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

AGENDA
Board of Directors Meeting
February 5, 2014

*******Start Time: 9:30 a.m. (CLOSED SESSION)*******
1170 W. 3rd Street, 2nd Floor (The Super Chief)

******Convene Regular Meeting at 9:45 a.m.******
1st Floor Lobby

LOCATION

San Bernardino Associated Governments
Santa Fe Depot - SANBAG Lobby 1st Floor
1170 W. 3rd Street, San Bernardino, CA

Board of Directors

President

Bill Jahn, Council Member
City of Big Bear Lake

Vice-President

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Cari Thomas, Mayor
City of Adelanto

Curt Emick, Mayor
Town of Apple Valley

Julie McIntyre, Mayor
City of Barstow

Dennis Yates, Mayor
City of Chino

Ed Graham, Mayor
City of Chino Hills

Frank Navarro, Council Member
City of Colton

Michael Tahan, Council Member
City of Fontana

Walt Stanckiewicz, Mayor
City of Grand Terrace

Mike Leonard, Council Member
City of Hesperia

Larry McCallon, Mayor Pro Tem
City of Highland

Rhodes "Dusty" Rigsby, Mayor
City of Loma Linda

Paul Eaton, Mayor
City of Montclair

Edward Paget, Mayor
City of Needles

Alan Wapner, Mayor Pro Tem
City of Ontario

Pete Aguilar, Mayor
City of Redlands

Deborah Robertson, Mayor
City of Rialto

Patrick Morris, Mayor
City of San Bernardino

Jim Harris, Council Member
City of Twentynine Palms

Ray Musser, Mayor
City of Upland

Ryan McEachron, Mayor Pro Tem
City of Victorville

Dick Riddell, Council Member
City of Yucaipa

George Huntington, Council Member
Town of Yucca Valley

Robert A. Lovingood, Supervisor
County of San Bernardino

Janice Rutherford, Supervisor
County of San Bernardino

James Ramos, Supervisor
County of San Bernardino

Gary Ovitt, Supervisor
County of San Bernardino

Josie Gonzales, Supervisor
County of San Bernardino

Basem Muallem, Caltrans
Ex-Officio Member

Ray Wolfe, *Executive Director*

Eileen Teichert, *SANBAG Counsel*

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

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

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

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

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

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

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

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

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

AGENDA

**Board of Directors
February 5, 2014**

*****9:30 a.m. (CLOSED SESSION)***
1170 W. 3rd Street, 2nd Floor (The Super Chief)
San Bernardino, CA**

CLOSED SESSION

1. CONFERENCE INVOLVING A JOINT POWERS AGENCY (Southern California Regional Rail Authority [“SCRRA”]) - Pursuant to Government Code Section 54956.96

- SCRRA’s CONFERENCE WITH LABOR NEGOTIATORS – Pursuant to Government Code Section 54957.6
- SCRRA’s Designated Representative: Chief Executive Officer
- SCRRA’s Unrepresented Employees: Chief Administrative Officer, Chief Financial Officer, Chief Information Officer, Chief Operating Officer, Chief of Staff, Government and Regulatory Affairs Manager, Human Resources Director, Human Resources Manager.
- Name of SANBAG representatives on SCRRA Board: Patrick Morris; Paul Eaton.

2. CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION – Pursuant to Paragraph (1) of subdivision (d) of Government Code Section 54956.9

San Bernardino County Flood Control District v. State of California ex rel Department of Transportation, San Bernardino Associated Governments and San Bernardino County Transportation Authority, City of Rialto. San Diego Superior Court Case No. 37-2009-00082535-CU-EI-CTL (Cactus Basin).

*****Convene Regular Meeting at 9:45 a.m.***
1170 W. 3rd Street, 1st Floor Lobby, San Bernardino**

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional meeting procedures and agenda explanations are attached to the end of this agenda.

Call to Order 9:45 a.m. by Council Member Bill Jahn

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements:
 - Calendar of Events (Pg. 12)
- IV. Agenda Notices/Modifications – Vicki Watson

1. **Possible Conflict of Interest Issues for the Board Meeting of February 5, 2014** Pg. 13

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

Items listed on the Consent Calendar are expected to be routine and non-controversial. These items have been discussed at SANBAG Policy Committee meetings and made available for public review as noted in the agenda. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Member Request. Items pulled from the consent calendar will be brought up under **Agenda Item 20.**

Administrative Matters

2. **Board of Directors Attendance Roster** Pg. 15

3. **December 2013 Procurement Report** Pg. 19

Receive December 2013 Procurement Report. **William Stawarski**

This item was received by the General Policy Committee on January 15, 2014.

4. **Budget Fiscal Year 2014/2015 Assessment Dues** Pg. 25

Adopt San Bernardino Associated Government's Fiscal Year 2014/2015 Assessment Dues. **William Stawarski**

This item was reviewed and unanimously recommended for approval at the General Policy Committee on January 15, 2014.

5. **Budget Amendment to Task No. 0708 - Property Assessed Clean Energy Program** Pg. 28

Approve a budget amendment to Task No. 0708 - Property Assessed Clean Energy (PACE) Program to increase the budget by \$735,000 to be offset by collected revenues from closing fees paid to the Property Assessed Clean Energy Fund, Fund 1082, Account No.4800700. **Duane Baker**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.

6. **Potential Use and Lease of the Harvey House Section of the Santa Fe Depot Property** Pg. 30

Authorize staff to explore possible alternative uses for the Harvey House section of the Santa Fe Depot and alternative lease structures to accommodate those uses. **Duane Baker**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.

Consent Calendar Continued....

Administrative Matters (Cont.)

7. Vendor Protest Policy 11007 Pg. 32

Approve Vendor Protest Policy 11007. **Kathleen Murphy-Perez**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014. SANBAG General Counsel and Contract Administrator have approved this item as to form.

Air Quality/Traveler

8. Department of Energy (DOE) Alternative Fuel Project Contract No. C10122 with Ryder System, Inc., authorization for payment of final invoice Pg. 43

Approve a payment for a final invoice up to an amount of \$112,000, in the form of a Purchase Order for Ryder System, Inc., for services rendered prior to the expiration of Contract No. C10122 on December 22, 2013. These were unanticipated leftover grant funds which staff recommends be reimbursed to Ryder for expenditures Ryder incurred which exceeded their match-share requirement. **Duane Baker**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.

Regional/Subregional Planning

9. Delegation of the Sustainable Communities Strategy for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Pg. 45

Indicate to the Southern California Association of Governments (SCAG) that SANBAG will not take the option to prepare its own Sustainable Communities Strategy for the 2016-2040 RTP/SCS. **Steve Smith**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.

10. Modification to the Valley Freeway Interchange (VFI) Program Measure I 2010-2040 Strategic Plan Policy 40005 Pg. 69

Approve an amendment to the San Bernardino Associated Governments' Measure I 2010-2040 Strategic Plan Policy 40005 (Valley Freeway Interchange Program) which will clarify responsibilities for collection of development mitigation funds for projects where SANBAG assumes project management responsibilities as prescribed under Policy 40005/VFI-32. **Steve Smith**

This item was presented to the Transportation Technical Advisory Committee on November 4, 2013. This item was reviewed and recommended for approval (16-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2013.

Consent Calendar Continued....

Project Delivery

11. Interstate 10 (I-10)/Cherry Avenue and I-10/Citrus Avenue Interchange Projects Pg. 79

That the Board, acting as the San Bernardino County Transportation Authority:

1. Approve Amendment No. 2 to Contract C10192 with the City of Fontana and the County of San Bernardino for the I-10/Citrus Avenue Interchange Right-of-Way Capital and Support costs to increase the contract amount by \$2,998,000 for a new contract value of \$10,755,000, with SANBAG's contribution increasing by \$1,650,000 of Measure I Valley Freeway funds for a total contribution of \$5,209,000; and

2. Approve Amendment No. 2 to Contract C11092 with the City of Fontana and the County of San Bernardino for the I-10/Citrus Avenue Interchange Construction Capital and Support to decrease the total contract amount by \$6,968,000 from \$47,200,000 to \$40,232,000; including a reduction in the receivable amount of the contract of \$2,870,000 from \$16,440,000 to \$13,570,000; and a reduction in the Public Share contribution of \$4,098,000 from \$30,760,000 to \$26,662,000 consisting of \$3,841,000 Surface Transportation Program and \$257,000 Congestion Mitigation and Air Quality funds; and

3. Approve Amendment No. 3 to Contract C10191 with the City of Fontana and the County of San Bernardino for the I-10/Cherry Avenue Interchange Right-of-Way Capital and Support to increase the contract amount by \$500,000 for a new contract value of \$13,003,000 and adjust the fair share contribution amount resulting in SANBAG's contribution increasing by \$969,000 consisting of Measure I Valley Interchange Funds for a total Public Share contribution of \$6,130,000; and

4. Approve Amendment No. 4 to Contract C11091 with the City of Fontana and the County of San Bernardino for the I-10/Cherry Avenue Interchange Construction Capital and Support costs decreasing the total contract amount by \$1,265,000 from \$61,546,000 to \$60,281,000; including a reduction in the receivable amount of the contract of \$293,000 from \$20,814,000 to \$20,521,000; and a reduction in the Public Share contribution of \$962,000 from \$39,507,000 to \$38,545,000 consisting of \$709,000 of Measure I Valley Interchange Funds and \$253,000 of State Proposition 1B Trade Corridor Improvement. **Garry Cohoe**

This item was reviewed and recommended for approval (19-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 12, 2013. General Counsel and Contract Administrator have reviewed this item and the four Amendments.

Consent Calendar Continued....

Project Delivery (Cont.)

12. Interstate 10/University Street Interchange Improvement Project Pg. 110

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

1. Approve Cooperative Agreement No. R14088 between the City of Redlands and SANBAG for Project Management, Planning, Environmental, Design, Right-of-Way, and Construction services necessary for the development of the Interstate 10 University Street Interchange project for an amount not to exceed \$5,200,000 funded with \$4,187,100 of Measure I Valley Freeway Interchange funds and a City of Redlands contribution of \$1,012,900.

2. Waive the five-year contract term limitation set forth in Policy 11000. **Garry Cohoe**

This item was reviewed and recommended for approval (19-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 12, 2013. SANBAG General Counsel and Contract Administrator have reviewed this item, the contract and RFP.

Council of Governments

13. SANBAG State and Federal Advocate Annual Performance Evaluations Pg. 125

Receive information regarding SANBAG's state and federal advocate annual performance evaluations. **Wendy Strack**

This item was received by the General Policy Committee on January 15, 2014.

Transit/Commuter Rail

14. Unmet Transit Needs Public Hearings and Findings Pg. 141

1. Review the testimony from the September 2013 Unmet Transit Needs Public Hearings.

2. Adopt Resolution No. 14-008 of the San Bernardino County Transportation Commission Unmet Transit Needs Findings. **Mitch Alderman**

This item was reviewed and approved by the Commuter Rail and Transit Committee on January 16, 2014. This item and the resolution were approved as to form by SANBAG's General Counsel.

Consent Calendar Continued....

Transit/Commuter Rail (Cont.)

15. SANBAG/Omnitrans Real Property Transfer Pg. 159

1. Accept real property from Omnitrans being a portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, as described in more detail in Attachment 1.

2. Accept real property from Omnitrans being a portion of Parcel 1 of Parcel Map No. 1266, in the City of San Bernardino, as described in more details in Attachment 2.

3. Deed real property to Omnitrans being a portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, as described in more detail in Attachment 3. **Mitch Alderman**

This item was reviewed and approved by the Commuter Rail and Transit Committee on January 16, 2014. This item has been reviewed and approved by SANBAG General Counsel.

16. Set Rail Implementation Priorities Pg. 186

Approve the following three rail projects to be implemented in the order as shown below:

1. Redlands Passenger Rail Project.

2. Double-tracking portions of the SANBAG owned Metrolink San Gabriel Subdivision.

3. Extension of the Gold Line light rail system to the Montclair Metrolink station. **Mitch Alderman**

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on January 16, 2014.

17. Southern California Regional Rail Authority primary (voting) and alternate board members Pg. 191

Approve the Commuter Rail and Transit Committee's recommendations for SANBAG delegates to the Southern California Regional Rail Authority (SCRRA) with Larry McCallon as a primary (voting) member and James Ramos as an alternate (non-voting) member. **Mitch Alderman**

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on January 16, 2014.

Consent Calendar Continued....

Transportation Fund Administration

18. **Summary of Measure I Capital Improvement Plans of Member Agencies** Pg. 193

Accept the Measure I Summary Report of the Five-Year Capital Improvement Plans for Local Pass-Through Funds for the period 2013/2014 through 2017/2018. **Andrea Zureick**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.

19. **2015 San Bernardino County Transportation Improvement Program** Pg. 196

That the Board, acting as the San Bernardino County Transportation Commission:

1. Approve the 2015 San Bernardino County Transportation Improvement Program, as shown in Attachment A, to be submitted to the Southern California Association of Governments for inclusion in the 2015 Federal Transportation Improvement Program.

2. Authorize staff to amend the 2015 San Bernardino County Transportation Improvement Program as necessary to meet State, Federal, and responsible agency programming requirements.

3. Adopt Resolution No. 14-006 certifying that the San Bernardino County Transportation Commission and other project sponsors have resources to fund the projects in the Fiscal Year 2014/2015 through 2019/2020 Federal Transportation Improvement Program, and affirming the commitment to implement all projects in the program.

Andrea Zureick

This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014. SANBAG General Counsel has approved this item and the resolution as to form.

Consent Calendar Items Pulled for Discussion

20. Items pulled from the consent calendar shall be taken under this item in the order they were presented on the calendar.

DISCUSSION ITEMS

Administrative

21. **SANBAG Board of Directors meeting start time and change of April meeting date** Pg. 286

1. Set the start time of the regularly scheduled SANBAG Board of Directors meetings at 9:30 a.m.
2. Change the meeting date of the April Board of Directors to April 9, 2014. **Ray Wolfe**

This item has not had prior policy committee or technical advisory committee review.

Council of Governments

22. **Update on Countywide Vision** Pg. 288

Receive and file the information and provide direction as appropriate.
Duane Baker

This item has not received prior policy committee or technical advisory committee review.

Regional/Subregional Planning

23. **Strategic Growth Council – Sustainable Communities Planning Grant and Incentives Program (Development of Built Environment Public Health Performance Indicators)** Pg. 291

That the Board, acting as the San Bernardino County Council of Governments:

1. Approve the attached resolution to allow staff to proceed with filing of the grant application for the Strategic Growth Council – Sustainable Communities Planning Grant and Incentive Program.
2. Approve a budget item in Task No. 0404 Subregional Planning for Fiscal Year 2014-2015 to include staff resources supporting the proposed project “Development of Built Environment Public Health Performance Indicators” if the Sustainable Communities Planning Grant application is awarded. **Steve Smith**

This item has not been reviewed by any other policy committee or technical advisory committee.

Transportation Fund Administration

24. **Ten-Year Delivery Plan – 2014 Update** Pg. 295

Review and provide comments on proposed 2014 Update to the Ten-Year Delivery Plan. **Andrea Zureick**

This item has not had prior policy committee review. It is scheduled for review by the Transportation Technical Advisory Committee on February 3, 2014.

Comments from Board Members

Brief Comments from Board of Directors

Executive Director's Comments

Brief Comments from the Executive Director

Public Comment

Brief Comments by the General Public

ADJOURNMENT

Additional Information

Agency Reports/Committee Memberships

South Coast Air Quality Management Report Pg. 307

Mayor Dennis Yates

Mobile Source Air Pollution Reduction Review Committee

Mayor Larry McCallon (*Unavailable at time of mailing*)

SCAG Committees

Pg. 309

SCAG Regional Council

SCAG Policy Committees

Community, Economic and Human Development

Energy and Environment

Transportation and Communications

SANBAG Policy Committees

Pg. 310

Acronym List

Pg. 316

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

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

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 SANBAG Clerk prior to the Board's consideration of the item. A “Request to Speak” form must be completed for *each* item when 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. The time limits established in “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



Important Dates to Remember...

February 2014

SANBAG Meetings – Scheduled:

General Policy Committee	Feb. 12	9:00 am	The Super Chief
Metro Valley Board Study Session	Feb. 13	9:00 am	SANBAG Lobby, 1 st floor
Commuter Rail/Transit Committee	Feb. 13	10:00 am	SANBAG Lobby, 1 st floor
Mountain/Desert Committee	Feb. 21	9:30 am	Town of Apple Valley

Other Meetings/Events:

Joint Groundbreaking Ceremony for the South Milliken Grade Separation and Vineyard Avenue Grade Separation in Ontario	Feb. 18	10:00 am	Near the Vineyard Avenue Grade Separation
Joint Groundbreaking Ceremony for the Downtown San Bernardino Passenger Rail Project and the Transit Center	Feb. 26	Time TBD	Two locations: <ul style="list-style-type: none">• Santa Fe Depot• Transit Center site

SANBAG Offices will be CLOSED:

- **Monday, February 17, 2014, for Presidents' Day.**

For additional information, please call SANBAG at (909) 884-8276.



- 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: February 5, 2014

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the SANBAG Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Closed Session #1 – CONFERENCE INVOLVING A JOINT POWERS AGENCY (Southern California Regional Rail Authority [“SCRRRA”])

POTENTIAL CONFLICTS OF INTEREST
Kelly Tuffo, Liebert Cassidy Whitmore

Closed Session #2 – CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION

POTENTIAL CONFLICTS OF INTEREST
San Bernardino County Flood Control District; County of San Bernardino; City of Rialto; State of California Department of Transportation

Consent/Discussion Calendar Items

Item No.	Contract No.	Principals & Agents	Subcontractors
8	C10122	Ryder System, Inc. Scott Perry	None

	<p><i>Approved</i> Board of Directors</p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply
 BRD1402z-aa

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

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

BOARD OF DIRECTORS ATTENDANCE RECORD – 2014

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

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

BOARD OF DIRECTORS ATTENDANCE RECORD – 2014

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

16

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

BOARD OF DIRECTORS ATTENDANCE RECORD – 2013

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
Gary Ovitt Board of Supervisors	X	X		X	X	X	X		X	X		X
James Ramos Board of Supervisors	X	X			X		X		X	X	X	X
Janice Rutherford Board of Supervisors	X	X		X	X	X	X		X	X	X	
Josie Gonzales Board of Supervisors		X		X	X	X	X		X	X	X	X
Robert A. Lovingood Board of Supervisors	X	X		X	X	X	X		X		X	X
Cari Thomas City of Adelanto		X	X	X	X	X	X		X	X	X	X
Curt Emick Town of Apple Valley	X	X	X	*	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		X	X	X	X
Dennis Yates City of Chino	X	X	X	X	X	X	X		X	X	X	X
Ed Graham City of Chino Hills	X	X	X	X	X	X	X		X	X	X	X
Frank Navarro City of Colton	X	X	X	X	X	X	X		X	X	X	X
Michael Tahan City of Fontana	X	X	X	X	X	X	X		*	X	X	X
Walt Stanckiewicz City of Grand Terrace	X	X	X	X	X	X	X		X	X	X	X
Mike Leonard City of Hesperia	X	X		X		X	X			X	X	X
Larry McCallon City of Highland	X	X	X	X	X	X	X		X			X

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

BOARD OF DIRECTORS ATTENDANCE RECORD – 2013

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
Rhodes 'Dusty' Rigsby City of Loma Linda	X	X	X	X	X	X	X		X	X	X	X
Paul Eaton City of Montclair	X		X		X	X	X		X		X	X
Edward Paget City of Needles	X	X	X	X	X	X	X		X	X	X	X
Alan Wapner City of Ontario	X	X	X	*	X	X	X		X	X	X	X
L. Dennis Michael City of Rancho Cucamonga		X	X	*	X	X	*		X	X	X	*
Pete Aguilar City of Redlands	X	X	X	X	X	X	X		X	X	X	X
Deborah Robertson City of Rialto	X	X	X	X	X	X	X		X	X	X	X
Patrick Morris City of San Bernardino	X	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	X
Ray Musser City of Upland	X	X		X	*	X	X		X	X	X	*
Ryan McEachron City of Victorville	X	X	X		X	X	X		X	X	X	X
Dick Riddell City of Yucaipa	X	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	X
Basem Muallem Ex-Official Member	Robert So	Syed Raza	X	Syed Raza	Syed Raza	X	Jesus Galvan		Christy Connors	X	X	X

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



- 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: February 5, 2014

Subject: December 2013 Procurement Report

Recommendation:* Receive December 2013 Procurement Report

Background: The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on May 1, 2013. On February 6, 2013, the Board of Directors authorized the Executive Director, or designee, to approve: a) contracts and purchase orders up to \$100,000; b) amendments with a zero dollar value; c) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; and d) amendments that cumulatively do not exceed 50% of the original contract value or \$100,000, whichever is less and to release Request for Proposal (RFP), Request for Quote (RFQ) and Invitation for Bid (IFB) for proposed contracts from which funding has been approved in San Bernardino Associated Governments (SANBAG's) Annual Budget, and which are estimated not-to-exceed \$1,000,000. SANBAG staff has compiled this report that summarizes all contract actions approved by the Executive Director, or designee.

On July 11, 2012, the Board of Directors authorized SANBAG's General Counsel to award and execute legal services contracts up to \$50,000 with outside counsel as needed on behalf of SANBAG and its authorities organized under the umbrella

*

	<p><i>Approved</i> Board of Directors</p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.
 BRD1402a-wws
 Attachments:
<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a1-wws.docx>
<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a2-wws.docx>

of the Council of Governments. Also, periodically notify the Board after exercising such authority.

A list of all Contracts and Purchase Orders that were executed by the Executive Director and/or General Counsel during the month of November is presented herein as Attachment A, and all RFPs and IFBs are presented in Attachment B.

Financial Impact: This item imposes no impact on the Fiscal Year 2013/2014 budget. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item was received by the General Policy Committee on January 15, 2014.

Responsible Staff: William Stawarski, Chief Financial Officer

Attachment A

December Contract/Purchase Order Actions

Contracts Executed:

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
None				

*The Executive Director was authorized to execute Program Supplements associated with the Master Agreement between Caltrans and SANBAG on March 7, 2007. There are no dollar limits associated to the Executive Director's authorization for these Program Supplements.

Attachment A

December Contract Amendment Actions

Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Amended Contract Total	Dollar Amount of Amendment
C14069 Amendment No. 1	Installed an additional router at the East end of the Depot building to increase signal strength to be the same as the rest of the building. Project: Agency wide WiFi services for SANBAG.	Ultimate Internet Access Inc.	\$9,112.64	\$1,086.00
C07004 Amendment No. 2	Extend the contract by seven months due to weather delays. The extension will allow for completion of already planned work activities. Project: Public Information & Safety Services for Interstate 215.	Westbound Communications	\$1,409,000.00	\$0.00

Attachment A

November 21–November 27, 2013 Contract/Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	Dollar Amount
4001083	11/21/2013	Tyler Technologies, Inc.	EDEN is SANBAG's financial system and annually requires maintenance support for all modules in the system. This annual support increased 3.25% from prior year.	\$37,278.53
4001086	11/27/2013	Sigmanet, Inc.	Renew Microsoft software assurance licenses for SANBAG servers and network workstations. Purchasing assurance licenses reduces costs since it avoids SANBAG incurring additional cost to upgrade software.	\$12,336.00
4001087	11/27/2013	TH Enterprise, Inc.	Renew software agreement for one more calendar year for Regional Council Management System (RCMS) to access historical financial data.	\$6,480.00
<i>*Note: Sole Source justification is noted in the Purpose statement, if applicable.</i>				Total
				\$56,094.53

Attachment B
November to December RFPs and IFBs

Release of RFP's and IFB's

Release Date	RFP/IFB No.	Description of Services	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
None					
				Total	\$0.00



- 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: February 5, 2014

Subject: Budget Fiscal Year 2014/2015 Assessment Dues

Recommendation:* Adopt San Bernardino Associated Government's Fiscal Year 2014/2015 Assessment Dues.

Background: San Bernardino Associated Governments (SANBAG) has collected general membership dues since its inception. The dues are assessed according to a formula based on 50% on population and 50% on assessed valuation of each member jurisdiction.

Since Fiscal Year 1999/2000, \$28,653 of general assessment dues has been budgeted in Task No. 0104, Intergovernmental Relations, as established by the Board of Directors. The remaining amount of dues collected is budgeted in Task No. 0490, Council of Governments New Initiative, to support new Council of Governments (COG) activities as approved by the Board. One such new initiative is Task No. 0492, Joint Solar Power Purchase Agreement, this Board approved project is partially funded with assessment dues.

Total assessment dues of \$101,592 budgeted for Fiscal Year 2014/2015 represent an increase of \$1,754 or 2% from the prior year, as shown in Attachment A.

*

*Approved
 Board of Directors*

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

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

BRD1402b-wws

Attachments:

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402b1-wws.xlsx>

Financial Impact: This item establishes the Fiscal Year 2014/2015 Budget for Assessment Dues and related budgeted expenditures which will be included in the proposed budget for Fiscal Year 2014/2015.

Reviewed By: This item was reviewed and unanimously recommended for approval at the General Policy Committee on January 15, 2014.

Responsible Staff: William Stawarski, Chief Financial Officer

**San Bernardino Associated Governments
General Assessment Dues Calculation
Fiscal Year 2014/2015**

<u>JURISDICTION:</u>	<u>POP.</u> <u>2013</u>	<u>% OF</u> <u>TOTAL</u> <u>POP.</u>	<u>ASSESSED VALUE</u> <u>BEFORE RDA</u> <u>2013/2014</u>	<u>% OF</u> <u>TOTAL</u> <u>VALUE</u>	<u>AVG. %</u> <u>POP. &</u> <u>VALUE</u>	<u>FY2014</u> <u>AMOUNT</u>	<u>FY2015</u> <u>AMOUNT</u>	<u>VAR.</u>
Adelanto	31,289	1.507%	\$1,603,356,281	0.953%	1.230%	1,228	1,248	\$20
Apple Valley	70,436	3.392%	\$4,597,049,549	2.732%	3.062%	3,057	3,111	\$54
Barstow	23,168	1.116%	\$1,143,477,603	0.680%	0.898%	896	912	\$16
Big Bear Lake	5,111	0.246%	\$2,907,898,409	1.728%	0.987%	986	1,003	\$17
Chino	79,873	3.847%	\$9,031,540,820	5.367%	4.607%	4,600	4,680	\$80
Chino Hills	76,033	3.662%	\$9,342,977,351	5.552%	4.607%	4,600	4,681	\$81
Colton	52,956	2.551%	\$2,604,772,769	1.548%	2.049%	2,046	2,082	\$36
Fontana	200,974	9.680%	\$13,988,591,860	8.313%	8.996%	8,982	9,140	\$158
Grand Terrace	12,270	0.591%	\$788,646,210	0.469%	0.530%	529	538	\$9
Hesperia	91,400	4.402%	\$4,476,716,804	2.660%	3.531%	3,526	3,587	\$61
Highland	53,926	2.597%	\$2,804,253,650	1.667%	2.132%	2,128	2,166	\$38
Loma Linda	23,476	1.131%	\$1,613,828,503	0.959%	1.045%	1,043	1,062	\$19
Montclair	37,311	1.797%	\$2,607,637,679	1.550%	1.673%	1,671	1,700	\$29
Needles	4,912	0.237%	\$307,925,120	0.183%	0.210%	209	213	\$4
Ontario	166,866	8.037%	\$19,026,103,136	11.307%	9.672%	9,656	9,826	\$170
Rancho Cucamonga	171,058	8.239%	\$20,217,392,342	12.015%	10.127%	10,110	10,288	\$178
Redlands	69,813	3.362%	\$7,540,589,520	4.481%	3.922%	3,916	3,984	\$68
Rialto	101,275	4.878%	\$5,913,634,023	3.514%	4.196%	4,189	4,263	\$74
San Bernardino	212,639	10.241%	\$10,695,188,747	6.356%	8.299%	8,285	8,431	\$146
Twentynine Palms	26,084	1.256%	\$801,936,290	0.477%	0.866%	865	880	\$15
Upland	74,907	3.608%	\$7,277,753,115	4.325%	3.966%	3,960	4,030	\$70
Victorville	120,368	5.797%	\$6,887,547,509	4.093%	4.945%	4,937	5,024	\$87
Yucaipa	52,549	2.531%	\$3,437,356,872	2.043%	2.287%	2,283	2,323	\$40
Yucca Valley	21,030	1.013%	\$1,338,865,521	0.796%	0.904%	903	919	\$16
County	296,550	14.283%	\$27,315,128,427	16.233%	15.258%	15,233	15,501	\$268
	2,076,274	100.000%	168,270,168,110	100.00%	100.00%	99,838	101,592	\$1,754

NOTES:

1) Population Source: Most recent Measure I population data, which is the Department of Finance estimate as of January 1 reconciled to the total population for San Bernardino County.

2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2013/2014.

3) These calculations are based on the most recent data received from the County of San Bernardino.

4) Assessed valuation of jurisdiction includes properties within redevelopment areas.



- 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: February 5, 2014

Subject: Budget Amendment to Task No. 0708 - Property Assessed Clean Energy Program

Recommendation:* Approve a budget amendment to Task No. 0708 - Property Assessed Clean Energy (PACE) Program to increase the budget by \$735,000 to be offset by collected revenues from closing fees paid to the Property Assessed Clean Energy Fund, Fund 1082, Account No.4800700.

Background: The SANBAG Board of Directors approved the creation of a PACE Program which is known as the Home Energy Renovation Opportunity (HERO) Program. The HERO Program provides a financing mechanism for property owners to pay for energy efficiency, green energy and water conservation improvements to their property by an assessment on their property taxes. These special assessments are then used to make debt service payments for bonds that are sold to provide all of the up-front capital for these improvements.

When the program was approved, it was designed to be self-sufficient and to have the expenses of the program covered by closing fees paid from the bond issues that will be secured by the special property tax assessments. When the SANBAG budget was adopted it was not clear exactly when the program would begin or the volume of properties that would be handled and so a budget amount to pay for recording fees, for placing the assessment on the tax rolls and for the program managers services was not included.

*

*Approved
 Board of Directors*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	X	CTC		CTA		SAFE		CMA	
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Check all that apply.
 BRD1402a-dab

The program is now operating and staff has estimated that approximately 3,000 properties will take advantage of the program and complete their improvements before the end of the fiscal year. Based on this estimate, the SANBAG budget Task 0708 needs to be increased by \$735,000. This amount is based on \$150 per property for the program manager fee and \$95 per property recording to cover the costs of recording the necessary documents and placing the appropriate assessments on the tax rolls.

The amount paid to the program manager, The PFM Group, is consistent with the amount agreed to in Contract No. C12141 approved by the SANBAG Board of Directors on August 1, 2012. The amount collected for assessment and recording fees will be used to pay invoices from the County for actual services rendered based on the approved fee schedule from those County agencies.

Financial Impact: This item will increase the expenditure budget for the Fiscal Year 2013/14 budget for Task No. 0708 Property Assessed Clean Energy (PACE) Program, Fund 1082, by \$735,000 but will be offset by a \$735,000 increase in revenue from closing fees paid to the Property Assessed Clean Energy Fund, Fund 1082, Account No. 4800700.

Reviewed By: This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.

Responsible Staff: Duane A. Baker, Director of Management Services



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

Minute Action

AGENDA ITEM: 6

Date: February 5, 2014

Subject: Potential Use and Lease of the Harvey House Section of the Santa Fe Depot Property

Recommendation:* Authorize staff to explore possible alternative uses for the Harvey House section of the Santa Fe Depot and alternative lease structures to accommodate those uses.

Background: SANBAG and the City of San Bernardino co-own the Santa Fe Depot. The Depot serves as SANBAG's business offices. In addition, SANBAG has leased space to the Southern California Regional Rail Authority (Metrolink), the Iron Horse Café, Southern California Association of Governments (SCAG), and the San Bernardino Historical Society and Railroad Society. Between SANBAG and these leases, all of the currently usable space is occupied.

There remains one section of the building that is unoccupied because its interior is unfinished. That section of the building is known as the Harvey House and is a two story structure on the far eastern part of the Depot. When SANBAG undertook the renovation of the Depot, the Harvey House was excluded because it wasn't necessary for SANBAG's purposes at the time and therefore the additional cost was avoided. The Harvey House is currently vacant and is used for storing some tables and chairs and the cleaning equipment for the grounds crew.

*

*Approved
 Board of Directors*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	X	CTC	X	CTA		SAFE		CMA	
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Check all that apply.
 BRD1402b-dab

The Harvey House is expected to remain vacant due to the cost of interior renovations necessary to make the building habitable as an office space. While now may not be the time to take on the cost to make habitable office space, there are some alternative uses that the Harvey House might be able to accommodate. One such use that has been suggested is to use the downstairs section of the Harvey House as an area for model railroaders. The space would be a place for these intricate models to be displayed and tie in to the mission of the Railroad Museum.

Staff would like the authority to further explore how such a use could be accommodated, what improvements would be required and what protections would need to be built into any proposed lease. SANBAG staff is not proposing that improvement costs be borne by SANBAG but instead would be negotiated into any lease and would be the responsibility of the tenant. It has been suggested that a minimal amount of work might be all that is necessary to make the space ready for use as a display room and that this level of work would be within the means and abilities of the Model Railroad group.

Staff feels that this might be a good addition to the Depot. SANBAG has no plans in the immediate future to utilize the space for office uses. Also, the extensive renovations required to make the space habitable as an office make the space unattractive to other users looking for leasable office space. If another use could be found that complements the other uses at the Depot and that would bring more people to experience this historic community asset then staff would like to explore that possibility.

