 2009, the Mountain/Desert Committee approved the project as eligible for an allocation of MLHP funds as they became available.

On December 7, 2011, the Board of Directors approved Contract C12162 for the allocation of \$450,000 of MLH Funds to the Project.

At the conclusion of construction, the total project cost exceeded the original estimate and San Bernardino County requested additional funding. On September 23, 2013 the Morongo Basin Subarea approved the increased allocation of MLH funds to the project. Because the original Contract C12162 has expired, staff is recommending execution of a new agreement to close out the final project costs.

SANBAG's share of the project cost is \$552,340.33 (88.2%) and Copper Mountain College's share of the cost is \$73,895.88 (11.8%). San Bernardino County did not contribute funding but served as lead agency to complete the design, right-of-way and construction of the project.

Financial Impact: This item is not consistent with the adopted Fiscal Year 2013/2014 budget. A budget amendment is required to increase Task No. 0516 by \$102,341 to be funded by Measure I Morongo Basin Subarea – Major Local Highway Program funds.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel has reviewed this item and a draft of the Contract.

Responsible Staff: Ellen Pollema, Transportation Planning Analyst

CONTRACT SUMMARY SHEET

Contract No. C 14023 Amendment No. _____

By and Between

San Bernardino County Transportation Authority and San Bernardino County

Contract Description Install Traffic Control Signals at the Intersection of Rotary Way and State Highway 62

Board of Director's Meeting Date: 12/7/11 for original contract and project approval
Overview of BOD Action: Project has been completed and the total cost of the project has increased to \$679,570.62. C12162 estimated amount was for \$450,000 and SANBAG's share of 88.2% of the project has increased by \$102,340.33.

Is this a Sole-Source procurement? **Yes** **No** San Bernardino County staff designed project and provided construction management. RFP issued by County for construction.

| CONTRACT OVERVIEW | | | | | |
|---|-----------|-------------------|--|-----------|----------------------|
| Original Contract Amount | \$ | 102,340.33 | Original Contingency Amount | \$ | 0 |
| Revised Contract Amount <i>Inclusive of prior amendments</i> | \$ | 0 | Revised Contingency Amount <i>Inclusive of prior amendments</i> | \$ | 0 |
| Current Amendment Amount | \$ | 0 | Contingency Amendment | \$ | 0 |
| TOTAL CONTRACT VALUE | \$ | 102,340.33 | TOTAL CONTINGENCY VALUE | \$ | 0 |
| TOTAL BUDGET AUTHORITY (contract value + contingency) | | | | | \$ 102,340.33 |

Contract Start Date 11/6/13 **Current Contract Expiration Date** 6/30/14 **Revised Contract Expiration Date** _____

Has the contract term been amended? No Yes - please explain.
 Additional time is needed to complete amendment by all parties.

FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. _____.
 A Budget Amendment is required. Task 0516 for 2013/2014. (Oct MDC and Nov BOD)
 How are we funding current FY? Morongo Basin MLHP Funds

Federal Funds State Funds Local Funds TDA Funds Measure I Funds

Provide Brief Overview of the Overall Funding for the duration of the Contract:
 Morongo Basin MLHP Funds
 Payable Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:

Retention? If yes, indicate % _____.

Disadvantaged Business Enterprise (DBE) Goal _____ %

Ellen Polkema
Project Manager (Print Name)

Andrea Zureick
Task Manager (Print Name)

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

Jeffrey Hill
Contract Administrator (Print Name)

Chief Financial Officer (Print Name)

Jim Pelen 10/2/13
Signature Date

Andrea Zureick 10/3/13
Signature Date

Andrea Zureick 10/3/13
Signature Date

[Signature] 10/3/13
Signature Date

Signature Date

C14023

PROJECT FUNDING AGREEMENT C14023

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

COUNTY OF SAN BERNARDINO

FOR

**HIGHWAY 62 AND ROTARY WAY TRAFFIC SIGNAL PROJECT
COUNTY OF SAN BERNARDINO**

THIS Project Funding Agreement (“Agreement”) is made and entered into this ____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as “AUTHORITY”) and the COUNTY OF SAN BERNARDINO (hereinafter referred to as “COUNTY”). AUTHORITY and COUNTY shall be individually or collectively, as applicable, known as “PARTY” or “PARTIES.”