Financial Impact: This item has no impact to the adopted SANBAG budget. If a specific use is identified, then a lease would be brought back to the Board at a later date.

Reviewed By: This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.

Responsible Staff: Duane A. Baker, Director of Management Services



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

Minute Action

AGENDA ITEM: 7

Date: February 5, 2014
Subject: Vendor Protest Policy 11007
Recommendation:* Approve Vendor Protest Policy 11007.

Background: In 2011, the then Executive Director of the San Bernardino Associated Governments (SANBAG) approved Vendor Protest Procedure 11007. A copy of that Procedure is provided for your reference as Attachment A to this report. Up until this procedure was adopted, SANBAG did not have a process or policy to deal with vendor protests. As a recipient of federal monies, both the Federal Transit Administration and Federal Highway Administration require grantees (SANBAG) to have written procedures for addressing vendor protests. Due to changes to SANBAG's procurement policies and procedures, it was determined that Procedure 11007, required updating to reflect those changes as well as converting administratively adopted Procedure 11007 to a Board adopted Policy.

Therefore, staff is requesting that the Board of Directors approve the Vendor Protest Policy 11007 as identified in Attachment B. The changes between what was contained in Procedure 11007 and the Policy 11007 are highlighted. The changes reflect administrative changes as well as additional input from SANBAG's Executive Director and other formatting changes.

*

*Approved
 Board of Directors*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

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

Check all that apply.

BRD1402a-kmp

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a1-kmp.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a2-kmp.docx>

Upon Board approval, SANBAG staff will be advised of the changes and the Vendor Protest Policy will be on SANBAG's website.

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

Reviewed By: This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014. SANBAG General Counsel and Contract Administrator have approved this item as to form.

Responsible Staff: Kathleen Murphy-Perez, Contracts Manager

Attachment A

San Bernardino Associated Governments	Procedure	11007
Approved by the Executive Director	April 18, 2011	Revised
		4/18/11
Vendor Protest	Revision No.	0

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SANBAG Intranet.

Table of Contents
Purpose Definitions References Basis of Protest Filing of Protest Submittal of Protest Protest Submittal Deadline Protest Review Process Protest Relating to Federally Funded Programs Responsibilities Revision History

I. PURPOSE

This procedure provides guidelines for the submittal and evaluation of protests relating to all procurements. SANBAG shall ensure to the extent reasonably possible, uniform, timely and equitable consideration of all protests received by SANBAG pursuant to this procedure.

In order to be considered, a protest must be filed in a timely manner, as described herein, must satisfy all the applicable requirements described in this procedure and must be brought by an interested party as defined below.

II. DEFINITIONS

The following definitions apply to these procedures.

Interested Party – An actual proposer/bidder whose direct economic interest would be affected by the award of a contract or by the failure to award a contract. Interested parties do not include subcontractors or suppliers of an actual or prospective proposer/bidder, or joint venturers acting independently of a joint venture.

Contracts Manager – The person designated by SANBAG who is responsible for managing the contracting and procurement function.

File or Submit – Shall mean the date of receipt of a written protest by SANBAG.

Receipt of Protest – The date of receipt of the Protest will be the date in which SANBAG receives the protest package.

III. REFERENCES

United States Department of Transportation, Federal Transit Administration, FTA Circulars
FTA Circular 4220.1, Third Party Contracting Guidelines. Note: Refer to the revision in effect at the time of protest.

IV. BASIS OF PROTEST

A. Request For Proposals

After the receipt of proposals by SANBAG and after an action relating to the selection of a consultant by SANBAG Evaluation Committee, but prior to the award of a contract by the SANBAG Board of Directors, a protest may be submitted on the basis of one or more of the following:

- SANBAG failed to adhere to the evaluation process set forth in the solicitation package.
- SANBAG failed to follow its own procurement policies and procedures.
- SANBAG violated a specific law, rule, or regulation in the procurement process.

Attachment A

Protests concerning the criteria used in the evaluation, the relative weight of the evaluation criteria, or the formula used in assigning points (if any) to make an award recommendation will be rejected.

B. Invitation For Bids

After the receipt of bids by SANBAG, but prior to award of a contract by the SANBAG Board of Directors, a protest may be submitted on the basis of one or more of the following:

- SANBAG failed to follow its own procurement policies and procedures.
- SANBAG violated a specific law, rule or regulation in the procurement process.

V. FILING OF PROTEST

A. Filing Written Protest with the SANBAG Contracts Manager

An Interested Party wishing to protest a matter involving a procurement or proposed contract award shall file with the Contracts Manager, a written protest covering, at a minimum the following:

- Name and address of the Interested Party;
- Identification of the proposed procurement or contract;
- Description of the nature of the protest;
- A detailed statement of the legal and/or factual grounds for the issue(s) identified in the protest, including reference to the provision(s) of the solicitation, regulations, and/or laws upon which the protest is based; and any technical data, documentary evidence, names of witnesses or other pertinent information supporting the basis for the protest;
- A statement of the desired resolution to the protest by the Interested Party;
- Signature of a properly authorized representative of the Interested Party.

B. Failure to Comply

Failure to comply with any of the requirements of this section may be grounds for dismissal of the protest.

The Interested Party may withdraw its protest at any time before SANBAG renders a decision by submitting a written request to the SANBAG Contracts Manager.

VI. SUBMITTAL OF PROTEST

All protests must be submitted in writing to:

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410
Attention: Contracts Manager – Vendor Protest
Solicitation/Contract Number

VII. PROTEST SUBMITTAL DEADLINE

A. Request For Proposals

After opening proposals, SANBAG will evaluate the proposals and determine which proposer shall be recommended to the SANBAG Board of Directors for award of a contract. Once SANBAG staff has determined which proposer will be recommended to the Board for award, a Notice of Intent to Award will be sent to all proposers.

- Protests must be filed within five (5) business days from the issue date on the Notice of Intent to Award.
- The date of filing shall be the date SANBAG receives the protest.

B. Invitation For Bids

- Protests must be filed within three (3) business days from date of bid opening.
- The date of filing shall be the date SANBAG receives the protest.

VIII. PROTEST REVIEW PROCESS

If the protest is determined to be timely and meets the criteria identified in the preceding sections V, VI and VII, this process will be followed:

- No additional material will be allowed to be submitted unless specifically requested by the Contracts Manager.
- The Contracts Manager will review all material submitted and will render a decision within thirty (30) days after the receipt of the protest.
- The Contracts Manager will consider only those specific issues addressed in the written protest.
- The decision of the Contracts Manager is final.

IX. PROTEST RELATING TO FEDERALLY FUNDED PROCUREMENT

If procurement is funded in whole or in part by the Federal Transit Administration (FTA), the protestor may pursue the FTA Protest procedure as defined in FTA Circular 4220.1, Third party Contracting Guidelines. Refer to the revision in effect at the time of protest.

Review of protests by FTA may be limited to;

- SANBAG's failure to have or follow its protest procedures;
- SANBAG's failure to review the complaint or protest;
- Violations of federal law or regulation.

Protestors should consult FTA Circular 4220.1 for a complete description of the FTA procedures and the grounds for protest appeal.

- An appeal to FTA must be received by the FTA regional or headquarters office within five (5) business days of the date the protestor learned or should have learned of an adverse decision by SANBAG or other basis of appeal to FTA.

X. RESPONSIBILITIES

A. SANBAG Staff

1. In the event of a protest, Staff is to follow the current Vendor Protest Procedures in effect at the time the protest is filed.
2. In the event that SANBAG staff receives a vendor protest; Staff is to send a copy of the vendor protest to SANBAG's Contracts Manager, General Counsel, responsible Executive staff member, and Executive Director.

B. SANBAG Contracts Manager

1. Review the protest and make a determination that:
 - a) all filing dates have been met;
 - b) that the protest contains the required information as identified in this procedure; and
 - c) that the basis of the protest meets the requirements as identified in this procedure.If any of the criteria is not met, the protest will not be considered and a letter dismissing the protest will be sent to the vendor by the Contracts Manager.

Attachment A

2. If the procurement that is being protested is federally funded, notify either:
 - a) the Federal Transit Administration, or
 - b) Caltrans.
3. Determine a fair review process for all vendors who file a protest.
4. Review the protest and prepare a receipt of protest letter to the vendor.
5. Review the protest and all the material submitted with the protest and prepare a written summary and decision on the merits of the protest within the 30 days from receipt of the protest.
6. Send the summary and decision to General Counsel for review prior to sending to the vendor.
7. Include all documents in the contract file.

XI. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Approved by the Executive Director.	04/18/11

Attachment B

San Bernardino Associated Governments	Policy	11007
Adopted by the Board of Directors	Revised	1/15/14
Vendor Protest Policy	Revision No.	0

~~Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SANBAG Intranet.~~

Table of Contents

[Purpose](#) | [Definitions](#) | [References](#) | [Basis of Protest](#) | [Filing of Protest](#) | [Submittal of Protest](#) | [Protest Submittal Deadline](#) | [Protest Review Process](#) | [Protest Relating to Federally Funded Programs](#) | [Responsibilities](#) | [Revision History](#)

I. PURPOSE

This ~~procedure~~ policy provides guidelines for the submittal and evaluation of protests relating to all procurements. SANBAG shall ensure to the extent reasonably possible, uniform, timely and equitable consideration of all protests received by SANBAG pursuant to this ~~procedure~~ policy.

In order to be considered, a protest must be filed in a timely manner, as described herein, must satisfy all the applicable requirements described in this ~~procedure~~ policy, and must be brought by an interested party as defined below in Paragraph II.

II. DEFINITIONS

The following definitions apply to this ~~policy~~ policy ~~and procedures~~.

Interested Party – An actual proposer/bidder whose direct economic interest would be affected by the award of a contract or by the failure to award a contract. Interested parties do not include subcontractors or suppliers of an actual or prospective proposer/bidder, or joint venturers acting independently of a joint venture.

Contracts Manager – The person designated by SANBAG who is responsible for managing the contracting and procurement function.

File or Submit – ~~Shall mean the~~ The date of receipt of a written protest by SANBAG.

Receipt of Protest – The date of receipt of the Protest will be the date on which SANBAG receives the protest package.

III. REFERENCES

United States Department of Transportation, Federal Transit Administration, FTA Circulars

FTA Circular 4220.1, Third Party Contracting Guidelines. Note: Refer to the revision in effect at the time of protest.

IV. BASIS OF PROTEST

A. Request For Proposals

After the receipt of proposals by SANBAG and after an action relating to the selection of a consultant by SANBAG Evaluation Committee, but prior to the award of a contract by the SANBAG Board of Directors, or designated awarding authority, a protest may be submitted on the basis of one or more of the following:

- SANBAG failed to adhere to the evaluation process set forth in the solicitation package.
- SANBAG failed to follow its own procurement policies and procedures.

Attachment B

- SANBAG violated a specific law, rule, or regulation in the procurement process.

~~SANBAG will reject~~ ~~Protests~~ concerning the criteria used in the evaluation, the relative weight of the evaluation criteria, or the formula used in assigning points (if any) to make an award recommendation will be rejected.

B. Invitation For Bids

~~A protest may be submitted~~ ~~After~~ the receipt of bids by SANBAG, but prior to award of a contract by the SANBAG Board of Directors, or designated awarding authority, ~~a protest may be submitted~~ on the basis of one or more of the following:

- SANBAG failed to follow its own procurement policies and procedures; or
- SANBAG violated a specific law, rule or regulation in the procurement process.

V. FILING OF PROTEST

A. Filing Written Protest with the SANBAG Contracts Manager

An Interested Party wishing to protest a matter involving a procurement or proposed contract award shall file a written protest with the SANBAG Contracts Manager, ~~a written protest covering~~, at a minimum ~~the following~~: At a minimum, the written protest must include the following:

- Name and address of the Interested Party;
- Identification of the proposed procurement or contract;
- Description of the nature of the protest;
- A detailed statement of the legal and/or factual grounds for the issue(s) identified in the protest, including reference to the provision(s) of the solicitation, regulations, and/or laws upon which the protest is based; and any technical data, documentary evidence, names of witnesses or other pertinent information supporting the basis for the protest;
- A statement of the desired resolution to the protest by the Interested Party;
- Signature of a properly authorized representative of the Interested Party.

B. Failure to Comply

Failure to comply with any of the requirements of this section may be grounds for dismissal of the protest.

The Interested Party may withdraw its protest at any time before SANBAG renders a decision by submitting a written request to the SANBAG Contracts Manager.

VI. SUBMITTAL OF PROTEST

All protests must be submitted in writing to:

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410
Attention: Contracts Manager – Vendor Protest
Solicitation/Contract Number: _____

VII. PROTEST SUBMITTAL DEADLINE

A. Request For Proposals

After opening proposals, SANBAG will evaluate the proposals and determine which proposer(s) shall be recommended to the SANBAG Board of Directors, or designated awarding authority, for award of a contract. Once SANBAG staff has determined which proposer(s) will be recommended to the designated awarding authority for award, a Notice of Intent to Award will be sent to all proposers.

Attachment B

1. Protests must be filed within five (5) business days from the issue date on the Notice of Intent to Award.
2. The date of filing shall be the date SANBAG receives the protest.

B. Invitation For Bids

1. Protests must be filed within three (3) business days from date of bid opening.
2. The date of filing shall be the date SANBAG receives the protest.

VIII. PROTEST REVIEW PROCESS

If the protest is determined to be timely and meets the criteria identified in the preceding sections Paragraphs V., VI. and VII., this process will be followed:

- No additional material will be allowed to be submitted unless specifically requested by the Contracts Manager.
- The Contracts Manager will review all material submitted and will meet and collaborate with SANBAG's General Counsel, Department Director and Executive Director ~~will collaborate~~ on the basis of the protest. Based on that meeting, the Contracts Manager will render a decision within thirty (30) days after the receipt of the protest.
- The Contracts Manager will consider only those specific issues addressed in the written protest.
- The decision of the Contracts Manager is final.

IX. PROTEST RELATING TO FEDERALLY FUNDED PROCUREMENT

If procurement is funded in whole or in part by the Federal Transit Administration (FTA), the protestor may pursue the FTA Protest procedure as defined in FTA Circular 4220.1, Third party Contracting Guidelines. Refer to the revision in effect at the time of protest.

Review of protests by FTA may be limited to;

- SANBAG's failure to have or follow its protest procedures;
- SANBAG's failure to review the complaint or protest;
- Violations of federal law or regulation.

Protestors should consult FTA Circular 4220.1 for a complete description of the FTA procedures and the grounds for protest appeal.

- An appeal to FTA must be received by the FTA regional or headquarters office within five (5) business days of the date the protestor learned or should have learned of an adverse decision by SANBAG or other basis of appeal to FTA.

X. RESPONSIBILITIES

A. SANBAG Staff

1. In the event of a protest, staff ~~is to~~must follow the current Vendor Protest Policy in effect at the time the protest is filed.
2. ~~In the event~~Upon receipt of a vendor protest that SANBAG staff receives a vendor protest; staff ~~is to~~must send a copy of the vendor protest to SANBAG's Contracts Manager, General Counsel, responsible Executive staff member, and Executive Director.

B. SANBAG Contracts Manager

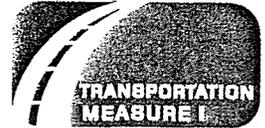
1. Review the protest and make a determination that:
 - a) All filing dates have been met;
 - b) That the protest contains the required information as identified in this procedure; and

Attachment B

- c) That the basis of the protest meets the requirements as identified in this procedure.
If any of the criteria is not met, the protest will not be considered and a letter -dismissing the protest will be sent to the vendor by the Contracts Manager.
- 2. If the procurement that is being protested is federally funded, notify either:
 - a) The Federal Transit Administration, or
 - b) Caltrans.
- 3. Determine a fair review process for all vendors who file a protest.
- 4. Review the protest and prepare a receipt of protest letter to the vendor.
- 5. Meet with General Counsel, Department Director and Executive Director to review the protest and all the material submitted with the protest and prepare a written summary and decision on the merits of the protest within the 30 days from receipt of the protest.
- 6. Send the summary and decision to General Counsel for review prior to sending to the vendor.
- 7. Include all documents in the contract file.

XI. REVISION HISTORY

Revision No.	Revisions	Adopted
0	<u>This document was previously published as SANBAG Procedure 11007 approved by the SANBAG Executive Director on 4/18/11. This Policy 11007 replaces that procedure when a</u> Approved by the Board of Directors.	



- 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: February 5, 2014

Subject: Department of Energy (DOE) Alternative Fuel Project Contract No. C10122 with Ryder System, Inc. authorization for payment of final invoice

Recommendation:* Approve a payment for a final invoice up to an amount of \$112,000, in the form of a Purchase Order for Ryder System, Inc., for services rendered prior to the expiration of Contract No. C10122 on December 22, 2013. These were unanticipated leftover grant funds, which staff recommends be reimbursed to Ryder for expenditures Ryder incurred which exceeded their match-share requirement.

Background: On August 26, 2009, it was announced that San Bernardino Associated Governments (SANBAG) was successful in receiving funding from the Clean Cities' Fiscal Year (FY) 2009 Petroleum Reduction Technologies Projects for the Transportation Sector. The following week, the California Energy Commission (CEC) announced that SANBAG was a recipient of an Assembly Bill 118 grant award, created and designed specifically to provide match funding to the DOE Clean Cities grant. These two (2) grants totaled \$19.2 million and were to be used towards the transition of 202 tractor/trailer vehicles to natural gas, as well as the construction of two new natural gas fueling stations, improvements to maintenance facilities and training.

At the January 6, 2010 Board meeting, the Board approved the execution of an agreement with the DOE and as a result, the DOE funds were obligated by the federal government.

*

*Approved
 Board of Directors*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

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

On April 7, 2010, the Board approved Ryder System, Inc., as the project partner and sub-recipient to grant funding. There were many benefits to selecting Ryder as the SANBAG partner, including, but not limited to: Ryder top management support for natural gas on a large scale, their willingness and their ability to provide the required match funding for the project, and their ability to begin the project immediately and fulfill the terms of the DOE and CEC grants (most importantly, the schedule).

The project has reached final successful completion with 202 natural gas trucks leased throughout Southern California; as well as two new natural gas fueling stations in Fontana and Orange. Funds were designated for marketing and outreach of the project, but not all funds were expended during the project.

It is the preference of the DOE and SANBAG staff that unexpended grant funds not be returned to the DOE. Instead it is being recommended that the remainder of unanticipated leftover project funds be utilized to pay off any DOE approved project expenses incurred by Ryder above and beyond their required program match of \$17 million. Ryder has been an excellent partner on this project and even went above this match by more than \$1 million dollars.

At this time, staff is requesting that the Board approve a payment for a final invoice up to an amount of \$112,000 to Ryder for services rendered prior to the expiration of Contract No. C10122 on December 22, 2013.

- Financial Impact:*** There is no financial impact with this agenda item. The DOE project fund expenditures were budgeted for FY 2013/2014.
- Reviewed By:*** This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.
- Responsible Staff:*** Duane A. Baker, Director of Management Services



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

Minute Action

AGENDA ITEM: 9

Date: February 5, 2014

Subject: Delegation of the Sustainable Communities Strategy for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

Recommendation:* Indicate to the Southern California Association of Governments (SCAG) that SANBAG will not take the option to prepare its own Sustainable Communities Strategy for the 2016-2040 RTP/SCS.

Background: The SCAG Regional Council unanimously adopted the 2012-2035 RTP and the region's first SCS on April 4, 2012, consistent with Senate Bill (SB) 375. The adopted RTP/SCS includes land use and transportation strategies as part of the Sustainable Communities Strategy that will support the region in meeting the established Greenhouse Gas (GHG) reduction targets of 8% per capita by 2020 and 13% per capita by 2035. SANBAG was directly involved in the development of the 2012-2035 RTP/SCS and is currently involved in development of the 2016-2040 RTP/SCS.

In accordance with state law, all sub-regions in the SCAG region have the option to submit their own sub-regional SCS. The policies and terms for accepting and incorporating sub-regional SCS documents into the 2012-2035 RTP/SCS were laid out in SCAG's "Framework and

*

	<p><i>Approved</i> Board of Directors</p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG	X	CTC	X	CTA		SAFE		CMA	
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Check all that apply.

BRD1402a-ss

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a1-ss.docx>

Guidelines” document required in statute and adopted by the SCAG Regional Council in 2009.

SANBAG, representing the San Bernardino County sub-region, opted not to pursue sub-regional delegation of the SCS for the 2012-2035 RTP/SCS. Only two of the SCAG sub-regions did so: the Orange County and Gateway Cities sub-regions.

SCAG has now updated the Framework and Guidelines regarding sub-regional delegation for purposes of the 2016-2040 RTP/SCS plan update. The SCAG Framework and Guidelines (see Attachment 1) are based upon the clarifying “Principles for Sub-regional Delegation” document that was approved by the Regional Council on October 3, 2013. The Sub-regional SCS Framework and Guidelines document for the 2016-2040 RTP/SCS was approved by the Regional Council on January 2, 2014.

If SANBAG were to choose to develop the sub-regional SCS for San Bernardino County, the strategy would need to contain all of the required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) Identify the general location of uses, residential densities, and building intensities within the sub-region;
- (ii) Identify areas within the sub-region sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) Identify areas within the sub-region sufficient to house an eight-year projection of the regional housing need for the sub-region pursuant to Section 65584;
- (iv) Identify a transportation network to service the transportation needs of the sub-region;
- (v) Gather and consider the best practically available scientific information regarding resource areas and farmland in the sub-region as defined in subdivisions (a) and (b) of Section 65080.01;
- (vi) Consider the state housing goals specified in Sections 65580 and 65581;
- (vii) Set forth a forecasted development pattern for the sub-region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from

automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the Air Resources Board; and

(viii) Allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506). [Government Code §65080(b)(2)(B).]

One of the attractions of pursuing sub-regional delegation would be the ability to have more control over the direction the SCS takes for San Bernardino County. However, there are also multiple reasons why it would not be advantageous to accept SCS delegation. These include:

- Substantial resources would be required both financially and in staff time. No estimate of consultant expenses have been made, but it is understood that Orange County spent approximately \$500,000 on development of their own sub-regional SCS for the 2012-2035 RTP/SCS.
- SANBAG continues to have a productive, collaborative relationship with SCAG, and staff believes that SCS results obtained without delegation can be similar to the results if SANBAG were to accept SCS delegation. SANBAG and San Bernardino County jurisdictions will have substantial input to the SCS even without accepting delegation.
- Integration of the SANBAG portion of the SCS with the remainder of the region will be easier if SCAG is managing the SCS from the beginning.
- SANBAG is already managing the development of the city-level and transportation analysis zone-level (TAZ-level) growth forecasts for San Bernardino County, per agreement with SCAG. Even if SANBAG were to accept delegation, SCAG retains the option to develop and incorporate growth and land use assumptions that differ from or go beyond what is submitted. (see Section IV.C.(4) of the Framework and Guidelines). However, SCAG also states that adjustment to sub-regionally submitted growth distribution and land use data will be an iterative process, in close collaboration with the sub-region and affected jurisdictions. SANBAG staff sees little difference in how this process will work with or without delegation. Therefore, there is little advantage to accepting delegation.

In summary, the alternative to accepting SCS delegation is to continue to collaborate with SCAG in the development of the regional SCS in a way that yields an acceptable result for San Bernardino County. Staff sees this

as the best path forward, and therefore recommends that SANBAG indicate to SCAG that SANBAG will not take the option to prepare its own Sustainable Communities Strategy for the 2016-2040 RTP/SCS.

Financial Impact: This item has no impact on the current Fiscal Year 2013/2014 budget. All staff activity associated with this item is consistent with Task No. 0110 Regional Planning.

Reviewed By: This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.

Responsible Staff: Steve Smith, Director of Planning

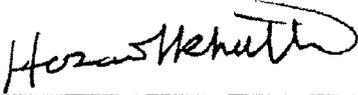
REPORT

DATE: January 2, 2014

TO: Regional Council (RC)

FROM: Hon. Margaret Finlay, Chair, Community, Economic and Human Development Committee (CEHD)

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Plan Update: Subregional Sustainable Communities Strategy Framework and Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Adopt the Proposed Subregional Sustainable Communities Strategy Framework and Guidelines.

EXECUTIVE SUMMARY:

In accordance with state law, all subregions in the Southern California Association of Governments (SCAG) region have the option to work with the County Transportation Commissions (CTCs) and submit their own subregional Sustainable Communities Strategy (SCS). As part of the development of the adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS), the policies and terms for accepting and incorporating subregional SCS documents into the regional plan were laid out in "Framework and Guidelines," required in statute and adopted by the Regional Council in 2009. The approved guidelines can be accessed at: http://rtpscscs.scag.ca.gov/Documents/scs/SB375_FrameworkGuidelines040110.pdf

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) plan update, staff has updated the Framework and Guidelines regarding subregional delegation. The proposed Framework and Guidelines (attached) are based upon the clarifying "Principles for Subregional Delegation" ("Principles") document that was reviewed and recommended for RC approval by CEHD on September 12, 2013, and approved by the Regional Council on October 3, 2013. The proposed Subregional Sustainable Communities Strategy Framework and Guidelines was reviewed and recommended for adoption by the CEHD Committee at their November meeting.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

State law codifying SB 375 directs SCAG Regional Council to adopt a SCS by specified deadlines to meet State adopted greenhouse gas emission reduction targets by 2020 and 2035. SB 375 also provides the option for a SCAG sub-region to prepare and submit to SCAG a subregional SCS for the 2016

REPORT

RTP/SCS plan update (Note: there are 15 subregions within the SCAG region. In the last SCS plan development, two of the 15 subregions chose to take delegation). The statute further directs SCAG to prepare a Framework and Guidelines document to delineate parameters for preparation of subregional SCSs and their integration into the regional approved SCS.

The Framework and Guidelines for the 2016 RTP/SCS Plan Update are based on the approved Framework and Guidelines for the 2012 RTP/SCS Plan. The document as presented here provides updates and revisions based on the Principles reviewed by CEHD on September 12, 2013 and approved by the Regional Council on October 3, 2013, along with other comments received, notably through the Technical Working Group meeting held September 16, 2013. Subsequently, the CEHD Committee adopted the Framework and Guidelines at its November 7, 2013 meeting and due to prior information, action items, discussions, and substantial member and stakeholder input, there was minimal dialogue at this meeting.

The steps and schedule for amending the Framework and Guidelines are as follows:

1. Discussion of these Principles in preliminary draft form with Technical Working Group (August 15, 2013)
2. CEHD recommended approval of Principles (September 12, 2013)
3. Open session for Technical Working Group members to review the recommended final Principles and draft updated Framework and Guidelines (week of September 16, 2013)
4. Review and Comment by CEO Sustainability Working Group (September 24, 2013)
5. Regional Council approval of Principles, and Draft Framework and Guidelines presented to CEHD for information (October 3, 2013)
6. Draft Framework and Guidelines presented to CEHD for action (November 7, 2013)
7. Draft Framework and Guidelines presented to Regional Council for action (January 2, 2014)
8. Deadline for subregions to communicate intent to prepare a subregional SCS (February 28, 2014)

FISCAL IMPACT:

Funding is included in SCAG's FY 2013-14 Overall Work Program (OWP) Budget. Staff's work for the current fiscal year is included in FY 2013-14 OWP 065.SCG02663.02.

ATTACHMENT:

Proposed Subregional Sustainable Communities Strategy Framework and Guidelines

Southern California Association of Governments (SCAG)
*Revised for use in developing 2016-2040 Regional Transportation Plan/Sustainable
 Communities Strategy (2016 RTP/SCS)*

SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGY FRAMEWORK AND GUIDELINES

I. INTRODUCTION

Codified in 2009, California's Sustainable Communities and Climate Protection Act (referred to as "SB 375"), calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. SCAG, working with the individual County Transportation Commissions (CTCs) and the sub-regions within the SCAG region, is responsible for complying with SB 375 in the Southern California region. The success in this endeavor is dependent on the collaboration of SCAG with a range of public and private partners throughout the region.

Briefly summarized here, SB 375 requires SCAG as the Metropolitan Planning Organization (MPO) to:

- Submit to the State every four years, a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). The SCS will meet a State-determined regional GHG emission reduction target, if it is feasible to do so.
- Prepare an Alternative Planning Strategy (APS) that is not part of the RTP if the SCS is unable to meet the regional GHG emission reduction target.
- Integrate SCAG planning processes, in particular assuring that the Regional Housing Needs Assessment (RHNA) is consistent with the SCS, at the jurisdictional level.
- Specific to SCAG only, allow for sub-regional SCS/APS development.
- Develop a public participation process involving all required stakeholders.

Unique to the SCAG region, SB 375 provides that "a sub-regional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy . . . for that sub-regional area." Govt. Code §65080(b)(2)(D). In addition, SB 375 provides that SCAG "may adopt a framework for a sub-regional SCS or a sub-regional APS to address the intraregional land use, transportation, economic, air quality, and climate policy relationships." *Id.*

Finally, SB 375 requires SCAG to "develop overall guidelines, create public participation plans, ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region." *Id.* Note that the Framework and Guidelines may be administratively amended subject to changes in applicable federal and/or state planning laws, regulations, and guidance.

The intent of this Framework and Guidelines for Sub-regional Sustainable Communities Strategy (also referred to herein as the “Framework and Guidelines” or the “Sub-regional Framework and Guidelines”) is to offer the SCAG region’s sub-regional agencies the highest degree of autonomy, flexibility and responsibility in developing a program and set of implementation strategies for their sub-regional areas while still achieving the goals of the regional SCS. This will enable the sub-regional strategies to reflect the issues, concerns, and future vision of the region’s collective jurisdictions with the input of the fullest range of stakeholders. This Framework and Guidelines establishes standards for the sub-regions’ work in preparing and submitting sub-regional strategies, while also laying out SCAG’s role in facilitating and supporting the sub-regional effort with data, tools, and other assistance.

The Framework and Guidelines are intended to facilitate the specific sub-regional option to develop the SCS (and optional APS) as described in SB 375. SCAG supports the fullest possible participation and will work closely with all the sub-regions equally within the SCAG region (regardless if the sub-region accepts sub-regional SCS delegation or not) to develop the regional SCS.

II. ELIGIBILITY AND PARTICIPATION

The option to develop a sub-regional SCS (and APS if they choose) is available to any sub-regions recognized by SCAG, regardless of whether the organization is formally established as a “sub-regional council of governments.”

CTCs play an important and necessary role in the development of a sub-regional SCS. Any sub-region that chooses to develop a sub-regional strategy will need to work closely with the respective CTC in its sub-regional area in order to identify and integrate transportation projects and policies. Beyond working with CTCs, SCAG encourages partnership efforts in the development of sub-regional strategies, including partnerships between and among sub-regions.

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) cycle, sub-regional agencies should indicate to SCAG, in writing by February 28, 2014, if they intend to exercise their option to develop their own sub-regional SCS (see the Schedule for Development of the 2016 RTP/SCS attached here as Exhibit 1.)

Sub-regions that choose to develop an SCS for their area shall do so in a manner consistent with the most current version of this Framework and Guidelines. The sub-region’s decision to prepare the sub-regional SCS for their area must be communicated through formal action of the sub-regional agency’s governing board or the agency’s designee. Subsequent to receipt of any sub-region’s decision to develop and adopt an SCS, SCAG and the sub-region will develop a Memorandum of Understanding (MOU). The final executed version of the MOU shall be consistent with the Framework and Guidelines, and may be amended during the process, if necessary.

III. FRAMEWORK

The Framework portion of this document covers regional objectives and policy considerations, and provides general direction to the sub-regions in preparing a sub-regional SCS (and APS if necessary).

A. SCAG's goals for complying with SB 375 include:

- Update the 2016 RTP/SCS with an emphasis on documenting the region's progress in implementing the strategies and actions described in the 2012-2035 SCS.
- Achieve the regional GHG emission reduction targets for 2020 and 2035 for cars and light trucks through an SCS.
- Fully integrate SCAG's planning processes for transportation, growth, intergovernmental review, land use, housing, and the environment.
- Seek areas of cooperation that go beyond the procedural statutory requirements, but that also result in regional plans and strategies that achieve co-benefits.
- Build trust by providing an interactive, participatory and collaborative process for all stakeholders. Provide, in particular, for the robust participation of local jurisdictions, sub-regions and CTCs in the development of the SCAG regional SCS and implementation of the sub-regional provisions of the law.
- Assure that the SCS adopted by SCAG and submitted to California Air Resources Board (ARB) is a reflection of the region's collective growth strategy and vision for the future.
- Demonstrate continued reasonable progress in implementing the 2012-2035 RTP/SCS.
- Develop strategies that incorporate and are respectful of local and sub-regional priorities, plans, and projects.

B. Flexibility, Targets and Adoption

Sub-regions may develop an appropriate strategy to address the region's greenhouse gas reduction goals and the intent of SB 375. Sub-regions may employ any combination of land use policy change, transportation policy, and transportation investment, within the specific parameters described in the Guidelines.

SCAG will not issue sub-regional GHG or any other sub-regional performance targets.

Growth distribution and land use data for the 2016 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level by the SCAG Regional Council.

C. Outreach Effort and Principles

In preparing a sub-regional SCS, sub-regions are required to conduct an open and participatory process that allows for stakeholder input. A more detailed discussion on outreach effort and principles can be found in Section IV.A.(3).