RECITALS

A. The Measure I 2010-2040 Expenditure Plan and the Morongo Basin Subarea transportation planning partners have identified projects eligible for partial funding from Measure I 2010-2040 Rural Mountain/Desert Subareas Major Local Highway Program (“MLHP”) funds;

B. The Highway 62 and Rotary Way Traffic Signal Program (“PROJECT”) is one of the projects identified as eligible for such funding and is described more fully in Attachment A;

C. AUTHORITY has determined that the PROJECT is eligible to receive the Rural Mountain/Desert Subarea MLHP funds;

D. On December 7, 2011, AUTHORITY’s Board of Directors approved allocation of \$450,000.00 in Morongo Basin Subarea MLHP funds to COUNTY for the PROJECT;

E. Agreement C12162 was executed on December 22, 2012 by AUTHORITY, COUNTY, and COPPER MOUNTAIN COLLEGE;

C14023

Page 1 of 8

E. On April 24, 2013 the Morongo Basin Subarea transportation planning partners approved the additional allocation of \$63,620.00 in Morongo Basin Subarea MLHP funds;

F. On August 13, 2013 the Morongo Basin Subarea transportation planning partners approved the additional allocation of \$21,264.83 in Morongo Basin Subarea MLHP funds;

G. On September 23, 2013 the Morongo Basin Subarea transportation planning partners approved the additional allocation of \$17,455.50 in Morongo Basin Subarea MLHP funds;

H. This Agreement is to be carried out in accordance with the policies in the Measure I 2010-2040 Strategic Plan;

I. AUTHORITY and COUNTY are entering into this Agreement with the understanding that AUTHORITY will reimburse COUNTY for eligible PROJECT expenditures with a maximum of \$102,340.33 in MLHP funds.

NOW, THEREFORE, AUTHORITY and COUNTY agree to the following:

SECTION I

AUTHORITY AGREES:

1. To reimburse COUNTY for the remaining AUTHORITY share of the PROJECT up to a maximum of \$102,340.33 in MLHP Funds. AUTHORITY shall have no further responsibilities to provide MLHP funds for PROJECT exceeding this amount. The cost shares for this PROJECT are provided in Attachment B.
2. To reimburse COUNTY within 30 days after COUNTY submits an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT expenditures that were incurred by COUNTY up to a maximum of \$102,340.33, consistent with the invoicing requirements of the Measure I 2010-2040 Strategic Plan, including backup information. Invoices may be submitted to AUTHORITY as frequently as monthly.
3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of COUNTY performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the

extent that work is acceptable to AUTHORITY when planning and conducting additional audits.

SECTION II

COUNTY AGREES:

1. To be the lead agency for this PROJECT and to diligently undertake and complete in a timely manner the Scope of Work for the PROJECT as shown in Attachment A.
2. To be responsible for expending that portion of the eligible PROJECT expenses that are incurred by COUNTY, subject to reimbursement by AUTHORITY hereunder, for an amount not to exceed \$102,340.33 in MLHP Funds, and are reimbursable by AUTHORITY in accordance with Section I, Paragraph 2. Expenses relative to time spent on the PROJECT by COUNTY are considered eligible PROJECT expenses and may be charged to the PROJECT funds subject to AUTHORITY's guidelines.
3. To abide by all AUTHORITY, COUNTY, State, and Federal laws, regulations, policies and procedures pertaining to the PROJECT.
4. To prepare and submit to AUTHORITY an original and two copies of signed invoices for reimbursement of eligible PROJECT expenses. Invoices may be submitted to AUTHORITY as frequently as monthly.
5. To provide AUTHORITY all source documents, books and records connected with its performance under this Agreement.
6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support COUNTY's requests for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of PROJECT work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by COUNTY.
7. To prepare a Final Report of Expenditures, including a final invoice reporting the actual eligible PROJECT costs expended for those activities described in the work activities, and to submit that Final Report of Expenditures and final invoice no later than 120 days following the completion of those expenditures. An original and two copies of the Final Report of Expenditures shall be submitted to AUTHORITY and must state that these PROJECT funds were used in conformance with this Agreement and for those PROJECT-specific work activities described.

8. To cooperate in having a PROJECT-specific audit completed by AUTHORITY, at AUTHORITY's option and expense, upon completion of the PROJECT. The audit must state that all funds expended on the PROJECT were used in conformance with this Agreement.
9. To repay to AUTHORITY any reimbursement for Measure I costs that are determined by subsequent audit to be unallowable within one hundred twenty (120) days of COUNTY receiving notice of audit findings, which time shall include an opportunity for COUNTY to respond to and/or resolve the findings. Should the findings not be otherwise resolved and COUNTY fail to reimburse moneys due AUTHORITY within one hundred twenty (120) days of audit findings, or within such other period as may be agreed between both Parties, the AUTHORITY reserves the right to withhold future payments due COUNTY from any source under AUTHORITY's control. Eligible and ineligible expenses are more fully described in the Measure I 2010-20140 Strategic Plan Policies 40016 and 40017.