D. Communication and Coordination

Sub-regions developing their own SCS are strongly encouraged to maintain regular communication with SCAG staff, the respective CTC, their jurisdictions and other stakeholders, and other sub-regions if necessary, to review issues as they arise and to assure close coordination. Mechanisms for ongoing communication should be established in the early phases of strategy development.

E. Planning Concepts

SCAG, its sub-regions, and member cities have established a successful track record on a range of land use and transportation planning approaches up through and including the development of the 2012-2035 RTP/SCS. The sub-regional SCS should consider the 2012-2035 RTP/SCS and build off of its policies and concepts, including emphases on compact development, developing transit-oriented, mixed use, and walkable, bike-able communities, concentration on destinations/attractions and vehicle technology in concert with land use, provide for a mix of housing and jobs, and providing for a mix of housing and jobs, among others. These are further discussed in Section IV.A.(1).

IV. GUIDELINES

These Guidelines describe specific parameters for the sub-regional SCS/APS effort under SB 375, including process, deliverables, data, documentation, and timelines. As described above, the Guidelines are created to ensure that the region can successfully incorporate strategies developed by the sub-regions into the regional SCS, and that the region can comply with its own requirements under SB 375. Failure to proceed in a manner consistent with the Guidelines could result in SCAG not accepting a sub-region's submitted strategy.

A. SUB-REGIONAL ROLES AND RESPONSIBILITIES

(1) Sub-regional Sustainable Communities Strategy

Sub-regions that choose to exercise their optional role under SB 375 will develop and adopt a sub-regional Sustainable Communities Strategy. That strategy must contain all of the required elements, and follow all procedures, as described in SB 375 and outlined below:

- (i) identify the general location of uses, residential densities, and building intensities within the sub-region;
- (ii) identify areas within the sub-region sufficient to house all the population of the sub-region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) identify areas within the sub-region sufficient to house an eight-year projection of the regional housing need for the sub-region pursuant to Section 65584;

- (iv) identify a transportation network to service the transportation needs of the sub-region;
 - (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the sub-region as defined in subdivisions (a) and (b) of Section 65080.01;
 - (vi) consider the state housing goals specified in Sections 65580 and 65581;
 - (vii) set forth a forecasted development pattern for the sub-region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB; and
 - (viii) allow the RTP to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).
- [Government Code §65080(b)(2)(B).]

In preparing the sub-regional SCS, the sub-region should consider feasible strategies, including local land use policies, transportation infrastructure investment (e.g., transportation projects), and other transportation policies such as Transportation Demand Management (TDM) strategies (which includes pricing), and Transportation System Management (TSM) strategies. Sub-regions need not constrain land use strategies considered for the SCS to current General Plans. In other words, the adopted strategy need not be fully consistent with local General Plans currently in place. If the land use assumptions included in the final sub-regional SCS depart from General Plans, it is recommended that sub-regions include a finding as part of their adoption action (e.g., adopting resolution) that concludes that the land uses are feasible and may be implemented. Technological measures may be included if they can be demonstrated to exceed measures captured in other state and federal requirements (e.g., AB 32).

Sub-regions are encouraged, but not required, to develop a range of scenarios integrating transportation, growth, land use, housing, and environmental planning. Should a sub-region choose to develop alternative scenarios, they should be considered and evaluated using comparative performance information. If scenarios are prepared, sub-regions may choose to work with SCAG for further guidance. Tools that can allow for a process similar to that used at the regional level will be provided.

The regional RTP/SCS, of which the SCS is a component, is required to be internally consistent. Therefore, for transportation investments included in a sub-regional SCS to be valid, they must also be included in the corresponding RTP/SCS. Further, such projects need to be scheduled in the FTIP for construction completion by the target years (2020 and 2035) in order to demonstrate any benefits as part of the SCS. As such, sub-regions will need to collaborate with the respective CTC in their area to coordinate the sub-regional SCS with future transportation investments.

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375, (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines. SCAG may adjust sub-regionally

submitted growth distribution and land use data at the sub-jurisdictional level if the compiled regional SCS does not meet GHG targets or other performance objectives specified by the Regional Council. More information on this contingency is included below in Section IV.C.(4) “Incorporation/Modification.”

The regional SCS, including incorporated sub-regional SCSs, are subject to a standard public review process and review and adoption by the SCAG Regional Council.

(2) Sub-regional Alternative Planning Strategy

At this time, SCAG will not prepare a regional APS for the 2016 Plan update. SCAG does not anticipate that a sub-regional APS scenario will be appropriate for the 2016 Plan update. Nevertheless, SB 375 provides sub-regions the option to further develop an APS, according to the procedures and requirements described in SB 375.

If a sub-region decides to prepare an APS, they must prepare a Sustainable Communities Strategy first, in accordance with SB 375. A sub-regional APS is not “in lieu of” a sub-regional SCS, but in addition to the sub-regional SCS.

Sub-regions are encouraged to focus their efforts on feasible measures that can be included in an SCS. Any timing or submission requirements for a sub-regional APS will be determined based on further discussions. In the event that a sub-region chooses to prepare an APS, the content of a sub-regional APS should be consistent with state requirements (See Government Code §65080(b)(2)(H)), as follows:

- (i) Shall identify the principal impediments to achieving the sub-regional SCS.
- (ii) May include an alternative development pattern for the sub-region pursuant to subparagraphs (B) to (F), inclusive.
- (iii) Shall describe how the alternative planning strategy would contribute to the regional greenhouse gas emission reduction target, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for the sub-region.
- (iv) An alternative development pattern set forth in the APS shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the regional greenhouse gas emission reduction targets approved by the ARB.
- (v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an APS shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(3) Sub-Regional SCS Outreach

SCAG will fulfill all of the statutory outreach requirements under SB 375 for the regional SCS/APS, which will include outreach regarding any sub-regional SCS/APS. SCAG’s

adopted Public Participation Plan incorporates the outreach requirements of SB 375, integrated with the outreach process for 2016 RTP/SCS development. See Section C(2) below for more information on SCAG's regional outreach plan.

In preparing a sub-regional SCS, sub-regions are strongly encouraged to design and adopt their own outreach processes that mirror the requirements imposed on the region under SB 375. Sub-regional outreach processes should reinforce the regional goal of full and open participation, and engagement of the broadest possible range of stakeholders.

Sub-regions that elect to prepare their own SCS are encouraged to present their sub-regional SCS, in coordination with SCAG, at all meetings, workshops and hearings held by SCAG in their respective counties. Additionally, the sub-regions are encouraged to either provide SCAG with their mailing lists so that public notices and outreach materials may also be posted and sent out by SCAG; or coordinate with SCAG to distribute notices and outreach materials to the sub-regions' stakeholders. Additional outreach may be performed by sub-regions.

(4) Sub-regional SCS Approval

The governing board of the sub-regional agency shall approve the sub-regional SCS prior to submission to SCAG. SCAG recommends there be a resolution from the governing board of the sub-region with a finding that the land use strategies included in the sub-regional SCS are feasible and based upon consultation with the local jurisdictions in the respective sub-region. Sub-regions should consult with their legal counsel as to compliance with the California Environmental Quality Act (CEQA). In SCAG's view, the sub-regional SCS is not a "project" for the purposes of CEQA; rather, the RTP which will include the regional SCS is the actual "project" which will be reviewed for environmental impacts pursuant to CEQA. As such, the regional SCS, which will include the sub-regional SCSs, will undergo a thorough CEQA review. Nevertheless, sub-regions approving sub-regional SCSs should consider issuing a notice of exemption under CEQA to notify the public of their "no project" determination and/or to invoke the "common sense" exemption pursuant to CEQA Guidelines § 15061(b)(3).

In accordance with SB 375, sub-regions are strongly encouraged to work in partnership with the CTC in their area. SCAG can facilitate these arrangements if needed.

(5) Data Standards

Sub-regions and jurisdictions are strongly encouraged, but will not be required, to use the Scenario Planning Model (SPM) tool for developing and evaluating the sub-regional SCSs and to submit sub-regional SCSs in SPM, or other compatible, GIS-based, format. This will enable SCAG to better integrate sub-regional submissions with the regional SCS and will allow sub-regions to prepare alternative scenarios if they so choose. SCAG will provide the SPM tool, and necessary training, free of charge for sub-regions and jurisdictions. See Section IV.C.(11) "Tools" below for more information on SPM.

Growth distribution and land use data for the 2016 RTP/SCS, including incorporated sub-regional SCSs, will be adopted at the jurisdictional level.

SCAG will distribute data to sub-regions and local jurisdiction via the region-wide local input process for 2016 RTP/SCS development. More information on data and the local input process can be found below in Section IV.C.(10) and in the attached Appendix A.

(6) Documentation

Sub-regions are expected to maintain full and complete records related to the development of the sub-regional SCS, and to use the most recent local general plans and other locally approved planning documents.

(7) Implementation Monitoring

Delegated sub-regions for the 2016 Plan will be required to provide progress reporting on the implementation of policies included in their sub-regional SCS. SCAG will, likewise, monitor implementation of the regional SCS. This information will assist SCAG in preparing future plan updates, and is consistent with SCAG's intended approach for developing the 2016 RTP/SCS, which will emphasize progress reporting, monitoring and updating. The intent is for SCAG to ensure that progress and success for our sub-regions and local jurisdictions are documented and recognized.

To monitor implementation sub-regions should track subsequent actions on policies and strategies included in the sub-regional SCS. Monitoring should be focused on policy actions taken (e.g., General Plan updates) or subsequent planning work performed.

While sub-regions have substantial discretion within the overall goal of ascertaining progress of adopted plan policies and strategies, SCAG is in the process of developing a scope of work for regional monitoring which can be used as guidance for sub-regional monitoring. This may involve, for example, a survey of local jurisdictions on their general plan updates reflecting SCS policies. SCAG will lead the effort for any data-intensive exercise and technical analysis, with assistance from sub-regions and local jurisdictions.

Further guidance on implementation monitoring including required format and timing will be developed through further discussion and documented in MOUs with delegated sub-regions.

(8) Timing

An overview schedule of the major milestones of the sub-regional process and its relationship to the regional 2016 RTP/SCS is attached here as Appendix B and may be further delineated or adjusted in MOUs with delegated sub-regions.

(9) Relationship to Regional Housing Needs Assessment and Housing Element

This section is not applicable to the 2016 RTP/SCS process, as the RHNA will next be updated in 2020.

Although SB 375 calls for an integrated process, sub-regions are not automatically required to take on RHNA delegation as described in state law if they prepare an SCS/APS. However, SCAG encourages sub-regions to undertake both processes due to their inherent connections.

SB 375 requires that the RHNA allocated housing units be consistent with the development pattern included in the SCS. See Government Code §65584.04(i). Population and housing demand must also be proportional to employment growth. At the same time, in addition to the requirement that the RHNA be consistent with the development pattern in the SCS, the SCS must also identify areas that are sufficient to house the regional population by income group through the RTP/SCS planning period, and must identify areas to accommodate the region's housing need for the next local Housing Element eight year planning period update. The requirements of the statute are being further interpreted through the RTP/SCS guidelines process. Staff intends to monitor and participate in the guidelines process, inform stakeholders regarding various materials on these issues, and amend, if necessary, these Framework and Guidelines, pending its adoption.

The option to develop a sub-regional SCS is separate from the option for sub-regions to adopt a RHNA distribution, and subject to separate statutory requirements. Nevertheless, sub-regions that develop and adopt a sub-regional SCS should be aware that the SCS will form the basis for the allocation of housing need as part of the RHNA process. Further, SCS development requires integration of elements of the RHNA process, including assuring that areas are identified to accommodate the year need for housing, and that housing not be constrained by certain types of local growth controls as described in state law.

SCAG will provide further guidance for sub-regions and a separate process description for the RHNA during RTP/SCS cycles in which it applies.

B. COUNTY TRANSPORTATION COMMISSIONS' ROLES AND RESPONSIBILITIES

Sub-regions that develop a sub-regional SCS will need to work closely with the CTCs in their area in order to coordinate and integrate transportation projects and policies as part of the sub-regional SCS. As discussed above (under "Sub-regional Sustainable Communities Strategy"), any transportation projects identified in the sub-regional SCS must also be included in the associated RTP/SCS in order to be considered as a feasible strategy. SCAG can help to facilitate communication between sub-regions and CTCs.

C. SCAG ROLES AND RESPONSIBILITIES

SCAG's roles in supporting the sub-regional SCS development process are as follows:

(1) Preparing and adopting the Framework and Guidelines

SCAG will update and have the SCAG Regional Council adopt these Framework and Guidelines each RTP/SCS cycle in order to assure regional consistency and the region's compliance with law.

(2) Public Participation Plan

SCAG will assist the sub-regions by developing, adopting and implementing a Public Participation Plan and outreach process with stakeholders. This process includes consultation with congestion management agencies, transportation agencies, and transportation commissions; and SCAG will hold public workshops and hearings. SCAG will also conduct informational meetings in each county within the region for local elected officials (members of the board of supervisors and city councils), to present the draft SCS (and APS if necessary) and solicit and consider input and recommendations.

(3) Methodology

As required by SB 375, SCAG will adopt and regularly update a methodology for measuring greenhouse gas emission reductions associated with the strategy.

(4) Incorporation/Modification

SCAG will accept and incorporate the sub-regional SCS, unless (a) it does not comply with SB 375 (Government Code Section 65080 et seq.), (b) it does not comply with federal law, or (c) it does not comply with SCAG's Sub-regional Framework and Guidelines.

Further, SCAG may develop and incorporate growth and land use assumptions for delegated sub-regions that differ from or go beyond what is submitted by delegated sub-regions. For incorporation in the regional RTP/SCS, SCAG may adjust sub-regionally submitted growth distribution and land use data at the sub-jurisdictional level for a number of reasons including complying with statutory requirements, ensuring meeting a regional GHG target or other regional performance objectives specified by the SCAG Regional Council. Performance considerations other than the GHG targets that may prompt adjustments to sub-regional land uses would be specified prior to regional public workshops and included in the regional scenario options discussed at public workshops (mid-2015) as required under SB 375. Any necessary modifications of sub-regionally-submitted growth distribution and land use data for the RTP/SCS will be made at the sub-jurisdictional level. Growth distribution and land use data for 2016 sub-regional SCS submittals will be held constant at the jurisdictional level.

The intent of this provision is to maintain flexibility in assembling the regional SCS if such flexibility is needed to meet federal or State requirements. Any adjustment to sub-regionally submitted growth distribution and land use data will be an iterative process, in close collaboration with the sub-region and affected jurisdictions. SCAG staff will also work closely with sub-regions prior to the finalization and submittal of the sub-regional SCS to address potential adjustments.

The development of a sub-regional SCS does not exempt the sub-region from other regional GHG emission reduction strategies not directly related to land use included in the regional SCS. An example from the adopted 2012-2035 RTP/SCS is regional TDM. All regional measures needed to meet the regional target will be subject to adoption by the SCAG Regional Council.

SCAG will develop a MOU with each sub-region to define a process and timeline whereby sub-regions would submit a draft sub-regional SCS to SCAG for review and comments, so that any inconsistencies may be identified and resolved early in the process.

(5) Modeling

SCAG currently uses a Trip-Based Regional Transportation Demand Model and ARB's EMFAC model for emissions purposes. SCAG is also in the process of developing an Activity Based Model for use in 2016 RTP/SCS development and evaluation.

SCAG will compile and disseminate performance information on the preliminary regional SCS and its components in order to facilitate regional dialogue.

(6) Regional Performance Measures.

As discussed above (Section IV.C.(4)), SCAG may make adjustments to sub-regionally submitted land use data in order to meet the GHG targets or to achieve other performance objectives. The process for finalizing formal Performance Measures will inform any potential adjustments. Below is a general description of the process for developing and finalizing formal Performance Measures.

SCAG is in the process of compiling two complete lists of performance measures and monitoring: one is to be used in evaluating regional-level scenarios for the 2016 RTP/SCS. The other is for monitoring the implementation of the 2012-2035 RTP/SCS. The monitoring of implementation may include, for example, tracking the joint work program activities between SCAG and CTCs, local general plan updates, and housing element compliance. Building on the foundation of the performance measures developed for the 2012-2035 RTP/SCS, the 2016 RTP/SCS will include any additional MAP-21 performance measures scheduled for adoption in April 2015 by the U.S. Department of Transportation as well as other updates adopted by the Regional Council. Most update related activities for the 2016 RTP/SCS performance measures are expected to take place between January 2014 and May 2015. This will be addressed through discussions with

the SCAG Technical Working Group and stakeholders, and the SCAG Policy Committees.

(7) Adoption/Submission to State

After the incorporation of sub-regional strategies, the Regional Council will finalize and adopt the 2016 RTP/SCS. SCAG will submit the SCS, including all sub-regional SCSs to ARB for review as required in SB 375.

(8) Conflict Resolution

SCAG must develop a process for resolving conflicts, as required by SB 375. As noted above, SCAG will accept the sub-regional SCS unless it is inconsistent with SB 375, federal law, or the Sub-regional Framework and Guidelines. In the event that growth and land use assumptions in a sub-regional SCS must be modified, the process will be collaborative, iterative and in close coordination among SCAG, sub-regions and their respective jurisdictions and CTCs. SCAG may establish a conflict resolution process as part of the MOU between SCAG and the sub-region.

(9) Funding

Funding for sub-regional activities is not available at this time. Any specific parameters for future funding are speculative. SCAG does not anticipate providing a share of available resources to sub-regions if funding were to become available. While there are no requirements associated with potential future funding at this time, it is advisable for sub-regions to track and record their expenses and activities associated with these efforts.

(10) Data

SCAG will distribute data to sub-regions and local jurisdiction via the region-wide local input process for 2016 RTP/SCS development. Information on data and the local input process can be found in the attached Appendix A.

(11) Tools

SCAG is developing a SPM tool for sub-regions and local jurisdictions to analyze land use impact. SCAG anticipates that this tool will be available for use in May 2014. The use of this tool is not mandatory and is at the discretion of the sub-region. SPM is a web-based tool that can be used to analyze, visualize and calculate the impact of land use changes on greenhouse gas emissions, auto ownership, mode use, vehicle miles of travel (VMT), and other metrics in real time. Users will be able to estimate transportation and emissions impacts by modifying land use designations within their community. SPM can be used by sub-regions in a technical setting for developing and evaluating alternative scenarios and in outreach settings for visualizing and communicating planning options and potential outcomes. SPM can also be used to collect, organize and transmit data.

Other planning tools that SCAG maintains or has access to (e.g., CaLOTS application) will, likewise, be made available to sub-regions for the sub-regional SCS development effort. SCAG will consider providing guidance and training on additional tools based on further discussions with sub-regional partners.

(12) Resources and technical assistance

SCAG will assist the sub-regions by making available technical tools for scenario development as described above. SCAG staff can participate in sub-regional workshops, meetings, and other processes at the request of the sub-region, and pending funding and availability. SCAG's legal staff will be available to assist with questions related to SB 375 or SCAG's implementation of SB 375. Further, SCAG will prepare materials for its own process in developing the regional SCS, and will make these materials available to sub-regions.

D. MILESTONES/SCHEDULE

- Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – February 28, 2014
- CARB issues Final Regional Targets – TBD
- Sub-regional SCS development – through early 2015
- Release Draft 2016 RTP/SCS for public review – Fall 2015
- Regional Council adopts 2016 RTP/SCS – Spring 2016

For more detail on the process schedule and milestones, refer to the attached Appendix B. If other milestones are needed, they will be incorporated into the MOU between SCAG and the Sub-region.

**APPENDIX A
DATA REQUIREMENTS AND LOCAL INPUT PROCESS
FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES**

2016 RTP/SCS Development and the Local Input Process

Overview

Additional planning considerations will be addressed in the development of 2016 RTP/SCS, including issues flowing from the state, national and regional levels. Planning activities with complementary goals through all levels of government, include the following:

- The California Air Resources Board (ARB) Scoping Plan, Vision Framework and State of California's efforts to accelerate the introduction of zero emission vehicles (ZEV), as spelled out in the Governor's Executive Order B-16-2012; (<http://www.gov.ca.gov/news.php?id=17472>), and the associated Zero Emission Vehicle Action Plan ([http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_\(02-13\).pdf](http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf)).
- Air Quality Management Plans for the 2008 Ozone National Ambient Air Quality Standards. Pursuant to the federal Clean Air Act, state implementation plans for each 2008 8-hour ozone nonattainment area must be submitted to US EPA by July 2016. The SCAG region contains seven such nonattainment areas: Coachella Valley, Imperial County, Morongo Area of Indian Country, Pechanga Area of Indian Country, South Coast Air Basin, Ventura County, and Western Mojave Desert Air Basin;
- The Air Resources Board's potential consideration of revised Greenhouse Gas (GHG) emission reduction targets applicable to the SCS. SB 375 gives ARB the authority to review and update regional greenhouse gas reduction targets every 4 years. The next ARB review of regional targets will occur in 2014. Under SB 375, ARB has authority to establish regional targets for 2020 and 2035 only. Based on AB 32 and state Executive Orders, California's planning efforts need to look beyond 2020 towards 2050 climate goals. SCAG's 2016 RTP/SCS will have a planning horizon of 2040, and each subsequent RTP update will further extend the planning horizon. ARB would expect, at a minimum that the 2016 RTP/SCS will maintain the 2035 level of greenhouse gas reductions through 2040 and beyond;
- The state transportation plan and freight plan;
- New requirements for RTPs included in the federal transportation reauthorization (MAP-21) Of note, MAP-21 includes substantial new processes for developing performance measures.

Also note that State law requires a coordinated Regional Housing Needs Assessment (RHNA) and Housing Element update cycle every eight years, or with *every other* RTP/SCS update. Given that the fifth cycle RHNA process was completed in conjunction with the 2012-2035 RTP/SCS, there will be **no** RHNA/Housing Element update with the 2016 plan.

SCAG and its partners have been diligently fulfilling the promise of the 2012-2035 RTP/SCS by focusing on implementation actions, including:

- Forming six subcommittees to closely examine issues of interest from the 2012-2035 plan, who ultimately recommended next steps that were approved by the Regional Council in May 2013;
- Launching a new comprehensive Sustainability Program, building on our on-going successful Compass Blueprint program to provide planning resources for member local agencies;
- Forming a standing Sustainability Working Group comprised of the six County Transportation Commissions in the SCAG region;
- Developing a formal joint work program between SCAG and the Los Angeles County Metropolitan Transportation Authority, while also exploring similar partnerships with other county transportation commissions;
- Developing legislative priorities that implement key components of the 2012-2035 plan, including innovative transportation finance, Cap and Trade implementation, and California Environmental Quality Act (CEQA) modernization.

Local Input Process

Based on the 2016 RTP/SCS Preliminary Draft Schedule and Milestones, the local input and review process will commence in October 2013 and conclude in September 2014. SCAG will seek Regional Council adoption of jurisdictional level population, households and employment for the years 2020, 2035 and 2040, which is the same as the adoption policy for the 2012-2035 RTP/SCS cycle.

Types of Variables

Variables are categorized into socio-economic variables and land use variables. The socioeconomic variables include population, households, housing units, and employment. The land use variables include land uses, residential densities, building intensities, etc., as described in SB 375. Sub-regions may use various typologies to capture land uses and can consult with SCAG for further guidance.

Geographical Levels

SCAG will be adopting the data at the jurisdictional level, but will make available Transportation Analysis Zone (TAZ) level data to jurisdictions and sub-regions. As part of the SPM development, SCAG is currently working on a new zone system, "SPMZ". Sub-regions' use of SPM is not required but SCAG will work with sub-regions to facilitate data development at the SPMZ level if so desired.

Base Year and Forecast Years

The socio-economic and land use variables will be required for the base year of 2012, and the target/plan horizon years of 2020, 2035 and 2040.

SCAG staff will develop the following socioeconomic and land use datasets through a bottom-up local input and review process as required by the 2016 RTP/SCS and Programmatic Environmental Impact Report (PEIR) for the 2016 RTP/SCS:

- Geographic datasets that establish existing conditions, including information on local general plan land use, zoning, existing land use, jurisdictional boundary, sphere of influence, farmland, flood areas, endangered species, transit priority areas, open space conservation plans, etc. (March 2013 – September 13th, 2013);
- Base year (2012) population, employment, household figures for all city and TAZs;
- Revised growth forecasts of population, employment, and households for the 2016 RTP/SCS at the jurisdictional and TAZ level for 2020, 2035, and 2040 will be sent out for review and input by local jurisdictions.
- Scenario planning exercise with SPM. This will involve voluntary alternative local jurisdiction land use scenarios, as well as sub-regional and regional level scenario planning exercises. These may include additional funding assumptions, Transportation Demand Management (TDM), Transportation System Management (TSM), active transportation measures, technology and other related strategies. All of these activities will serve as foundation to form the policy forecasts that will be derived from this local input process, if applicable; and
- Development of PEIR alternatives.

The datasets and land use scenarios, will be developed in four stages:

Stage 1 – Preliminary Land Use Data Collection and Review (March 2013 – September 13, 2013)

SCAG staff will have compiled and processed preliminary land use data from local jurisdictions and submitted these datasets for review and comment

Starting in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning data. This data was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual *draft* Map Book for each city and county in the region. Note this information was sent on August 9, 2013 to each jurisdiction's planning director and city manager for their review. To review your jurisdiction's map book from SCAG, please access the following link: [ftp://scag-data:\\$cag424@data.scag.ca.gov/Data_Map_Book](ftp://scag-data:$cag424@data.scag.ca.gov/Data_Map_Book). SCAG is requesting input on these datasets in order to ensure the accuracy of this land use data, which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. Data workshops and/or one-on-one meetings with local jurisdictions were provided on an as-needed basis, and were conducted in August and September of 2013 to collect revisions, answer questions, and provide assistance as needed. SCAG is anticipating receiving verification of accuracy on each jurisdiction's general plan land use, zoning data, and existing land use at the parcel level.

Stage 2 – Review of Base Year 2012 Socioeconomic Data and Future Years Growth Forecast (October 2013- May 2014)

Staff will send a package with existing 2012 base year socioeconomic data and preliminary growth projections for the years 2020, 2035 and 2040. This data will be provided both at the jurisdictional and TAZ levels. An overview of the sample data package including base year figures and projected growth will be presented to SCAG's

policy committees and Technical Working Group (TWG). Also, this material will also be presented at sub-regional meetings throughout the region in October and November of 2013. It is important to note that these are not the formal public workshops required in SB 375. Staff will also follow up with one-on-one meetings, upon request, to collect data changes, answer questions, and provide individual assistance. SCAG's Regional Council will approve population, households and employment forecasts for the years 2020, 2035 and 2040 at the jurisdictional level. This is the same practice that was established for the previous RTP/SCS cycle. Jurisdictions may submit sub-jurisdictional level input at their option. However, sub-jurisdictional information will only be included as advisory in SCAG's adopted RTP/SCS. SCAG is starting a new open space database program for this planning cycle that will coordinate existing local, state, and federal open space conservation efforts. This will include review, comment and confirmation of Open Space data (maps/data), and a survey on local open space plans, policies and approaches. The deadline for providing input on this portion of the local input process will be May 2014.

Stage 3 – Detailed Land Use Scenario Exercises (May 2014 –September 2014)

Note: This section applies to non-delegated sub-regions. During the May 2014 – September 2014 period delegated sub-regions will be developing sub-regional SCSs according to their own process. Delegated sub-regions may use this section as guidance for designing their own process and SCAG may provide other assistance as needed.

SCAG will assist local jurisdictions to develop detailed land use scenarios by place types (density, intensity, and uses). An important part of the RTP/SCS development process is establishing a framework for CEQA streamlining under SB 375. For example, this can involve delineating uses, densities, and intensities such that subsequent development projects can be found consistent with the SCS. SCAG invites local jurisdictions to provide input to the RTP/SCS growth and land use assumptions (scenario plan) for this purpose if desired, with the clear understanding that land use data should be developed in a voluntary, bottom up process, based on interest and participation at the option of each jurisdiction. The deadline for providing input on this portion of the local input process will be September 2014.

Further, to facilitate Stages 3 and 4, to enhance the quality and consistency of data review and exchange between SCAG and jurisdictions and to provide jurisdictions with a tool to perform scenario exercises, SCAG is developing the UrbanFootprint Model (SPM). SPM will be available by May 2014; it will provide a common platform allowing easy access to SCAG's datasets allowing local jurisdictions to provide input on open space data electronically. While it is voluntary, we strongly encourage that jurisdictions utilize the SPM for data review and to provide input. Attachment E contains a description of SCAG's SPM.

APPENDIX B SCHEDULE AND MILESTONES FOR FOR SUB-REGIONAL SUSTAINABLE COMMUNITIES STRATEGIES

SCS

The key milestones and related schedule for the Regional SCS are as follows:

- CARB issues Final Regional Targets – TBD
- Regional SCS Workshops – mid-2015
- Release Draft 2016 RTP/Regional SCS for public review – Fall 2015
- Regional Council adopts 2016 RTP/SCS – Spring 2016

Sub-regional SCS

The key milestones and related schedule required as part of the development of the Sub-regional SCS are as follows:

1. Deadline for sub-regions to communicate intent to prepare a sub-regional SCS – February 28, 2014
2. Draft Sub-regional Dataset/Delivery to SCAG – May 2014
3. Final Sub-regional Dataset/Delivery to SCAG and CTC preliminary input on all planning projects – September 2014
4. Status report on Preliminary Sub-regional SCS – September 2014
5. Preliminary SCS / for purposes of preparing PEIR project description (intended to be narrative only project description that describes intended strategies or strategy options that are likely to be incorporated into the final Sub-regional SCS) – January 2015
6. Status report on Draft Sub-regional SCS – January 2015
7. Draft Sub-regional SCS (containing all components described above) to be incorporated into draft Regional SCS – February 2015
8. Iterative process, if necessary to meet target – January through March 2015
9. Status report on final Sub-regional SCS – February 2015
10. Final Sub-regional SCS for incorporation into Regional SCS – March 2015
11. CTC final input on planned projects from the CTCs – March 2015
12. Regional SCS adoption – April 2016



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

Minute Action

AGENDA ITEM: 10

Date: February 5, 2014

Subject: Modification to the Valley Freeway Interchange (VFI) Program Measure I 2010-2040 Strategic Plan Policy 40005

Recommendation:* Approve an amendment to the San Bernardino Associated Governments' Measure I 2010-2040 Strategic Plan Policy 40005 (Valley Freeway Interchange Program) which will clarify responsibilities for collection of development mitigation funds for projects where SANBAG assumes project management responsibilities as prescribed under Policy 40005/VFI-32.

Background: This agenda item recommends an amendment to the San Bernardino Associated Governments' (SANBAG's) Valley Freeway Interchange (VFI) Program Measure I 2010-2040 Strategic Plan Policy 40005. A review of SANBAG project management responsibilities resulted in the need to clarify the intent of Policy 40005/VFI-36. While not explicitly stated, the intent of Policy 40005/VFI-36 was to specify the responsibilities for collection of development mitigation funds for projects where SANBAG assumes project management responsibilities as prescribed under Policy 40005/VFI-32.

Policy 40005/VFI-32 specifies that the SANBAG Board of Directors have the option of assuming project management responsibilities for Valley Freeway Interchange projects when one or more of the following conditions are satisfied:

*

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG		CTC		CTA	X	SAFE		CMA	
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Check all that apply.

BRD1402a-tb

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a1-tb.doc>

- The public share percentage of the project is greater than 50%.
- Where federal or State funds with delivery time constraints have been secured for the project, where the funds would be withdrawn if the time constraints are not met, and where the withdrawal of funds would increase the amount of other public share funds needed to fund the project. Alternatively, a local jurisdiction may assume the lead if it agrees to be responsible for the loss of any federal or State funds withdrawn as a result of not meeting the time constraints.
- Where SANBAG staff has identified reconstruction of an interchange as necessary prior to or as part of the construction of a San Bernardino Valley Freeway Program project.

Policy 40005/VFI-36 stated that SANBAG will coordinate the collection of development mitigation funds from local jurisdictions and expenditure of those funds as required to complete projects subject to SANBAG project management. The original intent of Policy 40005/VFI-36 was that SANBAG would only coordinate the collection of development funds for projects that SANBAG opted to assume project management responsibilities under the conditions prescribed in Policy 40005/VFI-32, not for all SANBAG-managed interchange projects. To update the intent of when SANBAG would assume responsibility to collect development funds for Valley Freeway Interchange projects, Policy 40005/VFI-36 has been deleted and the text moved to the end of Policy 40005/VFI-32. The amendment is reflected in edits to the policy in Attachment 1.

Financial Impact: This item has no financial impact on the SANBAG FY 2013/2014 Budget.

Reviewed By: This item was presented to the Transportation Technical Advisory Committee on November 4, 2013. This item was reviewed and recommended for approval (16-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on November 14, 2013.

Responsible Staff: Steve Smith, Director of Planning

Attachment 1

San Bernardino Associated Governments	Policy	40005
Adopted by the Board of Directors April 1, 2009	Revised	12/5/12
Valley Freeway Interchange (VFI) Program Measure I 2010-2040 Strategic Plan	Revision No.	2

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SANBAG website.

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I. PURPOSE

The purpose of this policy is to delineate the requirements for administration of the Valley Freeway Interchange Program for Measure I 2010-2040. The policy establishes the funding allocation process, reimbursement mechanisms, project eligibility and prioritization, limitations on eligible expenditures, the role of SANBAG in project delivery, and cost overrun responsibilities.

II. REFERENCES

Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Exhibit A – Transportation Expenditure Plan

III. DEFINITIONS

Capital Projects Need Analysis (CPNA) – A five-year plan of capital project needs for each program included in the San Bernardino Valley Expenditure Plan. The CPNA includes estimates of project costs to be incurred by funding type, fiscal year, and phase for the five year period following the beginning of the subsequent fiscal year.

Development Share– The percentage share of total project cost assigned as the development contribution percentage as listed in the SANBAG Nexus Study.

Public Share – The share of project cost calculated as the total cost of the project minus the developer share.

Sponsoring Agency – The jurisdiction with the majority share development mitigation responsibility for projects included in the SANBAG Development Mitigation Nexus Study.

IV. POLICIES FOR THE VALLEY FREEWAY INTERCHANGE PROGRAM

A. Allocation of Measure I 2010-2040 Funding

Policy VFI-1: Initiation of project development work on freeway interchange projects shall be the responsibility of local jurisdictions, with the exception that project development work on interchange improvements required to enable the construction of freeway mainline projects may be initiated by SANBAG at the discretion of the Board of Directors.

Policy VFI-2: The SANBAG Board of Directors shall allocate funding to specific Valley Freeway Interchange projects as nominated by sponsoring member agencies through their five-year Capital Projects Need Analysis (CPNA). If nominations exceed the available funding, SANBAG shall allocate funds to sponsors of the nominated projects in order of project priority assigned through a prioritization methodology approved by SANBAG as documented in the Strategic Plan. Fund allocation shall anticipate the Measure I public share costs for subsequent years of a project so that the intent of Policy VFI-3 can be achieved. Funding for initial phases of projects of lesser priority may be deferred depending on the outcome of the annual cash flow analysis. Full funding of the higher priority projects through construction shall be given priority, even if the nominations are less than available funding for any given year.

Policy VFI-3: Allocations to a Valley Freeway Interchange project shall be limited to the current phase of the project. However, an allocation of funds to the Project Approval and Environmental Documentation (PA&ED) phase or to a subsequent phase prior to construction shall represent a commitment by SANBAG to timely funding of the public share of the project through construction, subject to the availability of Measure I, State, and federal funds.

B. Cost Reimbursement

Policy VFI-4: The Valley Freeway Interchange Program shall be administered as a cost reimbursement program. Sponsoring agencies shall enter into Project Funding Agreements with SANBAG, as specified in Policy 40001, prior to receiving authorization from SANBAG to expend funds. Following the authorization to expend funds, the sponsoring agency may incur expenses for the components of the project identified in the scope of work included in the Project Funding Agreement.

Policy VFI-5: On an exception basis and subject to SANBAG Board approval, the advanced reimbursement of anticipated expenses may be permissible. Only the right-of-way and construction phases are eligible and are subject to the conditions stated below.

- Right-of-way: Only right-of-way transactions in excess of \$500,000 shall be considered for advance reimbursement. The advanced reimbursement shall be based on an accepted written appraisal or sales contract. Adjustments to this estimate based on actual costs shall be reconciled with SANBAG within 30 days of close of escrow and subject to the provisions governing right-of-way purchase established in Policy VFI-30.
- Construction: The advanced reimbursement shall be based on an awarded construction contract in excess of \$10,000,000. The amount to be advanced to the local jurisdiction shall not be greater than 10% of the public share of total project cost or of three months estimated peak burn rate for the project, whichever is less. The advanced reimbursement shall be used to help provide liquidity to the local jurisdiction for payment to the contractor and shall be reconciled at the end of the construction phase of the project. SANBAG shall reimburse jurisdiction invoices, in addition to the advanced reimbursement amount, until the public share amount remaining in the contract is equivalent to the advanced reimbursement, after which the advanced reimbursement shall satisfy SANBAG reimbursement requirements.

C. Sponsoring Agency Reimbursement Invoices

Policy VFI-6: Sponsoring agencies shall submit invoices to SANBAG for actual expenditures incurred for components of an interchange project as identified in the scope of work included in the Project Funding Agreement. Invoices may be submitted to SANBAG as frequently as monthly.

Policy VFI-7: The sponsoring agency shall provide adequate documentation to substantiate the costs included in the invoice. At a minimum, the sponsoring agency must submit the invoice provided by the contractor/consultant to the agency, which shall include unit costs, quantities, labor rates and adequate documentation of any other expenses incurred by the contractor/consultant.

Policy VFI-8: The sponsoring agency shall be reimbursed for the actual project costs minus the development share documented in the SANBAG Development Mitigation Nexus Study.

D. Local Lead Agency Reimbursement Schedule

Policy VFI-9: SANBAG shall reimburse the local lead agency for eligible expenditures within 30 days of receiving a complete and satisfactory invoice package, which shall include all backup and support materials required to substantiate the invoice as identified in Policy VFI-7.

E. Valley Freeway Interchange Program Eligible Projects

Policy VFI-10: Valley freeway interchanges included within the SANBAG Development Mitigation Nexus Study, as periodically updated, are the only freeway interchange projects eligible to be funded by the Valley Freeway Interchange Program.

Policy VFI-11: The SANBAG Development Mitigation Nexus Study shall calculate and document the public and development share costs for each eligible interchange as well as the local jurisdiction responsibility for development share costs.

Policy VFI-12: No new project shall be added to the Valley Freeway Interchange Project List included in the Nexus Study unless the sponsoring agency can provide a comparable reduction in the public share cost, either by eliminating another interchange of comparable cost or increasing the local jurisdiction's development share contribution so as to avoid a net increase in public share cost.

Written agreement to withdraw the interchange shall be obtained from the elected body for any minority share jurisdiction and shall be presented to SANBAG prior to Board action.

F. Valley Freeway Interchange Prioritization

Policy VFI-13: Within the Valley Freeway Interchange Program, projects needed to facilitate delivery of the San Bernardino Valley Freeway Program shall receive priority over the other eligible freeway interchange projects and may be initiated at the discretion of SANBAG. Initiation of an interchange project by SANBAG shall not waive any requirements for local jurisdictions to provide the development share of the project cost. However, SANBAG shall work with the responsible jurisdiction(s) on such projects to transact a loan for the fair share amount or negotiate other payment terms that will allow for reimbursement of the fair share amount to SANBAG over a mutually agreeable timeframe.

Policy VFI-14: Following allocations to interchanges pursuant to Policy VFI-13, Valley Freeway Interchange Program funding shall be allocated to projects nominated by sponsoring agencies according to a prioritization list approved by the SANBAG Board, and included for reference in Section IV.B.5 of the Strategic Plan.

Policy VFI-15: The Valley Freeway Interchange Program prioritization shall be based on a benefit/cost methodology and may also include consideration of congestion on the freeway mainline caused by deficiencies at the interchange. The prioritization list shall be considered for updates in conjunction with the reviews of the Expenditure Plan required in Section XIV. EXPENDITURE PLAN AMENDMENTS of the Measure I 2010-2040 ordinance. However, the SANBAG Board of Directors may request a re-evaluation of the prioritization list at any time.

Policy VFI-16: Project initiation shall be the responsibility of a local sponsoring jurisdiction, unless otherwise directed by the SANBAG Board pursuant to Policy VFI-13. Nominations by sponsoring jurisdictions occur through inclusion of the candidate project in the sponsor's CPNA for the year of the requested allocation.

Policy VFI-17: A sponsoring jurisdiction may begin expenditure of funds following the execution of a Project Funding Agreement, which shall include the scope of work for a project or project phase and a commitment to provide the development share of the funding through all the phases of the project, pursuant to the Development Mitigation Cooperative Agreement required by Policy VFI-21. The Project Funding Agreement shall be executed by the sponsoring agency and SANBAG prior to the expenditure of funds on any phase of the project. Sponsoring agencies shall not be reimbursed for any costs incurred prior to the execution of the Project Funding Agreement.

Policy VFI-18: Sponsoring agencies that desire to deliver a Valley Freeway Interchange Program project to which funds cannot be allocated in a given year shall be eligible for reimbursement through the Advance Expenditure process outlined in Policy 40002.

G. Development Mitigation Fair Share Contributions

Policy VFI-19: Funds allocated by SANBAG to any phase of a Valley Freeway Interchange project shall be matched by development contributions in accordance with the minimum development contribution percentages identified in the SANBAG Nexus Study.

Policy VFI-20: The sponsoring agency is responsible for coordination of all minority share development mitigation contributions identified in the SANBAG Development Mitigation Nexus Study.

Policy VFI-21: No allocation of funding by SANBAG to a Valley Freeway Interchange project shall occur prior to execution of the Development Mitigation Cooperative Agreement among all development mitigation contributors identified in the SANBAG Nexus Study or commitment by the sponsoring agency to provide the minimum development share.

Policy VFI-22: A Development Mitigation Cooperative Agreement shall be approved by all jurisdictions with funding responsibility for an interchange project as identified in the Nexus Study. The Development Mitigation Cooperative Agreement provides a guarantee of the development mitigation contributions required by the Nexus Study. The cooperative agreement shall be submitted with the sponsoring agency's five-year CPNA for any Valley Freeway Interchange project included in the first year (year 1) of the CPNA. These agreements shall be approved by each jurisdiction's city council and, where applicable, the County Board of Supervisors. Where SANBAG initiates project development on an interchange project, SANBAG shall be responsible for coordinating the execution of the Development Mitigation Cooperative Agreement.

H. Development Mitigation Fair Share Loans and Loan Repayment

Policy VFI-23: On an exception basis, project sponsors and other participating local jurisdictions may request loans from SANBAG for the development contribution to facilitate project delivery. Any such loan is subject to approval by the SANBAG Board of Directors on a case-by-case basis after a risk assessment and a complete analysis of the impact of the proposed loan on the other projects in the Interchange Program. A loan agreement, separate from any other cooperative agreement or funding agreement, shall be approved by the jurisdiction City Council/Board of Supervisors and SANBAG Board of Directors detailing agreement terms. The following set of options for development share loans from SANBAG may be considered by the SANBAG Board:

1. Loans from a jurisdiction's Measure I Local Street Program funds (no bonding) - Allow loans for up to 2/3 of the development share (local share) from a jurisdiction's Measure I Local Street Program "pass-through" funds, with a commitment by the jurisdiction to reimburse the Measure I Local Street Program account with Development Impact Fee (DIF) funds as they are collected or with other legally appropriate non-Measure I funds. Other legally appropriate funds could include proceeds from a Community Facilities District (CFD) or other development-based sources (note: when DIF funds are referenced elsewhere in this policy, this implies other legally appropriate non-Measure I funds as well). This option assumes no bonding is required, i.e. cash flow in the jurisdiction's Local Street Program is sufficient to cover up to 2/3 of local share costs. Conditions for receipt of a loan under this option include:
 - a. Local pass-through funds would be withheld by SANBAG sufficient to pay up to 2/3 of the local share of project invoices immediately after the initiation of work activities on the interchange project. The jurisdiction would need to provide the other 1/3 in cash, as needed for project expenses, from either DIF funds or their own internal loans.
 - b. A maximum 10-year term, beginning at the completion of project construction, would be identified for DIF funds to replenish the local pass-through account. The first annual payment would be no later than the end of construction.
 - c. 100 percent of the jurisdiction's Nexus Study portion of DIF funds not previously committed to projects (or to funding the other 1/3 of the local share) would need to be committed to repayment of the loan.
 - d. No interest would be charged.
 - e. SANBAG would release the withheld pass-through funds as the jurisdiction repays with DIF.
 - f. The jurisdiction would need to show the use of the loan funds and its repayment plan in its 5-Year Measure I Capital Improvement Plan (CIP).
 - g. If the jurisdiction has not repaid the pass-through funds by the end of the term, the term would need to be renegotiated. The jurisdiction would need to continue to repay the loan until it is retired. If full repayment does not occur by the end of Measure I 2010-2040, (i.e. because insufficient DIF funds are collected) the loan obligation will be considered fulfilled.
 - h. In addition to the 2/3 cap on the local share portion to be covered by the loan, a limit on percentage of local pass-through funds may need to be set on a case-by-case basis as a potential hedge against Measure I revenue being lower than forecast.
 - i. Any additional cost of administration of the loan incurred by SANBAG may be included as a cost to be borne by the jurisdiction and may be included in the loan.
2. Loans from a jurisdiction's arterial portion of Measure I Major Street Program funds (no bonding) - Allow loans for up to 2/3 of the local share from a jurisdiction's Measure I Major Street/Arterial Program equitable share with a commitment to reimburse the Major Street/Arterial Program account with DIF funds as they are collected, or other legally appropriate non-Measure I funds. This option assumes that no bonding is required, i.e. cash flow in the jurisdiction's arterial portion of the Major Street Program is sufficient to cover up to 2/3 of local share costs. Conditions for receipt of a loan under this option include:
 - a. Funds from the Major Street/Arterial Program would be withheld by SANBAG sufficient to pay up to 2/3 of the local share of project invoices immediately after the initiation of work activities on the interchange project. The jurisdiction would need to provide the other 1/3 in cash, as needed for project expenses, from either DIF funds or their own internal loans.

- b. A maximum 10-year term, beginning at the completion of project construction, would be identified for DIF funds to replenish the arterial account. The first annual payment would be no later than the end of construction.
 - c. 100 percent of the jurisdiction's Nexus Study portion of DIF funds not previously committed to projects (or to funding the other 1/3 of the local share) would need to be committed to repayment of the loan.
 - d. No interest would be charged.
 - e. SANBAG would release the withheld arterial funds for use on other projects as the jurisdiction repays with DIF.
 - f. If the jurisdiction has not repaid the arterial funds by the end of the term, the term would need to be renegotiated. The jurisdiction would need to continue to repay the loan until it is retired. If it becomes clear that full repayment will not occur by the end of Measure I 2010-2040, (i.e. because insufficient DIF funds are collected) the remainder of the loan obligation would need to be fulfilled using the jurisdiction's Measure I Local Street funds, since Local Street funds can legitimately be used for interchange-related expenditures. This reassignment of funds would be part of the renegotiation of the loan.
 - g. In addition to the 2/3 cap on the local share portion to be covered by the loan, a limit on percentage of arterial funds may need to be set on a case-by-case basis. The reason for this would be as a potential hedge against Measure I revenue being lower than forecast.
 - h. Any additional cost of administration of the loan incurred by SANBAG may be included as a cost to be borne by the jurisdiction and may be included in the loan.
3. Combination of 1 and 2 - Allow a combination of option 1 and option 2 as sources of funding for a local share loan for an interchange project. The terms would be consistent with the terms specified in each of the two options and negotiated on a case-by-case basis.
 4. Short-term cash loan from SANBAG - Allow a short-term cash loan for up to 2/3 of the local share that would be made available from SANBAG, with a fixed term and an interest rate premium (i.e. 5 year maximum term; Local Agency Investment Fund (LAIF) interest rate plus 3%). This would be conditioned on SANBAG having cash flow available and there being no risk of delay to other SANBAG projects. The cash loan could only be utilized for the PA&ED and Design phases of the interchange project. The jurisdiction would be in default if it fails to maintain payments, and SANBAG would be given the authority to invoke the terms of options 1, 2, or 3 to make those payments.
 5. Bonding against a jurisdiction's Local Street Program funds - Allow for a jurisdiction to bond for up to 2/3 of the local share against its Measure I Local Street Program "pass-through" funds, with the debt service to be paid by those funds. DIF funds would reimburse the jurisdiction's Local Street account as they are collected, and the additional Local Street funds could be expended on other projects in the jurisdiction's Measure I Local Street Capital Improvement Plan.
 - a. The bond issue could be:
 - i. Coordinated with another SANBAG bond issue, in which case SANBAG would make debt service payments from the jurisdiction's Local Street account before sending the remaining funds to the jurisdiction. The jurisdiction would then reimburse SANBAG for their Local Street funds with DIF funds as they are collected, and SANBAG would release a comparable amount of Local Street funds back to the jurisdiction for other projects, or
 - ii. Arranged independently by the jurisdiction, with the debt service paid directly by Local Street funds the jurisdiction receives from SANBAG. In this case, the loan would be internal to the jurisdiction. The CIP would document the loan, and auditing of the Local Street account would track the loan repayment.
 - b. If full repayment of the Local Street account does not occur by the end of Measure I 2010-2040, (i.e. insufficient DIF funds are collected) the repayment obligation to the Local Street account will be considered fulfilled. This is considered consistent with Measure I, given that Measure I funds will not have replaced the development contribution if development has not occurred.

- SANBAG reserves the right to audit local jurisdiction development mitigation accounts to verify development fee collections used as the basis of loan repayment.
- Loans that are the result of initiation of a project by SANBAG, pursuant to Policy VFI-13, shall be negotiated on a case-by-case basis with terms that may vary from those above.

Policy VFI-24: Jurisdictions may borrow from other internal accounts (i.e. within their own jurisdictions) to fund the required development share for projects. The internal accounts shall be reimbursed by development mitigation as development occurs.

I. Development Mitigation Fair Share Credit Agreements

Policy VFI-25: Local jurisdictions and developers shall be allowed to enter into credit agreements or other arrangements for developer provision of roadway improvements approved by the City Council/Board of Supervisors. Such agreements will be strictly between the local jurisdiction and the developer.

Policy VFI-26: A copy of the credit agreement or other developer credit documentation and invoices to substantiate quantities and unit costs for developer work on a Nexus Study project shall be provided when a local jurisdiction submits an invoice for reimbursement.

Policy VFI-27: Local jurisdictions that submit an invoice involving a credit agreement or other arrangement for developer provision of roadway improvements shall separate the development mitigation portion of construction costs from any non-development mitigation portion of the development project in a verifiable fashion.

Policy VFI-28: Reimbursement shall occur for only the public share of the Nexus Study project costs.

J. Eligible Valley Freeway Interchange Program Expenditures

Policy VFI-29: Eligible Valley Freeway Interchange Program expenditures shall include the costs for project phases of any Valley Freeway Interchange improvement included in the SANBAG Nexus Study.

Policy VFI-30: The following costs are ineligible for reimbursement from the Valley Freeway Interchange Program:

- Additional environmental or architectural enhancement not required as part of the mitigation pursuant to the approved environmental document(s) for the project.
- Project oversight costs, with the exception of construction support costs.
- Property acquired through the right-of-way acquisition process that is not required for the actual construction of a project. SANBAG will either:
 1. Reimburse the jurisdiction for the public share of the portion of the property acquisition required for the project, with the "project portion" calculated as the sales price times the percentage of the acreage actually required for the project, or
 2. At the request of the jurisdiction, reimburse based on the difference between the total sales price of the parcel and the residual value of the excess land not needed for the construction of the project, as determined by a qualified appraisal.
- Additional project scope not included in the Project Funding Agreement between the sponsoring agency and SANBAG, except when SANBAG and the local agency mutually agree to a project scope change and amend the Project Funding Agreement.

K. Construction Cost Overruns

Policy VFI-31: Jurisdictions shall bear full responsibility for construction cost overruns, which are defined as any amount in excess of the total cost of the accepted bid and contingencies up to 10% of the construction bid. On an exception basis, SANBAG and the lead agency may agree to the modification of the project scope, and the jurisdiction may be reimbursed for the public share of the additional costs pursuant to an amendment to the Project Funding Agreement. Jurisdictions shall share construction cost overrun expenses in proportion to the shares of development mitigation responsibility specified in the Nexus Study. The private share of any cost overrun or project cost increment associated with a project shall be shared by all jurisdictions responsible for the project at the rates identified in the Nexus Study.

L. SANBAG Project Management for Valley Freeway Interchange Program Projects

Policy VFI-32: Management of projects in the Valley Freeway Interchange Program shall be the responsibility of local jurisdictions. However, SANBAG, at the option of the Board of Directors, may assume project management responsibilities for a Valley Freeway Interchange project under one or more of the following conditions:

- The public share percentage of the project is greater than 50%.
- Where federal or State funds with delivery time constraints have been secured for the project, where the funds would be withdrawn if the time constraints are not met, and where the withdrawal of funds would increase the amount of other public share funds needed to fund the project. Alternatively, a local jurisdiction may assume the lead if it agrees to be responsible for the loss of any federal or State funds withdrawn as a result of not meeting the time constraints.
- Where SANBAG staff has identified reconstruction of an interchange as necessary prior to or as part of the construction of a San Bernardino Valley Freeway Program project.

The existence of any of the above conditions shall not obligate SANBAG to manage the project. In the instance where SANBAG assumes project management responsibilities under one or more of the conditions noted above, SANBAG will coordinate the collection of development mitigation funds from local jurisdictions and expenditure of those funds as required to complete the project.

Policy VFI-33: For projects subject to SANBAG project management pursuant to Policy VFI-32, project management costs will be included as part of the project cost and the costs will be distributed per the public and private share percentages established by the Nexus Study.

Policy VFI-34: Local jurisdictions may request that SANBAG manage interchange projects for which SANBAG does not opt to assume project management responsibilities under Policy VFI-32. SANBAG may agree to assume management responsibilities under the following conditions:

- The sponsoring agency must provide a written request for SANBAG management of the interchange project.
- SANBAG determines that it has available staff or consultant resources to manage the project.
- The request is approved by the SANBAG Board.

Subject to these conditions, a cooperative agreement specifying management services must be approved by the city council/Board of Supervisors representing the agency sponsoring the project, and the SANBAG Board.

Policy VFI-35: For projects subject to SANBAG project management pursuant to Policy VFI-34, local jurisdictions shall pay 100% of actual SANBAG project management costs, to be estimated in advance by SANBAG. The sponsoring agency will continue to be responsible for coordination of all minority share development mitigation contributions as identified in Policy VFI-20.

~~Policy VFI-36: For projects subject to SANBAG project management, SANBAG will coordinate the collection of development mitigation funds from local jurisdictions and expenditure of those funds as required to complete the project.~~

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Policy VFI-15: Replaced the last sentence: The prioritization list shall be updated every two years in accordance with the biennial Nexus Study update or as directed by the SANBAG Board of Directors. with: The prioritization list shall be considered for updates in conjunction with the reviews of the Expenditure Plan required in Section XIV. EXPENDITURE PLAN AMENDMENTS of the Measure I 2010-2040 ordinance. However, the SANBAG Board of Directors may request a re-evaluation of the prioritization list at any time.	11/03/2010
2	Par. IV.H: Revised	12/05/12
3	Policy VFI-36: Eliminated this policy and moved text to last paragraph in VFI-32. The original intent of	

	<p><u>VFI-36 was to define the responsibility of collecting the development mitigation funds from local jurisdictions when SANBAG exercises its option to assume project management responsibilities of a Valley Freeway Interchange project under the conditions noted in VFI-32. This intent was not explicitly stated in Policy VFI-36.</u></p> <p><u>Policy VFI-35: Added clarifying text that the sponsoring agency will continue to be responsible for coordination of all minority share development mitigation contributions even if SANBAG accepts project management responsibilities under Policy VFI-34.</u></p>	
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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 11

Date: February 5, 2014

Subject: Interstate 10 (I-10)/Cherry Avenue and I-10/Citrus Avenue Interchange Projects

Recommendation:* That the Board, acting as the San Bernardino County Transportation Authority:

1. Approve Amendment No. 2 to Contract C10192 with the City of Fontana and the County of San Bernardino for the I-10/Citrus Avenue Interchange Right-of-Way Capital and Support costs to increase the contract amount by \$2,998,000 for a new contract value of \$10,755,000, with SANBAG's contribution increasing by \$1,650,000 of Measure I Valley Freeway funds for a total contribution of \$5,209,000; and

2. Approve Amendment No. 2 to Contract C11092 with the City of Fontana and the County of San Bernardino for the I-10/Citrus Avenue Interchange Construction Capital and Support to decrease the total contract amount by \$6,968,000 from \$47,200,000 to \$40,232,000; including a reduction in the receivable amount of the contract of \$2,870,000 from \$16,440,000 to \$13,570,000; and a reduction in the Public Share contribution of \$4,098,000 from \$30,760,000 to \$26,662,000 consisting of \$3,841,000 Surface Transportation Program and \$257,000 Congestion Mitigation and Air Quality funds; and

*

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

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

Check all that apply.

BRD1402-cc

- <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/Am%202%20I%2010%20Citrus%20IC%20%20C10192-02.docx>
- <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/Am%202%20I%2010%20Citrus%20IC%20C11092-02.docx>
- <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared Documents/C10192-02 Att A-101113.xlsx>
- <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/Am%202%20I%2010%20Cherry%20IC%20%20C10191-03.docx>
- <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/Am%202%20I%2010%20Cherry%20IC%20C11091-04.docx>
- <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared Documents/C10191-03 Att A.xls>

3. Approve Amendment No. 3 to Contract C10191 with the City of Fontana and the County of San Bernardino for the I-10/Cherry Avenue Interchange Right-of-Way Capital and Support to increase the contract amount by \$500,000 for a new contract value of \$13,003,000 and adjust the fair share contribution amount resulting in SANBAG's contribution increasing by \$969,000 consisting of Measure I Valley Interchange Funds for a total Public Share contribution of \$6,130,000; and

4. Approve Amendment No. 4 to Contract C11091 with the City of Fontana and the County of San Bernardino for the I-10/Cherry Avenue Interchange Construction Capital and Support costs decreasing the total contract amount by \$1,265,000 from \$61,546,000 to \$60,281,000; including a reduction in the receivable amount of the contract of \$293,000 from \$20,814,000 to \$20,521,000; and a reduction in the Public Share contribution of \$962,000 from \$39,507,000 to \$38,545,000 consisting of \$709,000 of Measure I Valley Interchange Funds and \$253,000 of State Proposition 1B Trade Corridor Improvement.

Background:

These are amendments to existing right-of-way and construction cooperative agreements. In May 2008, SANBAG began its partnership with the County of San Bernardino and City of Fontana to deliver the Citrus and Cherry Avenue Interchange projects. In spring of 2010, SANBAG entered into right of way cooperative agreements C10191 and C10192 for Cherry and Citrus interchanges respectively. Similarly in early 2011, SANBAG entered into construction cooperative agreements C11091 and C11092 for Cherry and Citrus interchanges, respectively. Each agreement defines the work to be performed, funding shares, party responsibilities and stipulations for the right-of-way and construction work for both projects. Since 2008, staff has worked closely with the City/County partners to include a funding plan attached to each agreement and amendment that considers the Nexus shares required and any prior advanced funds per phase by each party. Therefore, in adherence to these agreements, these amendments considered each phase cost and contribution within the project and attempted to reconcile all party shares as much as practicable to minimize any surplus or negative credits. The attached agreements provide the current funding plans and detail the party shares and reconciliation for both projects.

Currently, the Citrus Interchange project is nearing the end of construction which is anticipated in the spring of 2014 and staff has determined that cost savings are anticipated. Fortunately, due to efficient construction delivery, effective construction management and assistance from the City team, staff has estimated a savings of \$3,000,000. However, staff has also met with the City team recently to review the remaining Citrus right of way work and has determined that the City requires additional budget to finalize all related right of way work, hence the right of way cooperative agreement C10192 needs to be amended to increase the value by \$2,998,000. More specifically, the City has identified this additional right of way work as a variety of tasks including: eminent domain legal proceedings, attorney fees, final settlement negotiations, mediation hearings, legal depositions,

appraisal reviews, property settlement negotiations and coordination of third party utility relocation work to accommodate interchange construction.

Staff has also reviewed the ongoing Cherry Interchange construction project scheduled for completion in the fall of 2014 and has determined that cost savings of \$500,000 are expected. However, staff has also met with the County team recently to review the remaining Cherry right of way work and has determined that the County requires additional effort and budget to finalize all related right of way work. More specifically, the County has identified this additional right of way work as a variety of tasks including: property Permit-To-Enter agreements, billboard relocation support, cell tower site relocations, site clearance, and third party utility relocation work to accommodate interchange construction. To provide for these costs the right of way cooperative agreement C10191 needs to be amended to increase the total by \$500,000 for a new total of \$13,003,000. It is important to note that due to advancement by the City and County at various phases of these projects, rebalancing will be done at the conclusion of the projects. However, because the right-of-way and construction costs are known at this time, adjustment to align SANBAG's fair share contribution is included within the amendment amount thus yielding a net increase. For this reason, while the costs increase is \$500,000 the amendment reflects a contribution increase by \$969,000 for SANBAG.

As a result, staff has discussed utilizing the expected savings from the construction phase and shifting funds to the right of way phase to accommodate the additional right of way work required for both interchanges. After discussions with City and County teams, staff reviewed the work completed thus far and determined that an additional budget of \$2,998,000 and \$500,000 is sufficient for the completion of the Citrus and Cherry interchanges right of way work respectively.

Staff recommends approval of all four (4) recommendations.

Financial Impact: This item is consistent with the Fiscal Year 2013/2014 budget under Task No. 0826, I-10 / Cherry and Citrus Avenue Interchange Projects.

Reviewed By: This item was reviewed and recommended for approval (19-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 12, 2013. General Counsel and Contract Administrator have reviewed this item and the four Amendments.

Responsible Staff: Garry Cohoe, Director of Project Delivery



CONTRACT SUMMARY SHEET

Contract No. C 10192 Amendment No. 2

By and Between

San Bernardino County Transportation Authority and County of San Bdo and C/o Fontana

Contract Description Right of Way Cooperative Agreement for I-10/Citrus Avenue Interchange

Board of Director's Meeting Date: January 8, 2014	
Overview of BOD Action: <i>This amendment is required to shift project funds from the Construction Phase to the ROW Phase to complete additional ROW work, which increases SANBAG's contribution by \$1,650,000 Measure I Valley Freeway Interchange Bond Funds for a total contribution of \$5,209,000.</i>	
Is this a Sole-Source procurement? <input type="checkbox"/> Yes <input type="checkbox"/> No	

CONTRACT OVERVIEW			
Original Contract Amount	\$	2,019,000	Original Contingency Amount
			\$ 0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	3,559,000	Revised Contingency Amount <i>Inclusive of prior amendments</i>
			\$ 0
Current Amendment Amount	\$	\$1,650,000	Contingency Amendment
			\$ \$0
TOTAL CONTRACT VALUE	\$	5,209,000	TOTAL CONTINGENCY VALUE
			\$ 0
TOTAL BUDGET AUTHORITY (contract value + contingency)			\$ \$5,209,000

Contract Start Date 3/3/10	Current Contract Expiration Date 12/31/18	Revised Contract Expiration Date n/a
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

FINANCIAL INFORMATION	
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No.0826.	
<input type="checkbox"/> A Budget Amendment is required.	
How are we funding current FY? <i>MSI Valley - Fwy Interchange Bond Fund</i>	
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds
<input type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds
<input checked="" type="checkbox"/> Measure I Funds	
Provide Brief Overview of the Overall Funding for the duration of the Contract: <i>MSI Valley - Fwy Interchange Bond Fund</i>	
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	

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

Chad Costello	
Project Manager (Print Name) <i>Garry Cobbe</i>	<i>Chad Costello for C. Costello</i> 11/20/13 Signature Date
Task Manager (Print Name) <i>Andrea Warwick</i>	<i>Garry Cobbe for G. Cobbe</i> 11/20/13 Signature Date
Dir. of Fund Admin. & Programming (Print Name) <i>Jeffery Hill</i>	<i>Andrea Warwick</i> 11/20/13 Signature Date
Contract Administrator (Print Name) <i>W. S. [unclear]</i>	<i>[Signature]</i> 11/20/13 Signature Date
Chief Financial Officer (Print Name)	<i>[Signature]</i> 11/24/13 Signature Date

**AMENDMENT NO. 2 TO
COOPERATIVE AGREEMENT NO. C10192
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF FONTANA
AND
COUNTY OF SAN BERNARDINO
FOR
INTERCHANGE RECONSTRUCTION AT I-10 CITRUS AVENUE IN THE CITY
OF FONTANA**

THIS AMENDMENT NO. 2 (Amendment) to Contract No. C10192 (Contract) is made by and between the San Bernardino County Transportation Authority ("SANBAG"), the County of San Bernardino ("COUNTY") and the City of Fontana ("CITY").

WHEREAS, SANBAG, COUNTY and CITY (the "Parties") entered into Contract No. C10192 ("Contract") on May 11, 2010, to cooperate and jointly participate in completing Right of Way ("ROW") Work and related utility relocation work required to improve the Interstate 10 and Citrus Avenue Interchange, which includes the widening of Citrus Avenue from Slover Avenue north to Valley Boulevard, and the reconstruction of the existing bridge over I-10 ("PROJECT"); and

WHEREAS, the Parties previously amended the Contract with Amendment No. 1 on August 3, 2011, to increase the total budget to \$7,757,000 for completion of the ROW related work required for the PROJECT; and

WHEREAS, Parties desire to amend the Contract by augmenting the ROW budget to complete additional ROW work, including attorneys', consultants' and appraisers' fees; and

WHEREAS, the Parties also desire to update Attachment A to reconcile contributions of all Parties through completion of the ROW Phase and to reflect any Advanced Funds as positive or negative credits in the cost share calculations.

NOW, THEREFORE, the Parties agree to amend the Contract as follows:

1. Amend Section I entitled "SANBAG RESPONSIBILITIES:" to delete paragraph 1 and replace it with the following language:

"1. In accordance with the Measure I 2010-2040 Strategic Plans ("Strategic Plan"), to be responsible for 61.6% of the total eligible PROJECT ROW WORK expenses incurred by CITY for a total amount not to exceed \$6,625,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds, SANBAG's net responsibility for the total eligible PROJECT ROW WORK expenses incurred is an amount not to exceed \$5,209,000 and \$3,238,000 Measure I and STIP funds respectively."