SECTION III

IT IS MUTUALLY AGREED:

1. To abide by all applicable Federal, State and Local laws and regulations pertaining to the PROJECT, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this Agreement.
2. Eligible PROJECT reimbursements shall include only those costs incurred by COUNTY for PROJECT-specific work activities that are described in this Agreement and shall not include escalation or interest.
3. Neither AUTHORITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, COUNTY shall fully defend, indemnify and save harmless AUTHORITY, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this Agreement. COUNTY's indemnification obligation applies to AUTHORITY's "active" as well as "passive" negligence but does not apply to AUTHORITY's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

4. Neither COUNTY nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, AUTHORITY shall fully defend, indemnify and save harmless COUNTY, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement. AUTHORITY's indemnification obligation applies to COUNTY's "active" as well as "passive" negligence but does not apply to COUNTY's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.
5. This Agreement will be considered terminated upon reimbursement of eligible costs by AUTHORITY or June 30, 2014, whichever is sooner, provided that the provisions of Paragraphs 5, 6, 7, 8, and 9 of Section II, and Paragraphs 3 and 4 of Section III, shall survive the termination of this Agreement. The Agreement may also be terminated by AUTHORITY, in its sole discretion, in the event the PROJECT work described in Attachment A has not been initiated or let by COUNTY within twelve (12) months of the Effective Date of this Agreement.
6. AUTHORITY may terminate this Agreement if COUNTY fails to perform according to the terms of this Agreement and if this failure jeopardizes the delivery of the PROJECT according to the terms herein.
7. The Recitals to this Agreement are true and correct and are incorporated into this Agreement.
8. Attachment A, Highway 62 and Rotary Way Traffic Signal Project, County of San Bernardino (Description of Project) and Attachment B, Highway 62 and Rotary Way Traffic Signal Project, County of San Bernardino (Project Funding Plan), are attached to and incorporated into this Agreement.
9. This Agreement is effective and shall be dated on the date executed by AUTHORITY.

-----SIGNATURES ON FOLLOWING PAGE-----

In witness whereof, the Parties have executed this Agreement by their authorized signatories below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

COUNTY OF SAN BERNARDINO

By: _____
W. E. Jahn
President, Board of Directors

By: _____
Janice Rutherford
Chair, Board of Supervisors

Date: _____

Date: _____

APPROVED AS TO FORM

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Eileen Monaghan Teichert
AUTHORITY General Counsel

By: _____
Scott Runyan
Deputy COUNTY Counsel

Date: _____

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

Date: _____

ATTACHMENT A

HIGHWAY 62 AND ROTARY WAY TRAFFIC SIGNAL (Description of Project)

Description:

The intersection of Rotary Way and State Highway 62 is under the jurisdiction of both the California Department of Transportation (Caltrans) and San Bernardino County. The Project consists of removing and replacing asphalt concrete; constructing concrete curb, sidewalk and ramps; installing traffic control signals, and appurtenance lighting and signs; painting traffic stripes, pavement markings and markers; and installing barricade.

Attachment B

HIGHWAY 62 AND ROTARY WAY TRAFFIC SIGNAL

Project Funding Plan

| Description | Phase | Total Cost of Project | County of San Bernardino Share | % of Project County | San Bernardino County Transportation Authority* | % of Project Authority | Copper Mountain College | % of Project College |
|--|--------------------------|-----------------------|--------------------------------|---------------------|---|------------------------|-------------------------|----------------------|
| Traffic Signal Rotary Way @ State Highway 62 | Design | \$53,334.41 | | | | | | |
| | Construction Engineering | \$188,301.61 | | | | | | |
| | Construction | \$437,934.60 | | | | | | |
| TOTAL | | \$679,570.62 | \$0 | 0% | \$552,340.33 | 88.2% | \$127,230.29 | 11.8% |
| <i>Copper Mountain College Preliminary Design Costs**</i> | | | | | | | \$53,334.41 | |
| Funding Agreement C12162 (estimated cost of work \$510,000) | | | | | \$450,000.00 | 88.2% | \$60,000.00 | 11.8% |
| Additional Invoice under C12162 | | | | | | | \$13,895.88 | |
| Funding Agreement C14023 (actual cost of work \$606,445.39) | | | | | \$102,340.33 | | | |
| TOTAL PROJECT FUNDING | | | | | \$552,340.33 | 88.2% | \$127,230.29 | 11.8% |

* Major Local Highway Program Funds.

** Costs not included in 88.2%/11.8% split.

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

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

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

San Bernardino Associated Governments



MISSION STATEMENT

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

- Improve cooperative regional planning

- Develop an accessible, efficient, multi-modal transportation system

- Strengthen economic development efforts

- Exert leadership in creative problem solving

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

Approved June 2, 1993
Reaffirmed March 6, 1996