2. Amend Section I entitled "SANBAG RESPONSIBILITIES:" to delete paragraph 4.
3. Amend Section II entitled "CITY RESPONSIBILITIES:" to remove and replace paragraph 4, with the following language:

"4. In accordance with the Measure I 2010-2040 Strategic Plans ("Strategic Plan"), to be responsible for 38.2% of the total eligible PROJECT ROW WORK expenses incurred by CITY for a total amount not to exceed \$4,108,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds, CITY's net responsibility for the total eligible PROJECT ROW WORK expenses incurred is an amount not to exceed \$2,303,000."

4. Amend Section II entitled "CITY RESPONSIBILITIES:" to delete paragraph 12.
5. Amend Section III entitled "COUNTY RESPONSIBILITIES:" to remove and replace paragraph 1, with the following language:

"1. In accordance with the Measure I 2010-2040 Strategic Plans ("Strategic Plan"), to be responsible for 0.2% of the total eligible PROJECT ROW WORK expenses incurred by CITY for a total amount not to exceed \$22,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds, COUNTY's net responsibility for the total eligible PROJECT ROW WORK expenses incurred is an amount not to exceed \$5,000."

6. Amend Section III entitled "COUNTY RESPONSIBILITIES:" to delete paragraph 2.
7. Amend Section V entitled "IT IS MUTUALLY AGREED:" as follows:

- a. Amend paragraph 2, to delete "\$7,757,000" as the PROJECT ROW Work costs and replace it with "\$10,755,000".
- b. Delete paragraph 18.
- c. Delete paragraph 19.
8. Attachment A and Attachment A-1 are deleted and replaced with Attachment A, "Project Funding Table", attached to and incorporated into this Amendment No. 2 by this reference.
9. Except as amended by this Amendment No. 2, all other provisions of the Contract shall remain in full force and effect.
10. This Amendment No. 2 may be signed in counterparts, each of which shall constitute an original.
11. The Recitals are incorporated into the body of this Amendment No. 2.
12. The Contract and Amendment No. 1 are incorporated into this Amendment No. 2.
13. This Amendment shall be effective on the date executed by SANBAG.

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

IN WITNESS WHEREOF, this Amendment has been executed by the Parties below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF FONTANA

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

By: _____
Acquanetta Warren, Mayor
City of Fontana

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
City Attorney

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

COUNTY OF SAN BERNARDINO

By: _____
Janice Rutherford, Chair
Board of Supervisors

APPROVED AS TO FORM AND
PROCEDURE:

JEAN-RENE BASLE
County Counsel

By: _____
Scott Runyan
Deputy County Counsel

Date: _____

C10192-02

Attachment A

Project Funding Table



CONTRACT SUMMARY SHEET

Contract No. C 11092 Amendment No. 2

By and Between

San Bernardino County Transportation Authority and County of San Bdo and C/o Fontana

Contract Description Construction Cooperative Agreement for I-10/Citrus Avenue Interchange

Board of Director's Meeting Date: January 8, 2014	
Overview of BOD Action: <i>This amendment is required to shift project funds from the Construction Phase to the ROW Phase to complete additional ROW work. SANBAG commits \$2,243,000 CMAQ and \$24,419,000 STP funds federal funds for the construction project.</i>	
Is this a Sole-Source procurement? <input type="checkbox"/> Yes <input type="checkbox"/> No	

CONTRACT OVERVIEW					
Original Contract Amount	\$	16,927,000	Original Contingency Amount	\$	0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	16,440,000	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	0
Current Amendment Amount	\$	(2,870,000)	Contingency Amendment	\$	\$0
TOTAL CONTRACT VALUE	\$	13,570,000	TOTAL CONTINGENCY VALUE	\$	0
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ \$13,570,000

Contract Start Date 2/2/11	Current Contract Expiration Date 12/31/18	Revised Contract Expiration Date n/a
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

FINANCIAL INFORMATION					
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0826</u> .					
<input type="checkbox"/> A Budget Amendment is required.					
How are we funding current FY?					
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds	<input checked="" type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds	<input type="checkbox"/> Measure I Funds	
Provide Brief Overview of the Overall Funding for the duration of the Contract:					
<input type="checkbox"/> Payable <input checked="" type="checkbox"/> Receivable C/o Fontana (\$13,506,000) and County (\$64,000)					

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

Chad Costello	
Project Manager (Print Name) <i>Gary Colton</i>	 Signature
Task Manager (Print Name) <i>Andrea Zureick</i>	<i>11/14/13</i> Date
Dir. of Fund Admin. & Programming (Print Name) <i>Jeffery Hill</i>	<i>11-15-13</i> Date
Contract Administrator (Print Name) <i>W. SWARSKI</i>	 Signature
Chief Financial Officer (Print Name)	<i>11/21/13</i> Date

**AMENDMENT NO. 2 TO
COOPERATIVE AGREEMENT NO. C11092
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF FONTANA
AND
COUNTY OF SAN BERNARDINO
FOR
INTERCHANGE RECONSTRUCTION AT I-10 CITRUS AVENUE IN THE CITY OF
FONTANA**

THIS AMENDMENT NO. 2 TO COOPERATIVE AGREEMENT C11092 is made by and between the San Bernardino County Transportation Authority ("SANBAG"), the County of San Bernardino ("COUNTY") and the City of Fontana ("CITY"), (AUTHORITY, COUNTY and CITY are each a "Party" and collectively "Parties").

WHEREAS, the Parties entered into Contract No. 11092 ("Contract") on February 2, 2011, to cooperate and jointly participate in project Construction and Construction Support Services which are further described in Caltrans District Agreement No. 8-1497 for I-10 Citrus Avenue Interchange Improvements, ("PROJECT"); and

WHEREAS, the Parties approved Amendment No. 1 to the Contract, May 17, 2011, in order to remove federal earmark funds from the PROJECT and allocate them completely to the Cherry Interchange construction project and to allocate local federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) funds in lieu of Trade Corridor Improvement Funds (TCIF), Interstate Maintenance Discretionary Funds (IMD) and Measure I funds, in order to preserve and maintain the PROJECT construction schedule; and

WHEREAS, Attachment A to this Amendment No. 2 has been updated to reconcile contributions of all Parties through completion of the Construction Phase and to reflect the Advanced Funds in the Parties' cost share calculations as positive or negative credits; and

WHEREAS, the Parties desire to amend the total estimated cost of Construction Work for PROJECT to \$40,232,000 from the previous amount of \$47,200,000 to reflect the lower construction bid and savings realized by SANBAG during the construction phase as shown in Attachment A; and

WHEREAS, upon completion of the PROJECT, any shortage of funds or any surplus payments paid by any Party will be reconciled in a future amendment.

NOW, THEREFORE, the Parties do hereby mutually agree to amend the Contract as follows:

1. Amend Section I entitled "SANBAG RESPONSIBILITIES:" to remove and replace paragraph 2 with the following language:

"2. In accordance with the Measure I 2010-2040 Strategic Plans ("Strategic Plan"), to be responsible for 61.6% of the total eligible PROJECT CONSTRUCTION WORK expenses incurred by SANBAG for a total amount not to exceed \$24,783,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds, SANBAG's net responsibility for the total eligible PROJECT CONSTRUCTION WORK expenses incurred is an amount not to exceed \$26,662,000, consisting of \$24,419,000 and \$2,243,000 of STP and CMAQ funds respectively."

2. Amend Section II entitled "COUNTY RESPONSIBILITIES:" to remove and replace paragraph 2 with the following language:

"2. In accordance with the Strategic Plan, to be responsible for 0.2% of the total eligible PROJECT CONSTRUCTION WORK expenses incurred by SANBAG for a total amount not to exceed \$80,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds and Advanced Funds for COUNTY, COUNTY's net responsibility for the total eligible PROJECT CONSTRUCTION WORK expenses incurred is an amount not to exceed of \$64,000."

3. Amend Section III entitled "CITY RESPONSIBILITIES:" to remove and replace paragraph 1 with the following language:

"1. In accordance with the Strategic Plan, to be responsible for 38.2% of the total eligible PROJECT CONSTRUCTION WORK expenses incurred by SANBAG for a total amount not to exceed \$15,369,000. However, after consideration of the all costs set forth in Attachment A through all phases of work, of the Advanced Funds and Advanced Funds for COUNTY, CITY's net responsibility for the total eligible PROJECT CONSTRUCTION WORK expenses incurred is an amount not to exceed of \$13,506,000."

4. Amend Section IV entitled "IT IS MUTUALLY AGREED:" to remove and replace paragraph 2 with the following language:

"2. The PROJECT CONSTRUCTION WORK costs have been determined to be \$40,232,000 as shown in Attachment A."

5. Attachment A is deleted and replaced with the Attachment A, "Project Funding Table", attached to this Amendment No. 2, and incorporated herein by this reference.
6. Except as amended by this Amendment No. 2, all other provisions of the Contract shall remain in full force and effect.
7. This Amendment may be signed in counterparts, each of which shall constitute an original.
8. The Recitals are incorporated into the body of this Amendment No. 2.
9. The Contract and Amendment No. 1 are incorporated into this Amendment No. 2.
10. This Amendment No. 2 shall be effective on the date executed by SANBAG.

SIGNATURES ON FOLLOWING PAGE:

IN WITNESS WHEREOF, this Amendment has been executed below by the Parties.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF FONTANA

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

By: _____
Acquanetta Warren, Mayor
City of Fontana

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
City Attorney

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

COUNTY OF SAN BERNARDINO

By: _____
Janice Rutherford, Chair
Board of Supervisors

APPROVED AS TO FORM AND
PROCEDURE:

JEAN-RENE BASLE,
County Counsel

By: _____
Scott Runyan
Deputy County Counsel

Date: _____

Attachment A
Project Funding Table

ATTACHMENT A - C11092-02 / C10192-02

CITRUS INTERCHANGE COSTS AND FUNDING
(Rounded to thousands)

CITRUS

Public Share =
Development Share =

61.6% of Project
38.4% of Project
0.6% of Development =
99.4% of Development =
0.2% of Project
38.2% of Project

Date: 07/06/2009
Date modified: 11/14/2013

County =
City =

PHASE	COST	IMD (Fed)	NET COST	FY	COUNTY			CITY			PUBLIC FUNDS					Notes			
					NEXUS 0.20%	CO-OP contribution	COUNTY CREDIT	NEXUS 38.20%	CO-OP contribution	CITY CREDIT	NEXUS 61.60%	CO-OP contribution	STIP (State)	TCIF (State)	STP (Federal)		CMAQ (Federal)	CREDIT	
PA / ED	\$1,138		\$1,138	07/08	\$2	\$0	(\$2)	\$435	\$1,138	\$703	\$701	\$0						(\$701)	PA/ED phase by City
PS&E and Const. Support (Amend. No. 2)	\$5,609		\$5,609	11/12	\$11	\$49	\$38	\$2,143	\$5,106	\$2,963	\$3,455	\$453						(\$3,002)	8053-2 (Amendment No. 2)
R/W (Amend. No. 2)	\$10,755		\$10,755	11/12	\$22	\$5	(\$17)	\$4,108	\$2,303	(\$1,805)	\$6,625	\$5,209	\$3,238	\$0	\$0	\$0		\$1,822	C10192 Amendment No. 2
Const. Coop (Amend. No. 2)	\$40,232	\$0	\$40,232	13/14	\$80	\$64	(\$16)	\$15,369	\$13,506	(\$1,863)	\$24,783	\$0		\$0	\$24,419	\$2,243		\$1,879	C11092 Amendment No. 2
TOTAL	\$57,734	\$0	\$57,734		\$115	\$118	\$3	\$22,054	\$22,053	-\$1	\$35,564	\$5,662	\$3,238	\$0	\$24,419	\$2,243		-\$2	

Note:

1. This Attachment A is intended to highlight ROW and Construction cooperative agreements C10192-02 and C11092-02 to show the fund share responsibility by each party, shown in bold/italic font.
2. Other PS&E costs are funded separately in accordance with prior Design Cooperative Agreement CD8053-02 already in place.
3. All credits/balances related to Advanced Funds are considered within this amendment.
4. STIP funds directly reduce Measure as they are both Public funds in accordance with SANBAG Policy 40001.

05



CONTRACT SUMMARY SHEET

Contract No. C 10191 Amendment No. 3

By and Between

San Bernardino County Transportation Authority and County of San Bdo and C/o Fontana

Contract Description Right of Way Cooperative Agreement for I-10/Cherry Avenue Interchange

Board of Director's Meeting Date: January 8, 2014	
Overview of BOD Action: <i>This amendment is required to shift project funds from the Construction Phase to the ROW Phase to complete additional ROW work, which increases SANBAG's contribution by \$969,000 of Measure I Valley Freeway Interchange Bond Funds for a total contribution of \$6,130,000.</i>	
Is this a Sole-Source procurement? <input type="checkbox"/> Yes <input type="checkbox"/> No	

CONTRACT OVERVIEW			
Original Contract Amount	\$	3,646,000	Original Contingency Amount
			\$
			0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	5,161,000	Revised Contingency Amount <i>Inclusive of prior amendments</i>
			\$
			0
Current Amendment Amount	\$	969,000	Contingency Amendment
			\$
			\$0
TOTAL CONTRACT VALUE	\$	6,130,000	TOTAL CONTINGENCY VALUE
			\$
			0
TOTAL BUDGET AUTHORITY <i>(contract value + contingency)</i>			\$
			\$6,130,000

Contract Start Date 3/24/10	Current Contract Expiration Date 12/31/18	Revised Contract Expiration Date n/a
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

FINANCIAL INFORMATION	
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0826</u> .	
<input type="checkbox"/> A Budget Amendment is required.	
How are we funding current FY? <i>MSI Valley - Fwy Interchange Bond Fund</i>	
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds
<input type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds
<input checked="" type="checkbox"/> Measure I Funds	
Provide Brief Overview of the Overall Funding for the duration of the Contract: <i>MSI Valley - Fwy Interchange Bond Fund</i>	
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	

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

Chad Costello	
Project Manager (Print Name)	<i>Chad Costello for C. Costello</i> 11-20-13
<i>Gary Cohoe</i>	Signature Date
Task Manager (Print Name)	<i>Gary Cohoe for G. Cohoe</i> 11-20-13
<i>Andrea Zureick</i>	Signature Date
Dir. of Fund Admin. & Programming (Print Name)	<i>Andrea Zureick</i> 11/21/13
<i>Jeffery Hill</i>	Signature Date
Contract Administrator (Print Name)	<i>Jeffery Hill</i> 11/20/13
<i>W. STANWORTH</i>	Signature Date
Chief Financial Officer (Print Name)	<i>W. Stanworth</i> 11/21/13
	Signature Date

AMENDMENT NO. 3 TO
COOPERATIVE AGREEMENT NO. C10191
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF FONTANA
AND
COUNTY OF SAN BERNARDINO
FOR
INTERCHANGE RECONSTRUCTION AT I-10 CHERRY AVENUE IN THE
CITY OF FONTANA

THIS AMENDMENT NO. 3 (Amendment) to Contract No. C10191 (Contract) is made by and between the San Bernardino County Transportation Authority ("SANBAG"), the County of San Bernardino ("COUNTY") and the City of Fontana ("CITY").

WHEREAS, SANBAG, COUNTY and CITY (the "Parties") entered into Contract No. C10191 ("Contract") on March 24, 2010, to cooperate and jointly participate in completing Right of Way ("ROW") Work and related utility relocation work required to improve the Interstate 10 and Cherry Avenue Interchange, which includes the widening of Cherry Avenue from Slover Avenue north to Valley Boulevard, and the reconstruction of the existing bridge over I-10 ("PROJECT"); and

WHEREAS, the Parties previously amended the Contract with Amendment No. 1 on December 5, 2012, to extend the expiration date throughout the duration of the PROJECT to December 31, 2018; and

WHEREAS, the Parties then amended the Contract with Amendment No. 2 on April 16, 2013, to increase the total budget to \$12,503,000 for completion of the ROW related Work required for the PROJECT; and

WHEREAS, the Parties desire to amend the Contract augmenting the ROW budget to complete additional ROW work, including additional coordination efforts related with utility, billboard, and cell tower relocations and staff support during construction; and

WHEREAS, the Parties also desire to update Attachment A to reconcile contributions of all Parties through completion of the ROW Phase and to reflect any Advanced Funds as positive or negative credits in the cost share calculations.

NOW, THEREFORE, the Parties agree to amend the Contract as follows:

1. Amend Section I entitled "SANBAG RESPONSIBILITIES:" to delete paragraph 1 and replace it with the following language:

"1. In accordance with the Measure I 2010-2040 Strategic Plan ("Strategic Plan"), to be responsible for 64.6% of the total eligible PROJECT ROW WORK expenses incurred by COUNTY for a total amount not to exceed \$8,400,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds, SANBAG's net responsibility for the total eligible PROJECT ROW WORK expenses incurred is an amount not to exceed \$6,130,000 and \$3,908,000 Measure I and STIP funds respectively."

2. Amend Section I entitled "SANBAG RESPONSIBILITIES:" to delete paragraph 5.

3. Amend Section II entitled "COUNTY RESPONSIBILITIES:" to remove and replace paragraph 4, with the following language:

"4. In accordance with the Measure I 2010-2040 Strategic Plan ("Strategic Plan"), to be responsible for 22.7% of the total eligible PROJECT ROW WORK expenses incurred by COUNTY for a total amount not to exceed \$2,952,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds, COUNTY's net responsibility for the total eligible PROJECT ROW WORK expenses incurred is an amount not to exceed \$473,000."

4. Amend Section II entitled "COUNTY RESPONSIBILITIES:" to delete paragraph 12.

5. Amend Section III entitled "CITY RESPONSIBILITIES:" to remove and replace paragraph 1, with the following language:

"1. In accordance with the Measure I 2010-2040 Strategic Plan ("Strategic Plan"), to be responsible for 12.7% of the total eligible PROJECT ROW WORK expenses incurred by COUNTY for a total amount not to exceed \$1,651,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds, CITY's net responsibility for the total eligible PROJECT ROW WORK expenses incurred is an amount not to exceed \$2,492,000."

6. Amend Section III entitled "CITY RESPONSIBILITIES:" to delete paragraph 3.

7. Amend Section V entitled "IT IS MUTUALLY AGREED:" as follows:

- a. Amend paragraph 2, to delete "\$12,503,000" as the PROJECT ROW Work costs and replace it with "\$13,003,000".
- b. Delete paragraph 17.
- c. Delete paragraph 18.
8. Attachment A and Attachment A-1 are deleted and replaced with Attachment A, "Project Funding Table", attached to and incorporated into this Amendment No. 3 by this reference.
9. Except as amended by this Amendment No. 3, all other provisions of the Contract shall remain in full force and effect.
10. This Amendment No. 3 may be signed in counterparts, each of which shall constitute an original.
11. The Recitals are incorporated into the body of this Amendment No. 3.
12. The Contract and Amendment Nos. 1 and 2 are incorporated into this Amendment No. 3.
13. This Amendment shall be effective on the date executed by SANBAG.

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

IN WITNESS WHEREOF, this Amendment has been executed by the Parties below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF FONTANA

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

By: _____
Acquanetta Warren, Mayor
City of Fontana

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
City Attorney

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

COUNTY OF SAN BERNARDINO

By: _____
Janice Rutherford, Chair
Board of Supervisors

APPROVED AS TO FORM AND
PROCEDURE:

JEAN-RENE BASLE
County Counsel

By: _____
Scott Runyan
Deputy County Counsel

Date: _____

C10191-03

Attachment A

Project Funding Table

ATTACHMENT A (C10191-03 / C11091-04)

CHERRY INTERCHANGE COSTS AND FUNDING
(Rounded to thousands)

Date: 09/07/2010
Date modified: 10/17/13; C.Costello
[Revised funding plan to shift \$500 K from Construction to R/W Phase.]

CHERRY

Public Share =

Development Share =

64.6% of Project
35.4% of Project

64.0% of Development =
36.0% of Development =

22.7% of Project
12.7% of Project

County =
City =

PHASE	COST	IMD (Fed)	NET COST	FY	COUNTY			CITY			Public Funds				Comments		
					NEXUS 22.7%	CO-OP contribution	COUNTY CREDIT	NEXUS 12.7%	CO-OP contribution	CITY CREDIT	NEXUS 64.6%	MEASURE	STIP (State)	TCIF		CREDIT	
PA / ED	\$781		\$781	07/08	\$177	\$781	\$604	\$99	\$0	(\$99)	\$505	\$0			(\$505)	PA/ED phase by County	
PS&E and Const. Support	\$6,600		\$6,600	11/12	\$1,498	\$3,735	\$2,237	\$838	\$123	(\$715)	\$4,264	\$2,742			(\$1,522)	8055-1 (Amendment No. 2)	
ROW	\$13,003		\$13,003	12/13	\$2,952	\$473	(\$2,479)	\$1,651	\$2,492	\$841	\$8,400	\$6,130	\$3,908		\$1,638	C10191-03 (Amendment No. 3)	
CONSTRUCTION	\$60,281	\$1,215	\$59,066	12/14	\$13,408	\$13,046	(\$362)	\$7,501	\$7,475	(\$26)	\$38,157	\$8,025			\$30,520	\$388	C11091-04 (Amendment No. 4)
TOTAL	\$80,665	\$1,215	\$79,450	\$0	\$18,035	\$18,035	\$0	\$10,090	\$10,090	\$0	\$51,325	\$16,897	\$3,908	\$30,520	\$0		

Note:

1. This Attachment A is intended to highlight this specific R/W Amendment and Construction Amendment fund share responsibility by each party, shown in bold/italic font.
2. Other PS&E costs are to be funded separately in accordance with prior Design Cooperative Agreement CD8055 already in place.
3. This amendment considers each party's specific Nexus share percentage and is intended to equally balance any current positive/negative credits related to Advanced Funds that have been considered within prior agreements.
4. STIP and TCIF funds directly reduce Measure as they are both Public Funds in accordance with SANBAG Policy 40001.



CONTRACT SUMMARY SHEET

Contract No. C 11091 Amendment No. 4

By and Between

San Bernardino County Transportation Authority and County of San Bdo and C/o Fontana

Contract Description Construction Cooperative Agreement for I-10/Cherry Avenue Interchange

Board of Director's Meeting Date: January 8, 2014
Overview of BOD Action: *This amendment is required to shift project funds from the Construction Phase to the ROW Phase to complete additional ROW work. SANBAG commits \$30,520,000 TCIF and \$8,025,000 MSI Valley Fwy funds for the construction project.*

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW					
Original Contract Amount	\$	20,814,000	Original Contingency Amount	\$	0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	20,814,000	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	0
Current Amendment Amount	\$	(293,000)	Contingency Amendment	\$	\$0
TOTAL CONTRACT VALUE	\$	20,521,000	TOTAL CONTINGENCY VALUE	\$	0
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 20,521,000

Contract Start Date 4/4/12	Current Contract Expiration Date 12/31/18	Revised Contract Expiration Date n/a
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Has the contract term been amended? No Yes - please explain.

FINANCIAL INFORMATION				
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No.0826.				
<input type="checkbox"/> A Budget Amendment is required.				
How are we funding current FY?				
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds	<input checked="" type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds	<input type="checkbox"/> Measure I Funds
Provide Brief Overview of the Overall Funding for the duration of the Contract:				
<input type="checkbox"/> Payable <input checked="" type="checkbox"/> Receivable – County (\$13,046,000); C/o Fontana (\$7,475,000)				

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

Chad Costello

Project Manager (Print Name)

Task Manager (Print Name)

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

Contract Administrator (Print Name)

Chief Financial Officer (Print Name)

	10/31/13
Signature	Date
	11-15-13
Signature	Date
	11/21/13
Signature	Date
	11/30/13
Signature	Date
	11/29/13
Signature	Date

**AMENDMENT NO. 4 TO
COOPERATIVE AGREEMENT NO. C11091
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
CITY OF FONTANA
AND
COUNTY OF SAN BERNARDINO
FOR
INTERCHANGE RECONSTRUCTION AT I-10 CHERRY AVENUE IN THE CITY OF
FONTANA**

THIS AMENDMENT NO. 4 TO COOPERATIVE AGREEMENT C11091 is made by and between the San Bernardino County Transportation Authority (“SANBAG”), the County of San Bernardino (“COUNTY”) and the City of Fontana (“CITY”), (SANBAG, COUNTY and CITY are each a “Party” and collectively “Parties”).

WHEREAS, the Parties entered into Contract No. 11091 (“Contract”) on January 25, 2011, to cooperate and jointly participate in project Construction and Construction Support Services which are further described in Caltrans District Agreement No. 8-1496 for I-10/Cherry Avenue Interchange Improvements, (“PROJECT”); and

WHEREAS, the Parties approved Amendment No. 1 to the Contract on May 4, 2011, in order to increase the Interstate Maintenance Discretionary funds and modify the fund plan accordingly; and

WHEREAS, the Parties approved Amendment No. 2 to the Contract on November 16, 2011, to put forth other local public share federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds and utilize a “Letter of No Prejudice” (LONP) in lieu of Trade Corridor Improvement Funds (TCIF) and Measure I funds in order to preserve and maintain the project schedule; and

WHEREAS, the Parties approved Amendment No. 3 to the Contract, May 25, 2012, in order to put forth Trade Corridor Improvement Funds (TCIF) and Measure I funds in lieu of other local public share federal funds and suspend the “Letter of No Prejudice” (LONP) for the PROJECT; and

WHEREAS, Attachment A to this Amendment No. 4 has been updated to reconcile contributions of all Parties through completion of the Construction Phase and to reflect the Advanced Funds in the Parties' cost share calculations as positive or negative credits; and

WHEREAS, the Parties desire to amend the total estimated cost of Construction Work for PROJECT to \$60,281,000 from the previous amount of \$61,546,000 to reflect the lower construction bid and savings realized by SANBAG during the construction phase as shown in Attachment A; and

WHEREAS, upon completion of the PROJECT, any shortage of funds or any surplus payments paid by any Party will be reconciled in a future amendment.

NOW, THEREFORE, the Parties do hereby mutually agree to amend the Contract as follows:

1. Amend Section I entitled "SANBAG RESPONSIBILITIES:" to remove and replace paragraph 2 with the following language:

"2. In accordance with the Measure I 2010-2040 Strategic Plan ("Strategic Plan"), to be responsible for 64.6% of the total eligible PROJECT CONSTRUCTION WORK expenses incurred by SANBAG for a total amount not to exceed \$38,157,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds, SANBAG's net responsibility for the total eligible PROJECT CONSTRUCTION WORK expenses incurred is an amount not to exceed \$39,760,221, consisting of \$30,519,853 and \$8,025,445 of Trade Corridor Improvement Fund (TCIF) and Measure I Valley Freeway funds respectively."

2. Amend Section II entitled "COUNTY RESPONSIBILITIES:" to remove and replace paragraph 2 with the following language:

"2. In accordance with the Strategic Plan, to be responsible for 22.7% of the total eligible PROJECT CONSTRUCTION WORK expenses incurred by SANBAG for a total amount not to exceed \$13,408,000. However, after consideration of all PROJECT costs set forth in Attachment A through all phases of work, and of the Advanced Funds and Advanced Funds for COUNTY, COUNTY's net responsibility for the total eligible PROJECT CONSTRUCTION WORK expenses incurred is an amount not to exceed of \$13,046,000."

3. Amend Section III entitled "CITY RESPONSIBILITIES:" to remove and replace paragraph 1 with the following language:

"1. In accordance with the Strategic Plan, to be responsible for 12.7% of the total eligible PROJECT CONSTRUCTION WORK expenses incurred by SANBAG for a

total amount not to exceed \$7,501,000. However, after consideration of the all costs set forth in Attachment A through all phases of work, of the Advanced Funds and Advanced Funds for COUNTY, CITY's net responsibility for the total eligible PROJECT CONSTRUCTION WORK expenses incurred is an amount not to exceed of \$7,475,000."

4. Amend Section IV entitled "IT IS MUTUALLY AGREED:" to remove and replace paragraph 2 with the following language:

"2. The PROJECT CONSTRUCTION WORK costs have been determined to be \$60,281,000 as shown in Attachment A."

5. Attachment A is deleted and replaced with the Attachment A, "Project Funding Table", attached to this Amendment No. 4, and incorporated herein by this reference.
6. Except as amended by this Amendment No. 4, all other provisions of the Contract shall remain in full force and effect.
7. This Amendment may be signed in counterparts, each of which shall constitute an original.
8. The Recitals are incorporated into the body of this Amendment No. 4.
9. The Contract and Amendment Nos. 1, 2 and 3 are incorporated into this Amendment No. 4.
10. This Amendment No. 4 shall be effective on the date executed by SANBAG.

SIGNATURES ON FOLLOWING PAGE:

IN WITNESS WHEREOF, this Amendment has been executed below by the Parties.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF FONTANA

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

By: _____
Acquanetta Warren, Mayor
City of Fontana

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
City Attorney

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

COUNTY OF SAN BERNARDINO

By: _____
Janice Rutherford, Chair
Board of Supervisors

APPROVED AS TO FORM AND
PROCEDURE:

JEAN-RENE BASLE
County Counsel

By: _____
Scott Runyan
Deputy County Counsel

Date: _____

Attachment A
Project Funding Table

ATTACHMENT A (C10191-03 / C11091-04)

CHERRY INTERCHANGE COSTS AND FUNDING
(Rounded to thousands)

Date: 09/07/2010
Date modified: 10/17/13; C.Castello
[Revised funding plan to shift \$500 K from Construction to R/W Phase.]

CHERRY

Public Share =
Development Share =

64.6% of Project
35.4% of Project
64.0% of Development = 22.7% of Project
36.0% of Development = 12.7% of Project

County =
City =

PHASE	COST	IMD (Fed)	NET COST	FY	COUNTY			CITY			Public Funds CO-OP contribution				CREDIT	Comments
					NEXUS contribution	COUNTY CREDIT		NEXUS contribution	CITY CREDIT		NEXUS	MEASURE	STIP (State)	TCIF		
					22.7%			12.7%			64.6%					
PA / ED	\$781		\$781	07/08	\$177	\$781	\$604	\$99	\$0	(\$98)	\$505	\$0			(\$505)	PA/ED phase by County
PS&E and Const. Support	\$6,600		\$6,600	11/12	\$1,498	\$3,735	\$2,237	\$838	\$123	(\$715)	\$4,264	\$2,742			(\$1,522)	8055-1 (Amendment No. 2)
ROW	\$13,003		\$13,003	12/13	\$2,952	\$473	(\$2,479)	\$1,651	\$2,492	\$841	\$8,400	\$6,130	\$3,908		\$1,638	C10191-03 (Amendment No. 3)
CONSTRUCTION	\$60,281	\$1,215	\$59,066	12/14	\$13,408	\$13,046	(\$362)	\$7,501	\$7,475	(\$26)	\$38,157	\$8,025		\$30,520	\$388	C11091-04 (Amendment No. 4)
TOTAL	\$80,665	\$1,215	\$79,450	\$0	\$18,035	\$18,035	\$0	\$10,090	\$10,090	\$0	\$51,325	\$16,897	\$3,908	\$30,520	\$0	

Note:

1. This Attachment A is intended to highlight this specific R/W Amendment and Construction Amendment fund share responsibility by each party, shown in bold/italic font.
2. Other PS&E costs are to be funded separately in accordance with prior Design Cooperative Agreement C08055 already in place.
3. This amendment considers each party's specific Nexus share percentage and is intended to equally balance any current positive/negative credits related to Advanced Funds that have been considered within prior agreements.
4. STIP and TCIF funds directly reduce Measure as they are both Public Funds in accordance with SANBAG Policy 40001.



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

Minute Action

AGENDA ITEM: 12

Date: February 5, 2014

Subject: Interstate 10/University Street Interchange Improvement Project

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

1. Approve Cooperative Agreement No. R14088 between the City of Redlands and SANBAG for Project Management, Planning, Environmental, Design, Right-of-Way, and Construction services necessary for the development of the Interstate 10 University Street Interchange project for an amount not to exceed \$5,200,000 funded with \$4,187,100 of Measure I Valley Freeway Interchange funds and a City of Redlands contribution of \$1,012,900.
2. Waive the five-year contract term limitation set forth in Policy 11000.

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

*

	<p><i>Approved</i> Board of Directors</p> <p>Date: _____</p> <p>Moved: Second:</p> <p>In Favor: Opposed: Abstained:</p> <p>Witnessed: _____</p>
--	--

COG		CTC		CTA	X	SAFE		CMA	
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Check all that apply.

BRD1402a-pb

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared Documents/R14088.docx>

In September 2013 the SANBAG Board of Directors approved the Memorandum of Understanding No. C13168 (MOU) between the San Bernardino County Transportation Authority (SANBAG) and the City to document the terms and conditions of cooperation required to complete the Project with respect to cost, funding shares, schedule, and scope. The MOU does not commit SANBAG or the City to perform work or provide funding for the Project but provides the overall framework necessary to complete all phases of the Project. For this reason, both agencies jointly developed this Cooperative Agreement, No. 14088 to address the specific roles and funding responsibilities for the planning, environmental, design, right-of-way, and construction phases of the I-10/University Street Interchange Project. It is anticipated that SANBAG will be the lead agency for all phases of work, except that Resolutions of Necessity for involuntary right-of-way acquisition, if needed, will be heard at either the California Transportation Commission or the City, if the City so requests.

Attachment A of Contract No. R14088 provides the estimated cost by phase and the Public and Development Share contribution amounts based on the concept shown. These costs are assumed for a low level environmental document with improvements limited to the University Street and I-10 eastbound ramps only. The Public Share amount of \$4,187,100 will be funded by Measure I Valley Freeway Interchange Funds. Additionally, staff has identified an estimated cost of \$100,000 for SANBAG Management of the Project. This will be fully funded by the City in accordance with Measure I Strategic Plan Policy 40005/VFI-34. It is anticipated that the City will be seeking a loan against their Measure I Major Streets Arterial Funds in accordance with Measure I Strategic Plan Policy 40005/VFI-23 for a portion of the Developer Share.

This item was approved at the December 2013 Board of Directors Metro Valley Study Session. Since that time the City has requested a few minor changes to the agreement. City representative names and positions were inserted, a few language refinements were made, and the City requested that the termination date of the subject cooperative agreement occurs upon completion of all phases of the project, which is expected near the end of 2019, rather than an explicit termination date. Because the duration of all phases of the Project will exceed five years, staff requests a waiver of the five-year contract term limitation set forth in Policy 11000. The City's requested changes were acceptable to SANBAG Legal Counsel and this version of the agreement was finalized and subsequently approved at the City of Redland City Council meeting held on January 21, 2014. The attached version is the final version of Cooperative Agreement R14088 between SANBAG and the City of Redland for Project Delivery of the I-10 University Street Interchange.

To prepare the Project Study Report (PSR), Project Approval and Environmental Document (PA/ED), and the Plans, Specifications, and Estimates (PS&E) for this project a consultant contract must be in place. The scope of work will be broad due to the fact that this small scale project has a short duration and it would be more efficient to hold a single procurement. The release of the Request for Proposals is anticipated to be advertised early 2014 upon approval by the Executive Director per Contracting Procurement Policy 11000, Section VII.B.1.

Right-of-Way (ROW) services will be provided by one of three On-Call Right-of-Way consultants. The services will be competitively bid and awarded to the firm based on the best response to the scope of work distributed to each of the firms. Services include acquisition and utility relocation activities leading up to the ROW certification such as utility coordination and establishment of eminent domain, demolition, property management and hazardous materials testing activities.

Financial Impact: This item is consistent with the approved Fiscal Year 2013/2014 budget.

Reviewed By: This item was reviewed and recommended for approval (19-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 12, 2013. SANBAG General Counsel and Contract Administrator have reviewed this item, the contract and RFP.

Responsible Staff: Garry Cohoe, Director of Project Delivery



CONTRACT SUMMARY SHEET

Contract No. R 14088 Amendment No. _____

By and Between

San Bernardino County Transportation Authority and City of Redlands

Contract Description I-10 University Planning, PS&E, R/W & Construction Cooperative Agreement

Board of Director's Meeting Date: January 8, 2014
Overview of BOD Action: none

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW					
Original Contract Amount	\$	1,012,900.00	Original Contingency Amount	\$	0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$		Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$		Contingency Amendment	\$	
TOTAL CONTRACT VALUE	\$	1,012,900.00	TOTAL CONTINGENCY VALUE	\$	
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 1,012,900.00

Contract Start Date 1/8/14	Current Contract Expiration Date 9/30/21	Revised Contract Expiration Date
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Has the contract term been amended? No Yes - please explain.

FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 0899.
 A Budget Amendment is required.

How are we funding current FY? \$100,000 City of Redlands

Federal Funds
 State Funds
 Local Funds
 TDA Funds
 Measure I Funds

Provide Brief Overview of the **Overall Funding** for the duration of the Contract:
 \$1,012,900 City of Redlands funds.
 Payable Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:

Retention? If yes, indicate % ____.

Disadvantaged Business Enterprise (DBE) Goal ____ %

Barbara Fortman		11.27.13
Project Manager (Print Name)		11/27/13
Task Manager (Print Name)		11/27/13
Dir. of Fund Admin. & Programming (Print Name)		11/27/13
Contract Administrator (Print Name)		11/27/13
Chief Financial Officer (Print Name)		11/27/13

COOPERATIVE AGREEMENT NO. R14088

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF REDLANDS

FOR

**PLANNING, PROJECT REPORT AND ENVIRONMENTAL DOCUMENT, PLANS,
SPECIFICATIONS AND ESTIMATE (PS&E), RIGHT-OF-WAY (ROW) AND
CONSTRUCTION PHASES OF THE INTERCHANGE AT UNIVERSITY STREET AND
INTERSTATE 10 IN THE CITY OF REDLANDS**

I. PARTIES AND TERM

- A. THIS COOPERATIVE AGREEMENT (“Agreement”) is made and entered into by and between the San Bernardino County Transportation Authority (hereinafter referred to as “AUTHORITY”) and the City of REDLANDS (hereinafter referred to as “CITY”), (AUTHORITY and CITY may be referred to herein as a “Party” and collectively “Parties”).
- B. This Agreement shall terminate upon completion of the AUTHORITY’s management of the planning, environmental, design, right of way (to include both ROW acquisition and utility relocation work), and construction, except that the indemnification provisions shall remain in effect until terminated or modified, in writing, by mutual agreement. Should any claims arising out of this Agreement be asserted against one of the Parties, the Parties agree to extend the fixed termination date of this Agreement, until such time as the claims are settled, dismissed or paid.

II. RECITALS

- A. WHEREAS, CITY intends to improve the Interstate 10 at University Street Interchange in the City of REDLANDS; and
- B. WHEREAS, planned improvements include ramp widening on the Interstate 10 at University Street, including intersection work, turning lanes and striping as further described in Attachment A, attached hereto and made part of this Agreement, and is defined as the “PROJECT”; and
- C. WHEREAS, the PROJECT is identified in the Measure I 2010-2040 Expenditure Plan and SANBAG Nexus Study (Nexus Study) prepared by the San Bernardino Associated Governments (SANBAG), and approved by the SANBAG Board of Directors on November 2, 2011; and

- D. WHEREAS, the Parties consider PROJECT to be high priority and are willing to participate in funding the PROJECT pursuant to the provisions of the Nexus Study; and
- E. WHEREAS, the Parties wish to enter into this Agreement to delineate roles, responsibilities, and funding commitments relative to the Project Management, Planning, Environmental, PS&E, ROW (to include both ROW Acquisition and Utility Relocations), and Construction activities of the PROJECT; and
- F. WHEREAS, the PROJECT is estimated to cost a total of \$5,200,000 which includes \$100,000 for the AUTHORITY to provide project management services for the Planning, Environmental, PS&E, ROW, Utility Relocation, and Construction phases of the Project; and
- G. WHEREAS, coordination with Caltrans has not occurred to determine the necessary scope and detail level of environmental and engineering documents for the PROJECT and nor has payment for encroachment fees been addressed or included in this Agreement, as such costs will be addressed in a future agreement between the Parties; and
- H. WHEREAS, CITY desires AUTHORITY to provide project management services for the Planning, Environmental, PS&E, ROW, and Construction phases, estimated at \$100,000, and is the sole responsibility of CITY to pay 100% of actual AUTHORITY project management costs in accordance with AUTHORITY Policy 40005/VFI-34; and
- I. WHEREAS, the remaining PROJECT cost, aside from AUTHORITY project management costs, for the Planning, Environmental, PS&E, ROW, and Construction phases is estimated at \$5,100,000 which shall be funded with 17.9% Development Share funds and 82.1% Public Share funds, as defined by the Nexus Study and the SANBAG Measure I 2010-2014 Strategic Plan.

NOW, THEREFORE, the Parties agree to the following:

III. AUTHORITY RESPONSIBILITIES

AUTHORITY agrees:

- A. To be lead agency on Project Management, Planning, Environmental, PS&E, ROW, and Construction work and to diligently undertake and complete, the Planning, Environmental, ROW, PS&E, and Construction work on PROJECT, including the selection and retention of consultants. Performance of services under these consultant contracts shall be subject to the technical direction of the AUTHORITY's Director of Project Delivery, or his designee, with input and consultation from CITY.
- B. To coordinate with Caltrans for first and second level reviews related to property acquisitions and to provide all support documents necessary for Hearings of Resolutions of Necessity to

be conducted at the California Transportation Commission in the event voluntary acquisition is unlikely.

- C. To contribute towards the Planning, Environmental, PS&E, ROW, and Construction phases of the PROJECT cost an amount not to exceed \$4,187,100, as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provide in Attachment A, however, under no circumstances is the total combined AUTHORITY contribution to exceed \$4,187,100 without an amendment to this Agreement.
- D. To prepare and submit to CITY an original and two copies of signed invoices for reimbursement of eligible PROJECT expenses. Invoices may be submitted to CITY as frequently as monthly.
- E. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support AUTHORITY's request for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of PROJECT Management and Oversight, Planning, Environmental, PS&E, ROW, and Construction work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by AUTHORITY.
- F. To prepare a final accounting of expenditures, including a final invoice for the actual PROJECT Management, Planning, Environmental, ROW, PS&E, and Construction costs. The final accounting and invoice shall be submitted no later than one hundred and twenty (120) calendar days following the completion of work and shall be submitted to CITY. The invoice shall include a statement that these PROJECT funds were used in conformance with this Agreement and for those PROJECT-specific Planning, Environmental, PS&E, ROW, and Construction work activities.
- G. To cooperate in having a PROJECT-specific audit completed by CITY, at its option, upon completion of the PROJECT Planning, Environmental, ROW, PS&E, and Construction work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with this Agreement.
- H. To reimburse CITY for costs that are determined by subsequent audit to be unallowable within ninety (90) calendar days of AUTHORITY receiving notice of audit findings, which time shall include an opportunity for AUTHORITY to respond to and/or resolve the finding. Should the finding not be otherwise resolved and AUTHORITY fails to reimburse monies due CITY within ninety (90) calendar days of audit finding, or within such other period as may be agreed upon by the Parties, CITY reserves the right to withhold future payments due AUTHORITY from any source under CITY's control.
- I. To include CITY in Project Development Team (PDT) meetings and related communications on PROJECT progress as well as to provide CITY with copies of PDT meeting minutes and action items.

- J. To provide CITY an opportunity to review and comment on the Planning, Environmental, PS&E, ROW, and Construction documents.

IV. CITY RESPONSIBILITIES

CITY agrees:

- A. To reimburse AUTHORITY for the actual costs incurred estimated at \$912,900 towards the Planning, Environmental, PS&E, ROW, Utility Relocation and Construction phases of the PROJECT cost and \$100,000 for SANBAG management for an amount not to exceed \$1,012,900 as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A, however, under no circumstances is the total combined CITY contribution to exceed \$1,012,900 without an amendment to this Agreement.
- B. To reimburse AUTHORITY within 30 days after AUTHORITY submits an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT expenditures and SANBAG oversight and management that were incurred by AUTHORITY. Invoices may be submitted to CITY as frequently as monthly.
- C. 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 AUTHORITY 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 CITY when planning on conducting additional audits.
- D. To designate a responsible staff member that will be CITY's representative in attending the PDT meetings, receiving day-to-day communication, and reviewing the project documents.
- E. To complete review and provide comments on the Planning, Environmental, PS&E, and ROW documents within one month of receiving the review request from AUTHORITY.
- F. CITY's City Manager, and the City Manager's designees, are authorized to execute all documents necessary or related to carry out CITY's obligations under this Section IV of this Agreement.

V. MUTUAL RESPONSIBILITIES

The Parties agree:

- A. 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.
- B. In the event AUTHORITY determines PROJECT Management, Planning, Environmental, PS&E, ROW, and Construction work may exceed the amounts identified in Attachment A of

this Agreement, AUTHORITY shall inform CITY of this determination and thereafter the Parties shall work together in an attempt to agree upon an amendment to the amounts identified this Agreement. In no event, however, shall any of the Parties be responsible for PROJECT costs in excess of the amounts identified in this Agreement absent a written amendment that is approved by the Parties.

- C. Eligible PROJECT reimbursements shall include only those costs incurred by AUTHORITY for PROJECT-specific work activities that are described in this Agreement and shall not include escalation or interest.
- D. In the event that federal funds are used in the Planning, Environmental and/or PS&E phase of work, the PARTIES acknowledge Federal Highway Administration (FHWA) requires that the PROJECT must progress to a capital phase (ROW or construction) within ten years or the federal funds may be required to be repaid to FHWA. Should repayment be required, and is a result of the PROJECT not progressing by choice, it shall be the responsibility of the PARTY that determines it is unable to move forward with the PROJECT. If it is mutually decided that the project will not move forward then repayment of any federal funds used for Public Share will be the responsibility of the AUTHORITY and any federal funds used for the Local Share will be the responsibility of the CITY.
- E. Neither AUTHORITY nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless AUTHORITY, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.
- F. Neither CITY nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by AUTHORITY and under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, AUTHORITY shall fully defend, indemnify and save harmless CITY, its officers, directors, employees or agents 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.
- G. This Agreement will be considered terminated upon reimbursement of eligible costs by CITY. Notwithstanding any other provision herein, to the extent consistent with the terms and obligations hereof, any Party may terminate this Agreement at any time, with or without cause, by giving thirty (30) calendar days written notice to all the other Parties. In the event

of a termination, the Party terminating this Agreement shall be liable for any costs or other obligations it may have incurred under the terms of this Agreement prior to termination.

- H. The Recitals to this Agreement are true and correct and are incorporated into this Agreement.
- I. All signatories hereto warrant that they are duly authorized to execute this Agreement on behalf of said Parties and that by executing this Agreement, the Parties hereto are formally bound to this Agreement.
- J. Except on subjects preempted by federal law, this Agreement shall be governed by and construed in accordance with the laws of the State of California. All Parties agree to follow all local, state, county and federal laws and ordinances with respect to performance under this Agreement.
- K. The Parties agree that each Party and any authorized representative, designated in writing to the Parties, and upon reasonable notice, shall have the right during normal business hours to examine all Parties' financial books and records with respect to this Agreement. The Parties agree to retain their books and records for a period of five (5) years from the later of; a) the date on which this Agreement terminates; or b) the date on which such book or record was created.
- L. If any clause or provisions of this Agreement is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the Parties that the remainder of this Agreement shall not be affected but shall remain in full force and effect.
- M. This Agreement cannot be amended or modified in any way except in writing, signed by all Parties hereto.
- N. Neither this Agreement, nor any of the Parties' rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either Party without the prior written consent of the other Party in its sole, and absolute, discretion. Any such attempt of assignment shall be deemed void and of no force and effect.
- O. No waiver of any default shall constitute a waiver of any other default whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.
- P. In the event of litigation arising from this Agreement, each Party to this Agreement shall bear its own costs, including attorney(s) fees. This paragraph shall not apply to the costs or attorney(s) fees relative to paragraphs E and F of this Section.
- Q. This Agreement may be signed in counterparts, each of which shall constitute an original. This Agreement is effective and shall be dated on the date executed by AUTHORITY.
- R. Any notice required, authorized or permitted to be given hereunder or any other communications between the Parties provided for under the terms of this Agreement shall be

in writing, unless otherwise provided for herein, and shall be served personally or by reputable courier addressed to the relevant party at the address/fax number stated below:

If to AUTHORITY: Garry Cohoe
Director of Project Delivery
1170 West Third Street, Second Floor
San Bernardino, CA 92410-1715
Telephone: (909) 884-8276

If to CITY: Fred Mousavipour
Director Municipal Utilities and Engineering
35 Cajon Street, Suite 15A
REDLANDS, CA 92373
Telephone: (909) 798-7698

- S. There are no third party beneficiaries, and this Agreement is not intended, and shall not be construed to be for the benefit of, or be enforceable by, any other person or entity whatsoever.
- T. Attachment A (Project Scope, Project Cost Estimate and Funding Shares, and Project Milestones) and Attachment B (Conceptual Layout) are attached to and incorporated into this Agreement.

SIGNATURES ON FOLLOWING PAGE:

**SIGNATURE PAGE TO
COOPERATIVE AGREEMENT NO. R14088
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
and CITY OF REDLANDS**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF REDLANDS

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

By: _____
Pete Aguilar, Mayor

Date: _____

Date: _____

APPROVED AS TO FORM

APPROVED AS TO FORM

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
Daniel J. McHugh
City Attorney

ATTEST

By: _____
Jeffery Hill
Contract Administrator

By: _____
Sam Irwin, City Clerk

Attachment A

Project Scope:

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

Project Cost Estimate* and Funding Shares:

Public Share: 82.1%

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

Local Jurisdictional Split of the DIF Share: Redlands 100%

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

* Project estimate is based on conceptual level layouts as PSR/PDS has not been completed. Coordination with Caltrans has not occurred therefore the level of environmental and engineering documents have not been defined nor have encroachment fees been addressed. Costs based on low level environmental document and no encroachment fees are included. Construction Phase cost includes approximately \$200,000 for landscaping.

** It is anticipated that the Public Share will be funded with Measure I Valley Freeway Interchange Funds, however, the Public Share can be from other sources under control of AUTHORITY without necessitating an amendment of this AGREEMENT so long as an allocation is approved by the AUTHORITY Board.

Project Milestones:

Milestone	Forecast
Start of Project	September 2013
PSR/PDS Approval	September 2014
Environmental Approval	April 2016
Design Approved/ROW Certified	April 2018
Construction Notice to Proceed (Assumes no federal authorization required. For federal authorization add three months.)	June 2018
Completed for Beneficial Use	June 2019



- 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: 13

Date: February 5, 2014

Subject: SANBAG State and Federal Advocate Annual Performance Evaluations

Recommendation:* Receive information regarding SANBAG's state and federal advocate annual performance evaluations.

Background: SANBAG currently has two (2) contracts with firms for state and federal advocacy services. On the state level, Smith, Watts & Martinez, LLC is the contracted firm and SANBAG is primarily served by Mark Watts. For federal advocacy, Van Scoyoc Associates (VSA) is the contracted firm and SANBAG is primarily served by Steve Palmer. Both firms offer an extensive supplementary staff to meet SANBAG's needs as situations arise.

In September 2009, the SANBAG Board of Directors approved the current contract with Smith, Watts & Martinez, LLC to provide state advocacy services through September 30, 2012. This Board then approved a two-year option term extension in July 2012, which provides for advocacy services through September 30, 2014. There is no additional option terms left on this contract and a Request for Proposal (RFP) will be brought forward in the coming months for these services.

The current contract for VSA for federal advocacy services began in January 2007 and originally ran through December 31, 2010. The Board of Directors approved extending this contract in July 2012 to provide federal advocacy services through

*

*Approved
 Board of Directors*

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

BRD1402a-wvs

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a1-wvs.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a2-wvs.pdf>

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a3-wvs.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a4-wvs.PDF>

December 31, 2015. This current contract provides two (2) one-year option term extensions through December 31, 2017.

The contract durations reflect the State Legislative and Federal Congressional calendars and provide for continuity in representation throughout a complete legislative cycle.

Staff has developed an evaluation of both advocates based on the Scopes of Work for the respective contracts, legislative activities having occurred over the last 12 months, and general services provided. These evaluations are included as Attachments 1 (state advocacy) and 3 (federal advocacy). To further assist the Board of Directors with reviewing the evaluations, the respective Scopes of Work are also included as Attachments 2 (state advocacy) and 4 (federal advocacy).

The evaluations are prepared based on both the effort put forth by the advocate and outcome of the policy action and given a rating of Excellent, Very Good, Good, Fair, or Poor. This dual evaluation reflects the understanding that there are many factors outside of SANBAG's or the advocates' control that may impact the ultimate policy outcome, despite the level of effort. The outcome designation also takes into account the significance of the outcome relative to SANBAG's overall policy goals.

Smith, Watts & Martinez, LLC (SWM) was given an overall rating of "Very Good" both in effort and outcome. SWM effectively represented SANBAG in the 2013 session on Cap and Trade funding, California Environmental Quality Act reform proposals, goods movement, alternative project delivery authority, and Moving Ahead for Progress in the 21st Century Act (MAP-21) implementation, amongst other items.

Specific Objectives for SWM next year include:

- Ensuring any new transportation funding programs, including cap and trade as well as potential ballot measures, provide appropriate levels of funding for multi-modal transportation systems and that those funding sources reflect traditional funding distributions in the state.
- Advocating for SANBAG's interests in any proposed extension or modification of public-private partnership authority, representing SANBAG's needs as AB 32 (Chapter 488, Statutes of 2006) and SB 375 (Chapter 728, Statutes of 2008) continue to be implemented.
- Coordinating a cohesive statewide approach to federal transportation reauthorization.

- Continue to increase SANBAG's visibility in Sacramento, building specific name identification and credibility and identifying strategic ways to effectively engage.

VSA was given an overall rating of "Very Good" both in effort and outcome as well. They effectively represented SANBAG on a variety of issues including Federal Transit Administration grant holds resulting from pension reform, the implementation of expanded Buy America provisions, protecting transportation funds from substantial reductions during sequestration and budget negotiations, the implementation of MAP-21, and major goods movement initiatives including the primary freight network and the National Freight Advisory Committee, amongst other items.

Specific Objectives for next year for VSA include:

- Preparing for any extension or reauthorization of MAP-21 and advocating for proposals that streamline project delivery, providing sufficient levels of funding for multi-modal needs and protecting SANBAG's interest as a transportation commission.
- Ensuring further federal budget actions do not reduce funding for transportation.
- Maintain effective relationships with the San Bernardino County delegation.
- Continue to increase SANBAG's visibility in Washington, D.C. building specific name identification and credibility and identifying strategic ways to effectively engage.

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

Reviewed By: This item was received by the General Policy Committee on January 15, 2014.

Responsible Staff: Wendy Strack, Director of Legislative and Public Affairs

Attachment 1
2013 Staff Evaluation of State Advocacy Services

Overall

Effort: Very Good, Outcome: Very Good

The 2013 Legislative Session presented a number of challenges and opportunities for SANBAG to weigh in with our delegation, legislative leadership and the Administration. Smith, Watts & Martinez, LLC (SWM) was an effective advocate for SANBAG, having represented the positions of the Board of Directors well.

Early in the session, they raised bills of interest to SANBAG, both as a transportation commission and a council of governments. They also coordinated the introduction of a spot bill in the event SANBAG needed to sponsor any legislation in 2013. SWM also assisted SANBAG with inviting Members to speak at the City/County Conference on California Environmental Quality Act (CEQA) reform, although ultimately, a local speaker was found.

On the goods movement side, SWM worked to support SANBAG's effort to secure representation on the State and Federal Freight Advisory Committees. SWM was successful in placing our Executive Director on the State Committee and secured the support of several Members of the state delegation for membership on the national committee. Although not successful on the national level, SWM showed a significant effort to secure as much state support as possible.

SWM is also responsive to requests to present at SANBAG Committee and Board meetings, having done each of those in 2013. They also are prompt about scheduling meetings for Board Members, the Executive Director, Director of Legislative and Public Affairs, as well as any other SANBAG staff while they are in Sacramento. Meetings with Members, Legislative Leadership, the Administration, and Committee staff are always on target and scheduled in a timely manner.

SWM also keeps staff apprised of emerging issues throughout the legislative session and remains watchful for SANBAG impacts. This has included participating in the State Transportation Agency's California Transportation Infrastructure Priorities workgroup and staff from SWM was specifically assigned to the Mass Transit and Rail Modernization subgroup.

Lastly, SWM attends and keeps staff apprised of Inland Southern California Caucus meetings and agenda items of note.

Major Legislative Initiatives

1. CEQA Reform

Effort: Very Good, Outcome: Poor

While many hoped there would be progress towards a significant modernization of CEQA and a number of bills were introduced, only SB 743 (Steinberg, D-Sacramento) moved forward this year. The bill mainly focused on streamlining provisions for a new Sacramento Kings arena, but also included some of the statewide reform measures that were previously contained in the CEQA Working Group's proposal (of which SANBAG is a member), SB 731. The statewide

2013 Staff Evaluation of State Advocacy Services

provisions sought to avoid delays on urban “infill” projects and limit opportunities for frivolous lawsuits.

SWM and SANBAG staff communicated with the coalition on SANBAG’s items of interest, with SWM providing strategic advice about the status of negotiations and stakeholders involved. There were a variety of stakeholders at the table representing highly divergent positions on proposals to reform CEQA. Ultimately a substantial reform package that found the appropriate level of support on both sides was not found this year, but despite that SWM represented SANBAG’s interests in the negotiations strongly and consistently.

2. Cap and Trade

Effort: Very Good, Outcome: Good

SANBAG participated with the Transportation Coalition for Livable Communities (Coalition), which includes a number of stakeholders from the California Transit Association to the California State Association of Counties (CSAC) and the League of California Cities, as well as a number of other stakeholder groups and individual agencies. The Coalition advocated for the distribution of Cap and Trade funds resulting from the expansion of the program to transportation fuels in 2015 to transportation projects. This proposal was captured in AB 574 (Lowenthal, D-Long Beach).

SWM advised SANBAG on various elements of the proposal, including provisions that would have sent Cap and Trade funds to the MPO, rather than the county transportation commissions in Southern California. SWM and SANBAG staff, along with representatives from LA Metro, Riverside County Transportation Commission (RCTC), and Orange County Transportation Authority (OCTA), were successful introducing new language to address this issue in our region. SWM also testified on SANBAG’s behalf on this bill in the Assembly Appropriations Committee, where the bill was held due to proposals by the Administration to borrow Cap and Trade funds in 2013. This proposal was debated in Senate Budget Subcommittee #2 and SWM also represented SANBAG there.

3. AB 1222 - Public employees' retirement: collective bargaining: transit workers: transportation. (Bloom, D-Santa Monica and Dickinson, D-Sacramento)

Effort: Excellent, Outcome: Excellent

The Federal Transit Administration (FTA) provides funding to local agencies through several grant programs for capital projects and operating expenses. These funds must be certified by the U.S. Department of Labor (DOL) to ensure that certain protections are provided to mass transit employees. Unions representing transit agencies around the state challenged these grant applications alleging that the passage of the Public Employees’ Pension Reform Act (PEPRA) in California violated their collective bargaining rights under federal law.

SWM provided strategic advice and facilitated the opportunity for SANBAG to have input into the negotiations surrounding a PEPRA fix. These negotiations ultimately resulted in the Governor signing AB 1222, providing an exemption for mass transit workers through January 1, 2015. This has allowed the DOL and the FTA to begin certifying grants and releasing funds to

2013 Staff Evaluation of State Advocacy Services

local agencies, providing critical operations and capital funds for transit agencies and projects in San Bernardino County.

4. AB 401 – Transportation: design build: highways. (Daly, D-Anaheim)

Effort: Excellent, Outcome: Very Good

Initially designed for project specific design-build (DB) authority, the bill was eventually expanded for statewide use. AB 401 now extends DB authority to 2024 to an unlimited number of projects for local agencies and clarifies other provisions of DB law. The process to get from single project application to statewide use was a complicated and lengthy negotiation where SWM represented SANBAG's interests effectively and provided information and strategic advice throughout the process. The negotiations involved a multitude of stakeholders, interest groups, leadership, committee staff, and agencies from across the state. In a complicated process, a decent approach emerged. However, the provisions related to Caltrans authority over inspection services will be closely watched to ensure the design-build process isn't unduly impacted.

5. AB 749 – Public Private Partnerships. (Gorell, R-Camarillo)

Effort: Very Good, Outcome: Fair

Another major topic in 2013 was the possible extension of Public Private Partnership (P3) authority currently set to expire in 2017. AB 749 sought to modify and extend P3 authority through 2019. The SANBAG Board of Directors adopted a work with author position on this bill and requested 3 amendments. These amendments included extending the authority through 2021, modifying provisions related to the Public Infrastructure Advisory Commission's ability to approve projects, and more explicitly allowing publicly operated facilities. SWM and SANBAG staff worked to ensure these amendments were ultimately included by the author. However, AB 749 was held in the Assembly Transportation Committee for this year due to opposition from the Professional Engineers in California Government.

6. SB 556 – Agency: ostensible: nongovernmental entities. (Corbett, D-East Bay)

Effort: Very Good, Outcome: Very Good

SB 556 would have required that services being offered by a private entity on behalf of a public agency be distinctly marked as such on the vehicle being used. In addition, the uniforms worn by the contract employees must also contain a disclosure.

Due to significant opposition by SANBAG and a number of local agencies across the state, the bill was significantly amended near the end of session to only apply to public health and safety services. Although this still carried some impacts for local agencies, SWM's advocacy efforts with other groups statewide resulted in strong changes for transit agencies. SWM expressed SANBAG's opposition, worked with Legislative Leadership and committee staff, as well as the author's office on proposed changes to the bill. In collaboration with the California Transit Association, the League of California Cities, and CSAC, the bill was held on the Assembly floor for 2013.

2013 Staff Evaluation of State Advocacy Services

7. AB 466 – Federal Transportation Funds. (Quirk-Silva, D-Fullerton)

Effort: Very Good, Outcome: Very Good

One of the provisions of MAP-21 implementation that required clarifying legislation at the state level included the process for allocating federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. When MAP-21 was approved, the previously adopted formulas were not included in the federal bill. AB 466 was introduced as the vehicle to memorialize the current process used to allocate funds across the regions.

Late in the process, the South Coast Air Quality Management District (AQMD) brought forward a proposal to require that CMAQ funds be prioritized towards specific projects and called for a more strict interpretation of MAP-21 provisions. SWM and SANBAG staff, along with representatives from other southern California transportation commissions, the author, leadership, and committee staff worked to draft provisions which helped clarify provisions of interest to AQMD without limiting the programming ability of transportation commissions or changing priorities for uses. The bill was supported by SANBAG and was signed by the Governor.

8. AB 863 – Transit projects: environmental review process. (Torres, D-Chino)

Effort: Very Good, Outcome: Very Good

MAP-21 also included provisions to allow for the delegation of NEPA authority for transit projects, similar to the authority already provided for highway projects. AB 863 was originally introduced to provide for the delegated transit authority. Due to concerns raised by SWM from SANBAG and other agencies about Caltrans' ability to staff and properly resource such a program, the bill was held in the Assembly Transportation Committee. It remains unclear if this issue will return next session.

9. AB 1290 – Transportation Planning. (Pérez, D-Los Angeles)

Effort: Very Good, Outcome: Very Good

AB 1290 proposed a number of changes both to the membership of the California Transportation Commission and the responsibilities related to the implementation of Sustainable Communities Strategies (SCS). SWM and SANBAG staff were highly engaged in significant conversations with the author on major changes to the approach that would serve to increase the communication and coordination of SCS implementation without creating a system that dramatically slows project delivery. SWM helped to draft amendments and coordinate with other regional agencies seeking similar approaches so that a comprehensive set of amendments could be put forward. SANBAG, in partnership with OCTA and RCTC, were able to work with the author to secure the necessary amendments. SWM also helped to further coordinate with the author on moving the bill through the process. Ultimately, the bill was vetoed by the Governor, stating that many of the suggested measures can be accomplished without statutory changes.

2013 Staff Evaluation of State Advocacy Services

10. Active Transportation

Effort: Excellent, Outcome: Excellent

Another significant component of MAP-21 included a need to establish a process for implementing the Active Transportation program. During the legislative session, the Administration proposed various scenarios for distributing the funds. SWM worked closely with the Administration throughout the process to ensure that the needs of regional agencies were met. As the session neared the end, SB 99 (Senate Budget and Fiscal Review Committee) was introduced and due to SWM and SANBAG's effective partnership with Legislative Leadership, the Administration, the Federal Highway Administration, Caltrans, and agencies throughout the Southern California Association of Governments (SCAG) region, a number of provisions were included that reflect the unique needs of the SCAG area. SWM played a critical role in circulating and building support for the amendments desired for the SCAG region. This bill was signed by the Governor.

11. State Budget

Effort: Excellent, Outcome: Excellent

In 2013, due to the ongoing protections of Proposition 22 (2010) and the gas tax swap, funding was largely kept in place. As the State Budget process moved through its various iterations, SWM kept SANBAG staff informed on the proposals and the various issues pending in the conference committee. They also provided a detailed summary of the adopted budget in a timely manner.

The budget process also provided a great deal of activity related to P3 authority. In the negotiations over the state budget, the two budget committees had included specific language related to imposing "best practices" on all P3 projects. This could have resulted in adding additional approvals for highway and transit projects. SWM identified the problem language early in the process so that there was sufficient time to react. SWM and SANBAG staff, in partnership with a multitude of transportation stakeholders statewide, advocated against the inclusion of broad "best practices" language. SWM worked with Legislative Leadership to ensure that this trailer bill language was limited solely to reporting for the Long Beach Courthouse project.

Other Items of Interest

1. AB 1081 (Medina, D-Riverside)

Effort: Very Good, Outcome: Fair

AB 1081 requires the State's 5-year infrastructure plan to specifically address goods movement related infrastructure needs and includes air, water, land, and sea port of entry facilities, as well as roads, rail, and other projects related to goods movement. SANBAG supported this bill as it helps build support for goods movement investments in this region. SWM worked with the author to support this bill. It was held in the Senate Appropriations Committee for further consideration next year.

2013 Staff Evaluation of State Advocacy Services

2. AB 431 (Mullin, D-San Mateo)

Effort: Very Good, Outcome: Very Good

AB 431 would have provided Metropolitan Planning Organizations (MPOs) with the option of levying regional taxes for the purposes of achieving the goals of their approved SCS. SANBAG opposed the bill. Due to the efforts of SWM and concerns raised by SANBAG and stakeholders across the state, it did not advance out of its first policy committee. SWM is in communications with the author in the event this effort is revived in the next session.

3. AB 1002 (Bloom, D-Santa Monica)

Effort: Very Good, Outcome: Very Good

Along the lines of AB 431, this bill would have imposed a vehicle registration tax of \$6 for the purpose of implementing SCS related projects, including bicycle and pedestrian projects, safe routes to school, transit programs, transit oriented development, and complete streets projects. SANBAG did not take a position on the bill as it was quickly held in the first policy committee. SWM is also in communications with this author as well.

4. AB 14 - (Lowenthal, D-Long Beach)

Effort: Very Good, Outcome: Very Good

AB 14 requires a comprehensive state freight plan be prepared as part of MAP-21, including establishing a freight advisory committee. SWM and SANBAG supported the bill to expand the state's focus on goods movement and to ensure that the Inland Empire's needs are reflected in the plan. SANBAG Executive Director, Ray Wolfe, is a member of the California Freight Advisory Committee to represent SANBAG's interest as this plan is developed, due December 31, 2014.

ATTACHMENT 2

SCOPE OF SERVICES -- RFP 09-223

Overall Goal

Successfully achieve the intended results of the San Bernardino Associated Governments (SANBAG) State Legislative Program.

Required Tasks/Activities

Tasks will include, but not be limited to the following:

- a) Seek out and identify legislation and/or amendments to legislation that coincide with the SANBAG Legislative Work Program.
- b) Routinely communicate with delegation members, and members of related Assembly and Senate committees on legislation sponsored by SANBAG positions adopted in response to specific legislative or budget proposals. This may occur through both written and oral communication.
- c) Provide information, copies of introduced legislation, relevant testimony and any analysis of legislation relative to SANBAG. Such information shall be provided to the Director of Intergovernmental and Legislative Affairs unless otherwise directed.
- d) Coordination of advocacy efforts that may include testimony by the selected firm's representatives, and/or SANBAG Board member and/or staff.
- e) Advise and assist SANBAG in developing strategy on legislation, regulations and actions contemplated at any government level.
- f) Forward, as directed, newspaper clippings, copies of e-newsletters and/or magazine articles pertaining to the political climate, political issues or legislative issues as deemed necessary and that are pertinent to SANBAG's Legislative Work Program.
- g) Assist SANBAG executive staff and board members with planning and scheduling meetings in Sacramento, including the coordination of communications and visits with the Legislature, members of the Governor's Administration and agency staff.
- h) Provide a written monthly update to the SANBAG Board of Directors which summarizes the firm's most recent efforts on behalf of SANBAG, including but not limited to: testimony before committee, individual meetings with members of the Legislature and written correspondence on behalf of SANBAG. This report shall also contain any relevant information regarding legislative activities/progress on moving legislation, adopting a budget, and general activities or action of state government that could impact SANBAG's interests.
- i) Attend at least one regular board meeting, but no more than three, per year to report on legislative activities. Additional requests may be made by SANBAG as necessary. Visits to SANBAG shall be compensated as outlined in the contract.
- j) Provide an annual end-of-year report to summarize activities throughout the year, accomplishments and ideas for further consideration.
- k) Assist with other activities as requested.

Attachment 3
2013 Staff Evaluation of Federal Advocacy Services

Overall
Effort: Very Good, Outcome: Very Good

Van Scoyoc Associates (VSA) effectively represented SANBAG at the federal level in 2013. As the year started, VSA arranged early meetings with the house and senate delegations for the new Director of Legislative and Public Affairs in Washington, D.C. VSA has also provided a good historical perspective of past SANBAG earmarks, legislative initiatives, and past regulatory actions to guide their advice to SANBAG.

Throughout the 2013 session, VSA kept SANBAG well-informed including summaries and announcements of committee and subcommittee hearings, appointments and various legislative proposals. Also as new issues arose, they were diligent about bringing those to SANBAG's attention. They also proactively began weekly conference calls with staff to ensure that communications were timely and that the requests made by SANBAG were addressed quickly, effectively, and efficiently.

2013 also saw a transition in leadership in the U.S. Department of Transportation (DOT), with Secretary Ray LaHood leaving and Secretary Anthony Foxx being nominated and sworn in. During the departure and transition to a new Secretary, VSA kept SANBAG informed and represented SANBAG with the new staff.

VSA is also always willing to present at SANBAG Board meetings to update the Board of Directors on the activities in D.C., having done so in February and November 2013. They also are prompt about scheduling meetings for Board Members, the Executive Director, Director of Legislative and Public Affairs, as well as any other SANBAG staff while they are in D.C.

In 2013, VSA organized a trip to Washington, D.C. for the SANBAG Advocacy Team comprised of Board Members, the Executive Director and the Director of Legislative and Public Affairs. They were proactive about suggesting topics and meetings, and scheduled the trip in a timely manner. They also engaged in a pre-trip strategy meeting with the advocacy team to prepare for the trip. Meetings included those with the San Bernardino County delegation, the Chairman of the House Highways and Transit Subcommittee, the Vice Chair of the House Transportation & Infrastructure Committee, staff from the Senate Environment and Public Works Committee and House Highway and Transit Subcommittee, the Federal Highways Administrator, the Director of the Office of Freight Management, the Deputy Federal Transit Administration Administrator, and the Deputy Assistant Secretary for Transportation Policy at the DOT.

VSA also represents SANBAG with the House Transportation & Infrastructure Committee Chairman, engages with transportation and transit coalitions on our behalf, and provides strategic advice on issues as they arise including Amtrak Appropriations, Truck Size and Weight Limits, and other regulatory efforts.

VSA has also stepped up efforts to maintain close communications with the San Bernardino County delegation, including new and long-standing members. This has ensured that the lines of communication were open throughout the session.

2013 Staff Evaluation of Federal Advocacy Services

Major Initiatives

1. Federal Budget

Effort: Good, Outcome: Good

This past year provided a non-stop flurry of budget, fiscal cliff, debt ceiling, sequestration, appropriation activity at the federal level. VSA kept SANBAG apprised of the various deadlines, impacts, and remaining issues as the year progressed including sending timely summaries of budget proposals, funding levels, and budget requests throughout the year. The shutdown of the federal government in the fall was another critical time where VSA kept SANBAG informed of the impacts of the shutdown and the efforts to end it.

With the Highway Trust Fund (HTF) projected to run out of funding at the end of the Moving Ahead for Progress in the 21st Century (MAP-21), VSA has consistently shared updates on the various proposals to shore up the HTF, provide alternative revenues for transportation and goods movement, and the probability of short-term extensions of MAP-21 in 2014. This includes not only various legislative proposals, but also information on the Administration's infrastructure investment plans, national infrastructure bank, and the expanded Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

In addition to providing information on potential new ongoing sources of federal funding, VSA also provided strategic insight into the 2013 round of Transportation Investment Generating Economic Recovery (TIGER) funding. This early understanding allowed SANBAG to prepare our member agencies for applications that were focused on the priority items for funding. VSA also informed SANBAG of additional grant funding opportunities as well.

Items such as the alternative fuels tax credit, transit tax benefits for employers, the new/small starts program cuts, and alternative project delivery regulations were also recurring topics in 2013 where VSA was actively involved.

2. National Recreation Area Designation in the San Gabriel Mountains

Effort: Very Good, Outcome: Very Good

In 2003, the San Gabriel River Watershed Study Act directed the National Park Service (NPS) to conduct a study of the San Gabriel River and San Gabriel Mountain areas to determine whether the study area, or a portion thereof, should be considered for inclusion in the national parks system. NPS released their final report on April 10, 2013 recommending the establishment of a "San Gabriel Unit" of the Santa Monica Mountains National Recreation Area (NRA). The recommendation largely limited the NRA designations to portions of the San Gabriel Valley with the exclusion of national forest land, despite the more extensive land area originally studied.

For San Bernardino County, the draft study originally contemplated the inclusion of portions of Chino Hills and sections of national forest land within the County in the proposed NRA. Ultimately, the recommendation only included a small portion of land north of Upland.

2013 Staff Evaluation of Federal Advocacy Services

Congresswoman Judy Chu (D-CA) has led a series of stakeholder meetings as part of a desire to author potential legislation. VSA and SANBAG staff reached out to and engaged her office to ensure that SANBAG's interests are addressed in any potential legislative proposals. VSA also provided additional research and materials to supplement SANBAG's analysis of the proposal. They also helped facilitate NPS' attendance at the West Valley Forum held in Rancho Cucamonga.

3. MAP-21 Implementation

Effort: Good, Outcome: Fair

With only two years to implement major changes to the way the federal government handles project reviews and approvals, the implementation process has moved along much more slowly than many would prefer, and much of that has been blamed on sequestration cuts and the lack of sufficient policy development time. VSA has closely monitored the implementation of the project streamlining measures from MAP-21 and provided regular updates to the Board of Directors and staff. There are still a number of provisions to be implemented with less than a year remaining on the current transportation bill. VSA continues to monitor and raise any issues of interest, including specific attention to categorical exclusions for additional project types such as grade separations.

4. Primary Freight Network

Effort: Very Good, Outcome: Very Good

The Primary Freight Network (PFN) was released in November 2013, two months after its MAP-21 deadline, and was very positive for San Bernardino County. While a few segments of critical routes will need to be updated, largely the maps reflected the volume of goods movement congestion on our highways. VSA and SANBAG's advocacy work over time has yielded a significant understanding of this region's need.

The release of the network also came with questions from DOT about whether the future updates should consider a corridor approach. This is a direct result of SANBAG's advocacy through VSA, Board Members, and staff to ensure that the network of freeways in Southern California were properly accounted for in relation to the rest of the highway network. It remains to be seen whether any extension of MAP-21 will include such a clarification. Congresswoman Negrete McLeod (CA-35) inquired with VSA and SANBAG about potential amendments to be included in the Transportation Appropriations bills. A proposal was put forth to consider the corridor approach but did not move forward. In the meantime, DOT has moved forward with the centerline approach directed in MAP-21. While a corridor approach was not incorporated formally, San Bernardino County fared well in the draft PFN as the parallel portions of SR-60, I-10, and SR-210 in the western reach of the County were included in the network, among other key segments of facilities across the County.

2013 Staff Evaluation of Federal Advocacy Services

5. National Freight Advisory Committee

Effort: Very Good, Outcome: Fair

Also as proscribed in MAP-21, the creation of the National Freight Advisory Committee (NFAC) occurred in 2013 to help inform DOT about the creation of a National Freight Plan and associated policies. VSA notified SANBAG of the nomination process, helped to facilitate the application, and aggressively sought support from delegation members. Unfortunately, with so many applicants from California, SANBAG was not included in the final list but is being effectively represented by a Member of the Legislature and a Member of the California Transportation Commission.

6. Buy America

Effort: Very Good, Outcome: Good

MAP-21 expanded previous Buy America requirements to now include all contracts eligible for assistance under Title 23 within the scope of a finding, determination, or decision under NEPA, regardless of the funding source, including rail and utility contracts. As this requirement took effect in October 2012, contracts awarded on or after that date were subject to the new provisions. Without ample time to prepare, the utility providers were unable to comply, causing delays in projects that threatened the loss of state and federal funds.

VSA researched the new Buy America requirements and provided additional background to aid SANBAG's effort to move forward with projects. With Congress urging an administrative rather than legislative solution, the focus shifted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). VSA met with Senate Environmental and Public Works Committee (EPW) and House Transportation and Infrastructure Committee (T & I) staff and briefed them on the issue. VSA and SANBAG also engaged with other stakeholders to communicate the impacts the new provisions were having on projects. This effort successfully resulted in a temporary waiver by FHWA to allow the utilities more time to prepare for implementation on highway projects (FTA did not allow a similar waiver, leading to challenges in delivering the San Bernardino Transit Center and the Downtown San Bernardino Passenger Rail Project). VSA provided advance notice to SANBAG of the FHWA waiver decision and also communicated back with Senator Boxer (D-CA) that the waiver would sufficiently address the issue on the highway side for SANBAG.

Unfortunately implementation hurdles remain on the FTA side as noted above, but as things progress more on the highway side, we anticipate transit agreements will become more routine as well.

7. FTA Grant Hold

Effort: Very Good, Outcome: Very Good

The Federal Transit Administration (FTA) provides funding to local agencies through several grant programs for capital projects and operating expenses. These funds must be certified by the U.S. Department of Labor (DOL) to ensure that certain protections are provided to mass transit employees. Unions representing transit agencies around the state challenged these grant

2013 Staff Evaluation of Federal Advocacy Services

applications alleging that the passage of the Public Employees' Pension Reform Act (PEPRA) in California violated their collective bargaining rights under federal law.

VSA reached out to FTA and DOL to gain additional insight into the federal perspective on the issue. They provided regular updates on efforts to fix the issue in Washington, D.C. and advised SANBAG on the appropriate next steps. As the issue moved along, VSA also ensured that SANBAG was aware of a letter from DOL Secretary Perez to Governor Brown that it was up to California to fix the issue. This allowed SANBAG to engage the state on a potential path forward. Once the state had passed AB 1222, VSA worked to provide a timeline for the release of funds from DOL and FTA.

ATTACHMENT 4

“SCOPE OF SERVICES”

Overall Goal: To successfully achieve the intended results of the federal legislative program for San Bernardino Associated Governments (Authority). Continue to establish and maintain positive working relationships with the San Bernardino County Congressional delegation and federal administrators. Tasks will include, but not be limited to the following:

- Seek out and identify legislation and/or amendments to legislation that coincide with the Authority Legislative Work Program.
- Routinely communicate with delegation members, and members of related House and Senate Committees on legislation sponsored by Authority and Congressional positions adopted in response to specific legislative or budget proposals. This may occur through both written and oral communication as well as any other tasks the Authority identifies.
- Provide information, copies of introduced legislation, relevant testimony and any analysis of legislation relative to Authority.
- Coordination of advocacy efforts that may include testimony by the selected firm's representatives, and/or Authority Board member and/or staff.
- Advise and assist Authority in developing strategy on legislation, regulations and actions contemplated at any government level.
- Forward newspaper clippings, copies of e-newsletters and/or magazine articles pertaining to the political climate, political issues or legislative issues as deemed necessary and that are pertinent to Authority's Legislative Work Program.
- Assist with the development, attendance, and programming of a Legislative Staff Tour/Luncheon for delegation member staff and other events as necessary.
- Provide a written monthly update to the Authority Board of Directors which summarizes the firm's most recent efforts on behalf of Authority, including but not limited to: testimony before committee, individual meetings with Congressional members and written correspondence on behalf of Authority. This report shall also contain any relevant information regarding Congressional activities/progress on moving legislation, adopting a budget, and general activities or action of Federal government that could impact Authority's interests.
- Provide an annual end-of-year report to summarize activities throughout the year, accomplishments and ideas for further consideration.
- Attend at least one regular board meeting per year to report on Congressional activities. Additional requests may be made by Authority as necessary. Visits to Authority shall be compensated as outlined in the contract.



- 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: 14

Date: February 5, 2014

Subject: Unmet Transit Needs Public Hearings and Findings

- Recommendation:***
1. Review the testimony from the September 2013 Unmet Transit Needs Public Hearings.
 2. Adopt Resolution No. 14-008 of the San Bernardino County Transportation Commission Unmet Transit Needs Findings.

Background: During September 2013, SANBAG, acting as the County Transportation Commission, held two public hearings for the Desert Region in San Bernardino County in fulfillment of the Transportation Development Act's (TDA) requirement that SANBAG obtain testimony regarding unmet transit needs that can be reasonably met (California Public Utilities Code sections 99238.5 and 99401.5). The first meeting was held on September 16, 2013, in Hesperia, covering the upper desert and the second meeting was held on September 26, 2013, in Joshua Tree covering the lower desert region. The governing bodies of the Victor Valley Transit Authority (VVTA) and the Morongo Basin Transit Authority (MBTA) served as the hearing boards.

*

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	CTC	X	CTA	SAFE	CMA
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Check all that apply.

BRD1402a-ns

Attachment:

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a1-ns.docx>

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/RES14008.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a2-ns.docx>

Attachment A to this report provides the definitions of “unmet transit needs” and “reasonable to meet” adopted by the Commission on July 10, 2013. The definitions have been used to determine the recommended formal findings contained in Resolution No. 14-008. Attachment B to this report is Resolution No.14-008 that contains the formal findings from the public hearing process. Attachment C provides a summary of the testimony received and recommended staff response.

Upper Desert Region

Victor Valley Transit Authority Service Area:

- Service expansion requests, to increase service frequency and coverage;
- Service connectivity and fare structure;
- Service expansion for Lucerne Valley and Outlying Area;
- Service Performance;
- Service Animal Policy;
- Driver Stop Announcement;
- Improvements to Bus Stops and Amenities
- On-Board Passenger Safety
- Veterans Transportation Needs

Lower Desert

Morongo Basin Transit Authority Service Area:

- Service expansion requests to Banning/Beaumont, Johnson Valley, Wonder Valley and Landers Loop;
- Preventative Maintenance concerns related to seatbelts, signals and general maintenance of the bus;
- Ready Ride concerns related to wheel-chair position in a vehicle, waiting time, missed pick-ups, waiting times and carry-on package policy;
- On-Time Performance;
- Adding Sunday Service;
- Bus Stop Improvements, including shelters, for stops on existing routes;
- Rider compliments.

During this hearing process, no unmet transit needs were raised within the Victor Valley, High Desert Region or the Morongo Basin, Lower Desert Region, that staff determined can be reasonably met. The findings and resolution recommended for adoption by the Commission are consistent with that determination.

On January 21, 2014, VVTA adopted this resolution as part of their January Board of Directors meeting. On January 23, 2014 MBTA also adopted this resolution as part of their Board of Directors meeting.

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

Reviewed By: This item was reviewed and approved by the Commuter Rail and Transit Committee on January 16, 2014. This item and the resolution were approved as to form by SANBAG's General Counsel.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

Attachment A

Definitions of “Unmet Transit Needs” and “Reasonable to Meet” adopted by the San Bernardino County Transportation Commission Board of Directors on July 10, 2013

Unmet Transit Needs: Unmet transit needs are any deficiency in the provision of public transit services, specialized transit service or private for-profit and non-profit transportation.

Reasonable to Meet: Reasonable to meet is a determination to be made based upon the following guidelines, performance and financial standards:

A. Community acceptance – The proposed service has community acceptance and support as determined by the Unmet Transit Needs public hearing record, the inclusion of adopted programs and plans, the adoption of governing board positions and other existing information.

B. Timing

1. The proposed service shall be in response to an existing rather than future need
2. The proposed service shall be implemented consistent with the timing for federal and state grant approval if such a grant is the most appropriate primary method of funding.

C. Equity – the proposed service shall:

1. Not unreasonably discriminate against or in favor of any particular segment of the community.
2. Not result in reduced service levels for other parts of the transit system that have equal or higher priority.
3. Require a subsidy per passenger generally equivalent to a 120% of similar services being operated within the first two full fiscal years of operation unless overriding reasons so justify.

D. Cost effectiveness – the proposed service shall:

1. Not duplicate other existing transportation services or resources.
2. Consider opportunities for coordinating amount adjoining public entities or with private transportation providers and/or funding agencies in order to maximize existing

resources (including financial) as well as legal or customary responsibilities of other entities such as social service agencies, religious organizations and schools.

3. Not adversely affect the operator's ability to meet the required ratio of fare revenue to operating cost after two full fiscal years of operations.

4. Meet a productivity level of 80% of the average number of passengers per hour for similar services being operated within the first two full fiscal years of operation unless overriding reasons so justify.

E. Operational feasibility – The proposed service must be safe to operate, including the operation of vehicles on adequately maintained roadways.

RESOLUTION NO. 14-008

*

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION ADOPTING UNMET TRANSIT NEEDS FINDINGS BASED ON HEARINGS HELD IN SEPTEMBER 2013

WHEREAS, the San Bernardino County Transportation Commission (SANBAG) is the designated transportation planning agency for San Bernardino County, and is therefore, responsible for the administration of funds under the Transportation Development Act (TDA), as amended; and

WHEREAS, SANBAG adopted definitions of “unmet transit needs” and “reasonable to meet” during its regular meeting of July 10, 2013; and

WHEREAS, SANBAG conducted two public hearings in September, 2013, to obtain testimony regarding unmet transit needs in the Desert area of San Bernardino County; and

WHEREAS, SANBAG has given consideration to: the testimony received during the public hearing process pursuant to California Public Utilities Code (PUC) Sections 99238 and 99401.5; input from the Public and Specialized Transportation Advisory and Coordinating Council (PASTACC), the advisory council established pursuant to PUC Section 99238; the adequacy of public and specialized transportation contained in the most recently adopted Regional Transportation Plan; and the analysis of potential alternative public and specialized transportation services that would meet all or part of the transit demand.

NOW, THEREFORE BE IT RESOLVED, that the San Bernardino County Transportation Commission hereby finds:

1. There are no unmet transit needs that can be reasonably met within the Victor Valley, High Desert Region of San Bernardino County.

*

	<p><i>Approved</i> <i>San Bernardino County Transportation Commission</i></p> <p><i>Date:</i></p> <p><i>Moved:</i> <i>Second:</i></p> <p><i>In Favor:</i> <i>Opposed:</i> <i>Abstained:</i></p> <p><i>Witnessed:</i> _____</p>
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Attachment B

2. There are no unmet transit needs that can be reasonably met within the Morongo Basin, Lower Desert Region of San Bernardino County.

Approved by the San Bernardino County Transportation Commission at a regular meeting thereof held February 5, 2014.

San Bernardino County – Unmet Transit Needs Hearings
Victor Valley- Barstow Upper Desert Region
Victor Valley Transit Agency, September 16, 2013

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Victor Valley-Barstow Upper Desert Region	
Testimony	Responses
<p>VVTA Direct Access Paratransit</p> <p>Concern that zonal-based fare structure is based upon incorrect mapping and out-of-date software with result that distances away from stops are incorrectly measured and mileage-based fares are incorrectly calculated; e.g. this rider’s Hesperia trip of 4 miles is \$4.50 while a trip of 19 miles from Adelanto Highway 395 at Palmdale to Apple Valley Post Office is only \$2.50. Inequitable fare structure.</p> <p align="right">Joseph Buscher, Jr., Hesperia</p>	<p>There are no mileage-based fares in VVTA’s Direct Access Paratransit. Fares are based upon zones. Trips between zones will cost more than trips within a single zone. Where trip origins or trip destinations are outside the ¾ mile Americans with Disabilities Act (ADA) boundaries, trips will cost more.</p> <p>There may be instances where a trip within a zone could be longer than a two-zone fare but still a single-zone fare. This is likely an uncommon experience. VVTA is encouraged to review its mapping software to ensure it is current, with zones accurately reflected in the Trapeze trip scheduling processes when determining passenger fares.</p>
<p>VVTA Fixed Route Services Public Information</p> <ul style="list-style-type: none"> - Real time bus information at www.vvta.org/infpoint.viaMobile is a great service and needs to be promoted. - Website would benefit from adding announcements regarding bus stop closures and relays due to vehicle break down. Website is not updated with current information, such as route design changes; route information is out-of-date from a year ago. Website is down a lot. - Please make all schedules into one booklet to save having to look for different schedule on the busses. <p align="right">Joseph Buscher, Jr., Hesperia</p>	<p>VVTA does not have adequate marketing support, working with a small out-sourced contract to provide existing marketing. These comments suggest it is time to expand VVTA staffing to include some level of marketing expertise on-staff, in order to make immediate and timely changes to VVTA’s website and printed materials and to ensure its website stays current and operational.</p> <p>VVTA chooses not to print a bus book so individual route and schedule changes do not make the whole book “outdated” and so individual changes can be more readily reflected in printed materials.</p>
<p>VVTA Bus Stops</p> <ul style="list-style-type: none"> - None of the bus stops display any information about bus route that goes there; stops should include: route being served, telephone number for trip information, website address, bus stop number. <p align="right">Joseph Buscher, Jr., Hesperia</p>	<p>SANBAG advises that additional bus stop information be addressed through VVTA’s new Mobility Management grant, with substantive action taken during FY 14/15. As part of VVTA’s Mobility Management Plan, VVTA reports plans for the placement of way-finding information at all bus stops. Additionally, each stop will be outfitted with a QR code so riders with smart phones will be able to see exactly when their next bus is on the route.</p>

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Victor Valley-Barstow Upper Desert Region	
Testimony	Responses
<p>VVTA Accessible Bus Stop Inventory</p> <ul style="list-style-type: none"> - Website says this bus stop inventory is coming soon but it has been about five years since this request was first made. <p style="text-align: right;">Joseph Buscher, Jr, Hesperia</p>	<p>SANBAG recommends that continued work towards addressing this rider’s concerns be included as an element of a VVTA’s Mobility Management project.</p> <p>VVTA comments that it does have a detailed bus stop inventory which includes which bus stops have what amenities. SANBAG recommends this be noted as such and posted on VVTA’s website. While the ADA maintains that only the rider can determine if a bus stop is accessible for him/herself, a published inventory of stop characteristics will be useful to some riders. VVTA wishes to have a photograph of each stop so the rider can view the stop before riding so to determine the accessibility for her/himself, although VVTA does not have the resources to photograph and post over 700 bus stops.. VVTA could pursue an Article 3 grant to accomplish the photographic inventory through a consultant.</p> <p>Again, VVTA can benefit from a marketing manager, staff who can compile bus stop information from excel spreadsheets into documents that will be more useful to the riding public.</p>
<p>VVTA Fixed Route Configuration</p> <ul style="list-style-type: none"> - Route 44 – There are a lot of schools, churches and a Stater Brothers on Maine and Maple. Riders have to walk about six blocks from Route 44 stops along Cottonwood Ave. where there are no businesses. Propose Route 44 go down Maple, make a right on Sycamore and left onto Cottonwood to then continue with regular route. It currently takes about an hour each way to walk to the grocery store to my house, tho’ store is only 2 miles from my home (map provided). <p style="text-align: right;">Joseph Buscher, Jr, Hesperia</p>	<p>VVTA’s recently adopted Comprehensive Operational Analysis (COA) has addressed many issues like this, although not all, through its service recommendations. Outstanding issues can be examined in future COA planning efforts.</p>
<p>Fixed Route Closed Mic System</p> <ul style="list-style-type: none"> - Requirement of bus operators to use phone-like device with a wire and hold to their ear while talking to dispatch raises some safety concerns. - For Direct Access, drivers must continuously look at their computer screens for customer information. <p style="text-align: right;">Joseph Buscher, Jr, Hesperia</p>	<p>These are standard practices for transit agencies across the country and do not represent safety issues. This switch from the open microphone was done to address rider concerns and improve confidentiality.</p>

Victor Valley-Barstow Upper Desert Region	
Testimony	Responses
<p>VVTA Telephone Dispatch Concerns Would like for dispatch staff to be available to talk to us when we call dispatch about the routing and where the bus is. Patricia Jiles, Helendale</p> <p>The phones are not manned. When calling for the last bus (busses) at night, trying to find out where my bus is, I get the answer machine. Difficult when the last bus should have been there already. No one returns phone calls when leaving a message on the answer machines. Leah Hamilton, Apple Valley</p>	<p>SANBAG recommends VVTA work with its contractor, Veoila, to address these issues and resolve telephone-related concerns</p>
<p>VVTA Fares - The fare box tells me that my 31-day pass is not valid. Unclear why. Marilyn Birchold, Adelanto</p>	<p>A procedure has been established for drivers to bring back such instances, including the passenger's name, for further investigation. There was a software problem at one point that contributed to this but this should be resolved as of this writing and VVTA reports it will continue to be monitored.</p>
<p>VVTA Rules of the Road</p> <ul style="list-style-type: none"> - Make passengers have their fare ready before boarding. - Make sure passengers are seated and stay seated until the vehicle comes to a complete stop. - Enforce the rule of not talking to the bus driver while the vehicle is in motion. - Enforce the rule of riding bus no more than one complete loop. - Ensure operators secure wheelchairs by strapping to the frame of the wheelchair and not to the wheels. - Provide trash bags on all the vehicles. - Give drivers authority to remove passengers off the bus when rules are violated, without permission from dispatch to show that coach operators have control over their bus. <p style="text-align: right;">Joseph Buscher, Jr, Hesperia</p> <ul style="list-style-type: none"> - Problem with young people hogging seats and not giving these up for elderly people. - Riders should not be talking on their cell phones; upsetting and not respectful. <p style="text-align: right;">Marilyn Birchold, Adelanto Olga Pistrano, Hesperia Leah Hamilton, Apple Valley</p>	<p>Several comments are in order:</p> <ol style="list-style-type: none"> 1. VVTA, like any public transit system, largely relies upon the drivers to encourage safe, appropriate and courteous behavior onboard its vehicles. That said, drivers cannot easily be enforcers as their primary and most important job is to drive the vehicle safely. 2. At this time, there are no plans for security personnel on-board the vehicles. If basic safety concerns are documented and appear to be increasing, this is a policy matter that the VVTA board might consider. The current volume of incident reports do warrant it. 3. Basic rider courtesy campaigns are one approach – for example, encouraging behaviors such as giving your seat to older adults or persons with disabilities; not using your cell phone; being respectful of other riders. SANBAG encourages inclusion of this as an element of VVTA's new Mobility Management program, possibly launching a "rider courtesy" campaign. 4. Regarding buses not being clean, drivers do have some emergency spills materials on the buses but otherwise will have to wait until the bus is returned to the yard at the end of the shift to deal with accidents. If a bio-hazard is identified, immediate steps are taken

Victor Valley-Barstow Upper Desert Region									
Testimony	Responses								
<p>- Bus not clean; urine around the seats (one time); grease on the seats. Olga Pistrano, Hesperia</p> <p>- We ought to be able to get off at the front of the bus because you're not always able to get off (out) at the back door. Also the drivers aren't always close enough to the curb. If you are sitting in the front, you should be able to exit in the front. Leah Hamilton, Apple Valley</p>	<p>to remediate the hazard. SANBAG encourages VVTA administration to develop routine "spot checks" of VVTA buses to ensure cleanliness.</p> <p>5. The disembarking of buses at the back door is VVTA policy in order to avoid congestion around the farebox for passengers who are boarding and generally to speed the flow of passengers getting on and getting off. This helps keep the buses from running late and VVTA reports this is an agency practice that is not going to change.</p>								
<p>Driver Concerns</p> <p>Believes that drivers, particularly on Routes 45/48, are unhappy with their work and take their feelings out on the riders. Alyssa Hackett</p>	<p>VVTA's operations contractor has a driver sensitivity program to address driver manners and bearing towards passengers. SANBAG encourages VVTA and its contractor to include regular reminders of driver courtesy practices at its regular monthly safety meetings.</p>								
<p>VVTA Bus Stop Amenities</p> <p>- Would like to see benches, bus benches and trash cans at more stops. Patricia Jiles, Helendale</p> <p>- Need a shelter and bench at Shadow Medical Center on Palmdale, at 12384 Palmdale Road, Adelanto.</p> <p>- Need a bench at the Twilight stop, off Mojave at Adelanto.</p> <p>- Replacement bench by the Probation Office on Park where a big car accident took out the existing bench.</p> <p>- Need bench at Jonathan and Willow.</p> <p>- Need bench on Borego (Route 31).</p> <p>- Need bench at Denny's stop in Victorville. need more benches at 7th and Lorraine and shelters there too because of the heat - crowding there. Terri Martini, Adelanto</p> <p>Would like to see more benches at more stops and some that should be taken away where there is no route any longer. Marilyn Birchold, Adelanto</p>	<p>Placement of new bus stop amenities follow, guidelines developed from the recently adopted COA - Passenger Amenities that guide VVTA decisions in when and where to place stop amenities:</p> <p><i>"The passenger amenity guideline is used to measure the quality of the passenger environment. Bus stop seating, shelters and bus stop signs are all included in the performance guidelines for passenger amenities. All bus stops must have a bus stop sign indicating the location of the bus stop. Ideally the bus stop sign should identify the route and destination as well as contact information for VVTA. Seating or benches should be provided at bus stops with at least 25 passenger boardings per day. Shelters should be provided at bus stops with at least 50 passengers per day."</i></p> <p style="text-align: center;">VVTA Passenger Amenity Performance Guidelines</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Amenity</th> <th style="text-align: center;">Guideline</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Bus Stop Signs</td> <td style="text-align: center;">All</td> </tr> <tr> <td style="text-align: center;">Bus Stop Seating</td> <td style="text-align: center;">25 boardings/day</td> </tr> <tr> <td style="text-align: center;">Bus Stop Shelters</td> <td style="text-align: center;">50 boardings/day</td> </tr> </tbody> </table>	Amenity	Guideline	Bus Stop Signs	All	Bus Stop Seating	25 boardings/day	Bus Stop Shelters	50 boardings/day
Amenity	Guideline								
Bus Stop Signs	All								
Bus Stop Seating	25 boardings/day								
Bus Stop Shelters	50 boardings/day								

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Victor Valley-Barstow Upper Desert Region	
Testimony	Responses
<p>Veterans Transportation Needs</p> <p>Many vulnerable and needy veterans; need affordable and reliable transportation. Although passenger fares seem low and affordable, for those veterans without work, long-term unemployed or with disabilities, even existing fares can be difficult to pay. Would like to see discounted fares for all veterans and active duty military, as Riverside Transit Agency has recently instituted. This is a way to help fill buses.</p> <p style="text-align: right;">Osvaldo Maysonet, United Way 211, Rancho Cucamonga Veterans Specialist</p>	<p>SANBAG encourages its public transit providers to do what they can to assist veterans, active military duty and their families connect with public transit services that will improve their mobility. Fare policy in this arena is, however, up to the VVTA Board of Directors. Currently veterans with a service disconnected ID card are eligible to receive a VVTA half fare disabled card at VVTA offices.</p> <p>The VVTA Board has shown an interest in and has directed staff to look into the possibility of discounted fares for all veterans.</p>
<p>Late Buses and VVTA Route-Specific Issues</p> <ul style="list-style-type: none"> - Route 43 has been arriving late, around 3:15 instead of 3 p.m.; would like to see Route 43 run every half an hour. - Route 31 is always late but it isn't that long of a route. - The buses are often running late and you can't make connections. Marilyn Birchold, Adelanto Ramona Hawley, Victorville - Route 45 going into the College is often passing people up, sometimes ten persons tho' the bus wasn't that crowded. Marilyn Birchold, Adelanto - Would like to see Route 31 service start at 6:30 in the a.m. as opposed to 7:30 a.m. and run at least until 5:30 p.m., running at 1/2 hour intervals. Terri Martini, Adelanto - Route 31 – stops at Amargosa and Village and then next stop is Village and Rancho. These stops are about 2 miles apart. Catching the bus at Orrick and Vasquez which is near three stops within three blocks. Would like to see stops north of Amargosa and Village. Makes for a very long walk home, unless I ride the bus all the way around the loop. Calvin Maintree, Victorville 	<p>On October 7, 2013 VVTA implemented the recommendations of the Comprehensive Operations Analysis (COA) conducted by AECOM consultants. After the implementation there were still on-time performance issues with Routes 45, 48, 51, and 55. These have been addressed and new schedules and alignments for these routes will be implemented on Monday, December 16, 2013. VVTA administration, the AECOM consultant and the operations contractor, Veolia, have worked closely since October 7th to determine the best solution. Most if not all routes are currently running on schedule.</p> <p>Earlier service for Route 31 was not one of the recommendations from the recently adopted COA. However SANBAG recommends VVTA staff monitor Route 31 for possible changes in the near future.</p> <p>SANBAG recommends VVTA forward bus stop location issues to the VVTA Stops and Amenities temporary contractor for review and comment, in the context of the stop spacing guidelines below. Appropriate steps should be taken where warranted.</p> <p>Changes to bus stop spacing will be reviewed by VVTA in terms of its guidelines from the recently adopted COA which direct stop spacing:</p> <p style="text-align: center;"><i>“Bus stop spacing will affect the distance customers will have to walk to access a transit route and also affect bus speeds. Frequent stops can create a significant increase in travel</i></p>

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Victor Valley-Barstow Upper Desert Region										
Testimony	Responses									
<p>- .Route 52, no stop at Amargosa and El Evado; quite a walk from where the bus now stops; apartment building and school on Seneca, near Amargosa and Elevado. <p style="text-align: right;">Ramona Hawley, Victorville</p> <p>- Would like to see a stop on Tawney Ridge and Condor. <p style="text-align: right;">Arthur Dominguez, Victorville</p> <p>Apple Valley - Desires a bus in the area of Central/ Waalew or Central/ South. Living a mile east of Central and its is a three mile walk to the nearest stop at Central and Thunderbird. <p style="text-align: right;">Emma Brown, Tocaloma Road, Apple Valley</p> <p>- Would like to see College Route to Victor Valley College Regional Training Center, out near the WalMart Distribution Center. - Would like to see service on Dale Evans to Brewster Park which is a polling place and has various functions; also in the direction the Juvenile Center and the WalMart facility. <p style="text-align: right;">Ron Celle, Adelanto Leah Hamilton, Apple Valley</p> </p></p></p></p>	<p><i>time and too large a spacing between bus stops may result in customers that are unable to walk to the stop.</i></p> <p><i>The guideline for bus stop spacing states that bus stops should be no closer than 0.15 miles and no further than 0.25 miles in urbanized area or 0.50 miles in non-urbanized areas. Some conditions may warrant an exception to these guidelines, such as pedestrian safety, geographical barriers, and significant trip generators”.</i></p> <p style="text-align: center;">VVTA Bus Stop Spacing Guidelines</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Area</th> <th style="text-align: center;">Minimum Stop Spacing (miles)</th> <th style="text-align: center;">Maximum Stop Spacing (miles)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Urbanized</td> <td style="text-align: center;">0.15</td> <td style="text-align: center;">0.25</td> </tr> <tr> <td style="text-align: center;">Non-urbanized</td> <td style="text-align: center;">0.25</td> <td style="text-align: center;">0.50</td> </tr> </tbody> </table>	Area	Minimum Stop Spacing (miles)	Maximum Stop Spacing (miles)	Urbanized	0.15	0.25	Non-urbanized	0.25	0.50
Area	Minimum Stop Spacing (miles)	Maximum Stop Spacing (miles)								
Urbanized	0.15	0.25								
Non-urbanized	0.25	0.50								
<p>Requesting Bus Service, Without One-Directional Loop</p> <p>Near Sultana and G, home on G Avenue – bus service stops there but only goes towards the college. I would like to be able to get to the mall and have the bus stop near my home which is a senior citizens home. The Route 46 can go around the loop but that makes for a very long trip.</p> <p>Also returning from volunteer work, to be left in front of home, it is necessary to take the Route 51 to pick up the 52 and then be able to take the Route 44 home. Takes two and a half hours or more; too long. <p style="text-align: right;">Olga Pistrano, Hesperia</p> </p>	<p>Route 46 does currently accommodate seniors as requested.</p> <p>VVTA’s recently adopted COA has addressed many issues like this, although not all, through its service recommendations. Outstanding issues can be examined in future COA planning efforts.</p>									

Attachment C

Victor Valley-Barstow Upper Desert Region	
Testimony	Responses
<p>VVTA Route 21 - Phelan</p> <ul style="list-style-type: none"> - Phelan, Route 21- Finds the 1 ½ hour wait between buses in Phelan is too long and believes ridership would improve with more frequency. Wants a second bus added to Route 21 all day. <p style="text-align: right;">Betty Constantino</p>	<p>This was considered in VVTA's recently adopted COA. Instead Route 20 was created to provide dial-a ride service throughout the Tri-Communities.</p>
<p>VVTA Route 22 Configuration - Helendale</p> <ul style="list-style-type: none"> - Route 22 goes around the lake every two hours; would like to see it run more frequently, at least hourly. - Would like to see stop closer; 3000 steps to the Market from home (Helendale). - Direct Access won't go to Helendale. <p style="text-align: right;">Patricia Jiles, Helendale</p>	<p>While increased service is always desirable, it is notable that this is an increase over the twice daily service that was previously provided to the Helendale community and prior to that the deviated fixed-route service which required a call for pickups in and around Helendale. Trip demand will have to increase significantly for VVTA to be able to justify more frequent service.</p> <p>Notably, the existing service is a deviated fixed-route service and the rider can request a pick-up and drop-off closer to her home.</p>
<p>Regional Connectivity</p> <p>Does VVTA have any plans to connect with the Antelope Valley Transit Authority services around Palmdale and Lancaster?</p> <p style="text-align: right;">Joseph Dunn, via email</p> <p>Passenger is pleased that BV-Link is going to the San Bernardino Valley but wants to know if VVTA plans to connect with the City of Palmdale. She currently rides BV-Link down to Metrolink and then takes that all the way to Palmdale and its an all-day trip.</p> <p style="text-align: right;">Anne King, via email</p>	<p>At this time, there is not sufficient demand to suggest that this is an unmet need that is reasonable to meet. The Victor Valley Long Distance Commuter Needs Study of 2010 showed some level of commute east-to-west between the Victor Valley and the Antelope Valley but not at a level that is sufficient to support a public transit connection. It may be possible to revisit this during VVTA's next COA, during FY 2017 to see how demographic and home-to-work patterns may have changed.</p>
<p>VVTA Sunday Service</p> <p>Compliment -- Really excited to have Sunday service in October.</p> <p>Drivers and Other Compliments - Christine, Rt. 43 is a good driver.</p> <p style="text-align: right;">Marilyn Birchold, Adelanto</p> <p>Thank you for making entryway accessible. Thank you for the bus drivers. They are really nice and helpful.</p> <p style="text-align: right;">Arthur Dominguez, Victorville</p> <p>No Way to Get Anywhere on Sundays</p> <p style="text-align: right;">Alyssa Hackett, Victorville</p>	<p>VVTA is commended for starting its Sunday service and it is hoped that ridership levels will grow and support expansion of this service. The human services community is encouraged to advise their job-seeking clients of this new Sunday public transit connection.</p> <p>This rider is unaware of the new Sunday service, which was not operational when she made her comments in August. VVTA is encouraged to continue to get out the word about new Sunday service.</p>

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Attachment C

Victor Valley-Barstow Upper Desert Region	
Testimony	Responses
<p>TREP Program Compliment</p> <p>The Department of Aging and Adults Services of San Bernardino County wants to express support for the Measure I funding received from Victor Valley Transit Authority for the volunteer driver program that serves elderly adults and disabled adults in the Victor Valley and North Desert areas. VVTA has provided funding for the Transportation Reimbursement Escort Program (TREP) since July 2010. The TREP allows homebound seniors and disabled adults to receive door-through-door assisted transportation from a volunteer driver that the individual locates and with whom they make arrangements. This enables the homebound person to make and keep important medical appointments, to socialized and supports the continued physical and mental health of the individual.</p> <p style="text-align: right;">Paula McGrew, Dept. of Aging and Adult Services</p>	<p>SANBAG appreciates the continuing support of DAAS and its staff with the TREP initiative, as well as that of the VVTA organization. This is an important "gap filling" transportation option, both for persons who need door-through-door assistance and in the very rural, often isolated areas of the County where public transportation is not feasible.</p>

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San Bernardino County – Unmet Transit Needs Hearings, 2013-2014
Morongo Basin High Desert Region
Helen Gray Education Center, Joshua Tree - September 26, 2013

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2013-2014 Morongo Basin High Desert Region	
Testimony	Responses
<p>Highway Bus</p> <p>There is a gap between 5 pm. and next bus at 6:50 p.m. in 29 Palms. It is difficult to leave the Senior Center by 4:15 in order to make 5 p.m. bus. If that bus is missed, it's a wait of almost two hours until the next bus.</p> <p align="right">Jeanette Payne, 29 Palms</p>	<p>This schedule is not optimal but reflects the service frequencies that MBTA has been able to put on the streets and sustain, given its funding base of state and local transit funding in addition to passenger fare revenues. This is something to examine in MBTA's next system-wide review, it's Short Range Transit Plan process, likely to be undertaken during 2015/2016.</p>
<p>Additional Bus Stops and Bench/ Shelters Needed</p> <ul style="list-style-type: none"> - On Hwy 62 between 247 and Yucca Valley, there is no bus stop at the Airway Surgical Center, Imaging Center and Physician's Clinic. Seniors need a bus stop with a bench and shelter on both sides of Highway. - In Yucca Valley on Pima Trail in front of two County Departments – Children & Family Services and Dept. of Aging & Adult Services – there is a bus stop but without a bench or a shelter. <p align="right">Atia Biag, Dept. of Aging and Adult Services, Yucca Valley</p> <ul style="list-style-type: none"> - Coming from Wal-Mart and going eastbound, have to walk to Avalon Air or catch 7A/7B to transfer. This is particularly difficult with six bags of groceries. <p align="right">Mary Lou Almond, Joshua Tree</p>	<p>MBTA has an ongoing bus stop improvement program that includes installations on the Highway. Adding the aforementioned stops will be evaluated as part of this improvement plan and will be addressed in order of priority as resources allow.</p> <p>Eastbound Route 1 Highway bus has already been rerouted to address the request identified by Ms. Almond.</p>
<p>Door-to-Door Assistance and Driver Assistance</p> <ul style="list-style-type: none"> - Concerned about 103 year-old, 96 and 97 year-olds that live on a slanted driveway. Drivers come up to assistance and it is so helpful. - Ernie made a footstool that eases the "too high" first step on his bus. Would appreciate having one on every bus. <p align="right">Regina Wagner, Yucca Valley</p>	<p>MBTA staff is concerned about possible safety issues that may result from using such a footstool on the uneven and irregular surfaces where we regularly board and deboard passengers. Customers are encouraged to request the use of the wheelchair lift instead.</p>

2013-2014 Morongo Basin High Desert Region	
Testimony	Responses
<p>Sunday Service</p> <p>Delighted to have Sunday service. Hope it becomes more than two runs each Sunday. <div style="text-align: right;">Mary Lou Almond, Joshua Tree</div> </p> <p>Glad to see the Sunday service; times are difficult to use and hope it is expanded. <div style="text-align: right;">Calvin Esterling, Joshua Tree</div> </p> <p>Seniors appreciate Sunday service. <div style="text-align: right;"><i>Via Atia Biag, DAAS, Yucca Valley</i></div> </p>	<p>Compliments are always appreciated.</p> <p>MBTA is invited to report on its Sunday ridership experience. PASTACC, human service agency advocates and Morongo Basin faith-based communities are encouraged to promote this new MBTA day-of-service so that it can develop a strong ridership base and be continued.</p>
<p>Ready Ride on the Weekend</p> <p>Seniors would appreciate Ready Ride services on the weekend. <div style="text-align: right;">Jean Mytys – Morongo Basin Kathryn O’Neal – Morongo Basin <i>Via Atia Biag, DAAS, Yucca Valley</i> Mary Lou Almond, Joshua Tree</div> </p>	<p>Evidence of strong ridership on the Highway Bus will support the future possibility of extending Sunday service into the Ready Ride service areas at some future time. Such expansion is not yet advisable until the Highway Bus Sunday trip demand is better understood.</p>
<p>Joshua Tree</p> <ul style="list-style-type: none"> - In Joshua Tree, only choice is to come down to the Highway Bus. Hope it is expanded for those for whom it is difficult to get to the Highway. Deviation pick-ups cannot go far enough. Need more service. - For nights and evenings, need more service after 7 p.m., 2 ½ hours between buses is too long. <div style="text-align: right;">Calvin Easterling, Joshua Tree</div>	<p>Consumers may use Route 50, a door-to door General Public Demand Response service dedicated to serving Joshua Tree.</p> <p>Additional frequency of the Highway Route in the evenings may be considered in the future if demand increases sufficiently to support the additional service.</p>
<p>Drivers Training Topics</p> <p>Would like to see more training for drivers specifically on how to use brake system and driver in bigger buses. It’s a rough ride when on the bus in a wheelchair – can feel like you are “sloshing around.” Also to include more specifics on use of the air conditioning, specifically when to turn it on to cool effectively. Also drivers need some sensitivity, particularly in relation to those traveling in wheel chairs, as it can be difficult to make trips when one has a significant disability.</p>	<p>Use of braking and cooling systems and wheelchair handling and securement is already a significant element of Driver training. However, follow up training on these items will be a topic of upcoming training sessions.</p>

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Attachment C

2013-2014 Morongo Basin High Desert Region	
Testimony	Responses
Calvin Esterling, Joshua Tree	
<p>Johnson Valley</p> <p>Seniors are requesting public transportation in from Johnson Valley to services and shopping at least once per week from Yucca Valley to the Johnson Valley Improvement Association.</p> <p style="text-align: right;">Betty Munson, Johnson Valley John Withrow, Johnson Valley Marilyn and Paul Kuder, Johnson Valley Jay and Marilyn Jensen – Morongo Basin Bill and Mona Wright – Morongo Basin Kim Abramson – Morongo Basin</p> <p><i>Via Atia Biag, DAAS, Yucca Valley</i></p>	<p>Scheduled fixed-route service to the desert community of Johnson Valley, even on a life-line basis, is not feasible at this time given the high expense and modest ridership that is likely to result, and in terms of the likely below minimum threshold farebox recovery of this service.</p> <p>Residents of the area are encouraged to work through the TREP mileage reimbursement program, administered by DAAS and VTrans to address some mobility needs. These programs are encouraged to isolate in their reporting those residents and trips that originate or end in the Johnson Valley and plan to share that with MBTA during its next SRTP update process.</p>
<p>TREP Compliment</p> <p>The Department of Aging and Adult Services of San Bernardino County wants to express our support for the Measure I funding received from Morongo Basin Transit Authority of the volunteer driver program that serves elderly adults and disabled adults in the Morongo Basin. MBTA has provided funding for the Transportation Reimbursement Escort Program (TREP) since July 2010. The volunteer driver program allows homebound seniors and disabled adults to receive door-through-door assisted transportation from a volunteer driver that the participant finds and with whom they make arrangements. This enables the homebound person to make and keep important medical appointments, to socialize and supports the continued physical and mental health of the individual.</p> <p style="text-align: right;">Paula McGrew, Department of Aging and Adult Services</p>	<p>Compliments are always appreciated.</p>

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

Minute Action

AGENDA ITEM: 15

Date: February 5, 2014

Subject: SANBAG/Omnitrans Real Property Transfer

Recommendation:*

1. Accept real property from Omnitrans being a portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, as described in more detail in Attachment 1.
2. Accept real property from Omnitrans being a portion of Parcel 1 of Parcel Map No. 1266, in the City of San Bernardino, as described in more details in Attachment 2.
3. Deed real property to Omnitrans being a portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, as described in more detail in Attachment 3.

Background: As part of the Downtown San Bernardino Passenger Rail Project (DSBPRP) and San Bernardino Transit Center (SBTC) project, a portion of the Redlands

*

Approved
 Board of Directors

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

BRD1402a-cd

Attachments:

- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/SBTC%20-%20GRANT%20DEED%20SBPR%2073-1.doc>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/3833-SBPR-73-1.pdf>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/SBTC%20-%20GRANT%20DEED%20SBPR%2050-1.doc>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/3833SBPR-50-1.pdf>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/SBTC%20-%20GRANT%20DEED%20SBPR%2049-1.doc>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/3833SBPR-49-1.pdf>
- <http://portal.sanbag.ca.gov/mgmt/committee/commuter/crtc2014/crtc1401/AgendaItems/CRTC1401a1-cd.pdf>

Branchline railroad right-of-way currently owned by SANBAG is needed by Omnitrans for the SBTC bus facility located at the southwest corner of Rialto Avenue and E Street and a portion of property owned by Omnitrans near that intersection is needed by SANBAG for the DSBPRP. The plats and legal descriptions for the exchange of real properties are included as attachments to this item. The Omnitrans property to be transferred to SANBAG lies generally along the southern most portion of the proposed SBTC property and will be used by SANBAG for railroad purposes as part of the DSBPRP. The SANBAG property that is to be transferred to Omnitrans lies generally at the northwest quadrant of the E Street at-grade railroad crossing and will be used by Omnitrans for the SBTC.

Since both the DSBPRP and SBTC projects are utilizing Federal Transit Administration (FTA) funding and since the subject property was purchased using FTA funding, SANBAG was required to perform property appraisals on both portions of property to be transferred and seek FTA approval (Attached) for the transfers. On November 12, 2013 the FTA notified Omnitrans, and subsequently SANBAG, that it approved the transfer of both properties. To complete the exchange of said real properties between SANBAG and Omnitrans, both agencies will bring forward complementary agenda items, i.e. – SANBAG deeds its property to Omnitrans with Omnitrans accepting the deeded property and Omnitrans deeds its property to SANBAG with SANBAG accepting. Omnitrans is scheduled to act on the complementary item at their February board meeting. The transfer of the properties is being done with no financial expectation from either agency and neither SANBAG nor Omnitrans will be required to pay for the properties to be exchanged.

Financial Impact: There is no financial impact associated with this item.

Reviewed By: This item was reviewed and approved by the Commuter Rail and Transit Committee on January 16, 2014. This item has been reviewed and approved by SANBAG General Counsel.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

ATTACHMENT 1

RECORDING REQUESTED BY:

Lawyers Title Insurance Company
275 West Hospitality Lane, Suite 200
San Bernardino, CA 92408
Escrow and Order No. _____

WHEN RECORDED MAIL TO:

OMNITRANS
1700 West 5th Street,
San Bernardino, California 92411-2401

A Portion of APN: 0136-021-12/27

EXEMPT FROM RECORDING FEES PER GOVT. CODE §27383
EXEMPT FROM DOCUMENTARY TRANSFER TAX PER REV. & TAX CODE §11922

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **San Bernardino Associated Governments, a county transportation commission and local transportation authority organized under the authority of Sections 130050 et seq. and 180050 of the California Public Utilities Code (“Grantor”)** does hereby GRANT to **Omnitrans, a Joint Powers Authority (“Grantee”)** the real property located in the City of San Bernardino, County of San Bernardino, State of California, more particularly described in the legal description attached hereto as Exhibit “A” and depicted or illustrated on the map attached hereto as Exhibit “B”; both of such attachments / exhibits are incorporated herein by this reference.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed on the date set forth below.

Dated: _____

GRANTOR:

ATTACHMENT 1

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the foregoing Grant Deed dated _____, 201_, from San Bernardino Associated Governments, a county transportation commission and local transportation authority organized under the authority of Sections 130050 et seq. and 180050 of the California Public Utilities Code (GRANTOR) to the undersigned Omnitrans, a Joint Powers Authority (GRANTEE), the provisions of which instrument are incorporated by this reference as though fully set forth in this certificate, is hereby accepted by the undersigned officer(s) on behalf of Omnitrans pursuant to authority conferred by the Omnitrans Board of Directors Agenda Item ____, adopted on _____, 201_, and GRANTEE consents to recordation thereof by its duly authorized officer.

Description/identification of real property: A Portion of APN: 0136-021-12/27, San Bernardino, CA 92401

Dated: _____

By: _____

Name: _____

Title: _____

State of California)

)

County of San Bernardino)

On _____, 201_, before me, _____
Date Here Insert Name and Title of the Officer

personally appeared _____
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(Seal)

ATTACHMENT 1

**EXHIBIT "A" TO
GRANT DEED**

Legal Description of Property
[APN(s): 0136-021-12/27]

[attached behind this page]

ATTACHMENT 1

EXHIBIT A
LEGAL DESCRIPTION
APN 0136-021-12/27

TRANSFER PARCEL – Fee

A portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, County of San Bernardino, State of California, recorded in Book 7, page 2 of Maps, in the Office of the County Recorder of said County, described as follows:

Commencing at the intersection of the North right-of-way of the former A.T. & S.F. railroad (50 feet wide) now vested with San Bernardino Associated Governments (SANBAG) per Document No. 93-137041, recorded March 29, 1993 in the Office of the County Recorder of said County, with the West line of "E" Street, 82.5 feet wide, dedicated per said Map of Rancho San Bernardino; thence along said West line North 00°24'16" West 15.40 feet; thence leaving said West line South 89°36'40" West 125.00 feet; thence North 00°24'16" West 59.59 feet; thence North 89°36'31" East 125.00 feet to a point on said West line; thence along said West line South 00°24'16" East 59.60 feet to the **True Point of Beginning**.

Said parcel contains 7,449 square feet, more or less.

Attached hereto is a plat labeled Exhibit B and by this reference made a part thereof. Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.


GARY L. HUS 09-11-2013
LS 7019 DATE



ATTACHMENT 1

**EXHIBIT "B" TO
GRANT DEED**

Map of Real Property
[APN(s): 0136-021-12/27]

[attached behind this page]

LEGEND

- P.O.C.** INDICATES POINT OF COMMENCEMENT
- T.P.O.B.** INDICATES TRUE POINT OF BEGINNING
-  INDICATES TRANSFER PARCEL - FEE

EXHIBIT B

APN 0136-021-12/27
City of San Bernardino, CA

POR. LOT 1

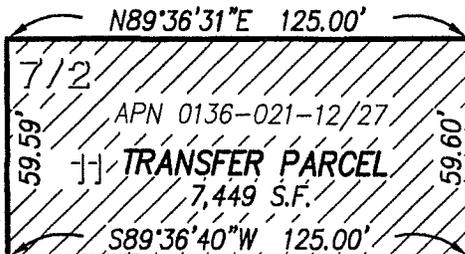


PARCEL 1
PM 1268
PMB 11/73
APN
0136-021-23

RANCHO SAN BERNARDINO

MB 7/2

BLOCK



APN 0136-021-25

N00°24'16"W 15.40'

T.P.O.B.

P.O.C.

25'

25'

SANBAG

APN 0136-111-24

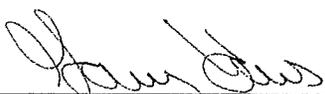
LOT 2

APN 0136-111-01

E STREET

41.25'

APN 0136-111-02


GARY L. HUS, L.S. 7019 09-11-2013 DATE



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 800
San Diego, CA 92101
619.235.8471 Tel
619.234.0348 Fax

ATTACHMENT 2

RECORDING REQUESTED BY:

Lawyers Title Insurance Company
275 West Hospitality Lane, Suite 200
San Bernardino, CA 92408
Escrow and Order No. _____

WHEN RECORDED MAIL TO:

SAN BERNARDINO ASSOCIATED GOVERNMENTS
1170 West 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

A Portion of APN: 0136-021-25

EXEMPT FROM RECORDING FEES PER GOVT. CODE §27383
EXEMPT FROM DOCUMENTARY TRANSFER TAX PER REV. & TAX CODE §11922

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **Omnitrans, a Joint Powers Authority ("Grantor")** does hereby GRANT to **San Bernardino Associated Governments acting as the San Bernardino County Transportation Commission ("Grantee")** the real property located in the City of San Bernardino, County of San Bernardino, State of California, more particularly described in the legal description attached hereto as Exhibit "A" and depicted or illustrated on the map attached hereto as Exhibit "B"; both of such attachments / exhibits are incorporated herein by this reference.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed on the date set forth below.

Dated: _____

GRANTOR:

ATTACHMENT 2

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the foregoing Grant Deed dated _____, 201_, from Omnitrans, a Joint Powers Authority (GRANTOR) to the undersigned San Bernardino Associated Governments (SANBAG) acting as the San Bernardino County Transportation Commission (GRANTEE), the provisions of which instrument are incorporated by this reference as though fully set forth in this certificate, is hereby accepted by the undersigned officer(s) on behalf of SANBAG pursuant to authority conferred by the SANBAG Board of Directors Agenda Item ____, adopted on _____, 201_, and GRANTEE consents to recordation thereof by its duly authorized officer.

Description/identification of real property: A Portion of APN: 0136-021-25, San Bernardino, CA 92401

Dated: _____

By: _____

Name: _____

Title: _____

State of California)

)

County of San Bernardino)

On _____, 201_, before me, _____
Date Here Insert Name and Title of the Officer

personally appeared _____
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(Seal)

ATTACHMENT 2

**EXHIBIT "A" TO
GRANT DEED**

Legal Description of Property
[APN(s): 0136-021-25]

[attached behind this page]

ATTACHMENT 2

EXHIBIT A
LEGAL DESCRIPTION
APN 0136-021-25

TRANSFER PARCEL – Fee

A portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, County of San Bernardino, State of California, recorded in Book 7, page 2 of Maps, in the Office of the County Recorder of said County, described as follows:

Commencing at the intersection of the North right-of-way of the former A.T. & S.F. railroad (50 feet wide) now vested with San Bernardino Associated Governments (SANBAG) per Document No. 93-137041, recorded March 29, 1993 in the Office of the County Recorder of said County, with the West line of "E" Street, 82.5 feet wide, dedicated per said Map of Rancho San Bernardino; thence along said North right-of-way South 89°36'31" West 125.00 feet to the **True Point of Beginning**; thence continuing South 89°36'31" West 141.80 feet to the Southeast corner of Parcel 1 of Parcel Map No. 1266, recorded in Book 11, page 73 of Parcel Maps in the Office of the County Recorder of said County, said corner also the beginning of a non-tangent 297.30-foot radius curve concave to the Northeast, a radial bearing to said point bears South 85°31'10" West; thence leaving said North right-of-way and Northwesterly along the East line of said Parcel 1 and said curve through a central angle of 02°58'27" a distance of 15.43 feet; thence leaving said East line North 89°36'40" East 142.49 feet; thence South 00°24'16" East 15.41 feet to the **True Point of Beginning**.

Said parcel contains 2,192 square feet, more or less.

Attached hereto is a plat labeled Exhibit B and by this reference made a part thereof. Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.


GARY L. HUS
LS 7019

09-11-2013
DATE



ATTACHMENT 2

**EXHIBIT "B" TO
GRANT DEED**

Map of Real Property
[APN(s): 0136-021-25]

[attached behind this page]

LEGEND

- P.O.C.** INDICATES POINT OF COMMENCEMENT
- T.P.O.B.** INDICATES TRUE POINT OF BEGINNING
-  INDICATES TRANSFER PARCEL - FEE

EXHIBIT B

APN 0136-021-25
City of San Bernardino, CA



PARCEL 1
PM 1266
PMB 11/73
APN 0136-021-23

RANCHO SAN BERNARDINO
MB 7/2
POR. LOT 1 APN 0136-021-25 BLOCK 11 APN 0136-021-12/27

$\Delta=02^{\circ}58'27''$
 $R=297.30'$
 $L=15.43'$

$N89^{\circ}36'40''E$ 142.49'
 $S89^{\circ}36'31''W$ 141.80'

$S00^{\circ}24'16''E$ 15.41'

$S89^{\circ}36'31''W$ 125.00'

$S85^{\circ}31'10''W(R)$

TRANSFER PARCEL
2,192 S.F.

T.P.O.B.

P.O.C.

25'

SANBAG

APN 0136-111-24

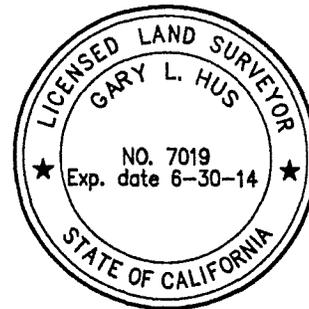
LOT 2
APN 0136-111-01

E STREET

41.25'

APN 0136-111-02


GARY L. HUS, L.S. 7019 DATE 09-13-2013



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 800
San Diego, CA 92101
619.235.6471 Tel
619.234.0349 Fax

ATTACHMENT 3

RECORDING REQUESTED BY:

Lawyers Title Insurance Company
275 West Hospitality Lane, Suite 200
San Bernardino, CA 92408
Escrow and Order No. _____

WHEN RECORDED MAIL TO:

SAN BERNARDINO ASSOCIATED GOVERNMENTS
1170 West 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

A Portion of APN: 0136-021-23

EXEMPT FROM RECORDING FEES PER GOVT. CODE §27383
EXEMPT FROM DOCUMENTARY TRANSFER TAX PER REV. & TAX CODE §11922

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **Omnitrans, a Joint Powers Authority ("Grantor")** does hereby GRANT to **San Bernardino Associated Governments acting as the San Bernardino County Transportation Commission ("Grantee")** the real property located in the City of San Bernardino, County of San Bernardino, State of California, more particularly described in the legal description attached hereto as Exhibit "A" and depicted or illustrated on the map attached hereto as Exhibit "B"; both of such attachments / exhibits are incorporated herein by this reference.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed on the date set forth below.

Dated: _____

GRANTOR:

ATTACHMENT 3

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the foregoing Grant Deed dated _____, 201_, from Omnitrans, a Joint Powers Authority (GRANTOR) to the undersigned San Bernardino Associated Governments (SANBAG) acting as the San Bernardino County Transportation Commission (GRANTEE), the provisions of which instrument are incorporated by this reference as though fully set forth in this certificate, is hereby accepted by the undersigned officer(s) on behalf of SANBAG pursuant to authority conferred by the SANBAG Board of Directors Agenda Item ____, adopted on _____, 201_, and GRANTEE consents to recordation thereof by its duly authorized officer.

Description/identification of real property: A Portion of APN: 0136-021-23, San Bernardino, CA 92401

Dated: _____

By: _____

Name: _____

Title: _____

State of California)

)

County of San Bernardino)

On _____, 201_, before me, _____
Date Here Insert Name and Title of the Officer

personally appeared _____
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

(Seal)

ATTACHMENT 3

**EXHIBIT "A" TO
GRANT DEED**

Legal Description of Property
[APN(s): 0136-021-23]

[attached behind this page]

ATTACHMENT 3

EXHIBIT A
LEGAL DESCRIPTION
APN 0136-021-23

TRANSFER PARCEL – Fee

A portion of Parcel 1 of Parcel Map No. 1266, in the City of San Bernardino, County of San Bernardino, State of California, recorded in Book 11, page 73 of Parcel Maps, in the Office of the County Recorder of said County, described as follows:

Beginning at the Southwest corner of said Parcel 1, said corner being on the North right-of-way of the former A.T. & S.F. railroad (50 feet wide) now vested with San Bernardino Associated Governments (SANBAG) per Document No. 93-137041, recorded March 29, 1993 in the Office of the County Recorder of said County; thence along said North right-of-way North $89^{\circ}36'31''$ East 374.03 feet to the Southeast corner of said Parcel 1, said corner also the beginning of a non-tangent 297.30 foot radius curve concave to the Northeast, a radial bearing to said point bears South $85^{\circ}31'10''$ West; thence leaving said North right-of-way and Northwesterly along the East line of said Parcel 1 and said curve through a central angle of $02^{\circ}58'27''$ a distance of 15.43 feet; thence leaving said East line South $89^{\circ}36'40''$ West 373.33 feet to a point on the West line of said Parcel 1; thence along said West line South $00^{\circ}23'38''$ East 15.43 feet to the **Point of Beginning**.

Said parcel contains 5,762 square feet, more or less.

Attached hereto is a plat labeled Exhibit B and by this reference made a part thereof. Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

 09-11-2013
GARY L. HUS DATE
LS 7019



ATTACHMENT 3

**EXHIBIT "B" TO
GRANT DEED**

Map of Real Property
[APN(s): 0136-021-23]

[attached behind this page]

LEGEND

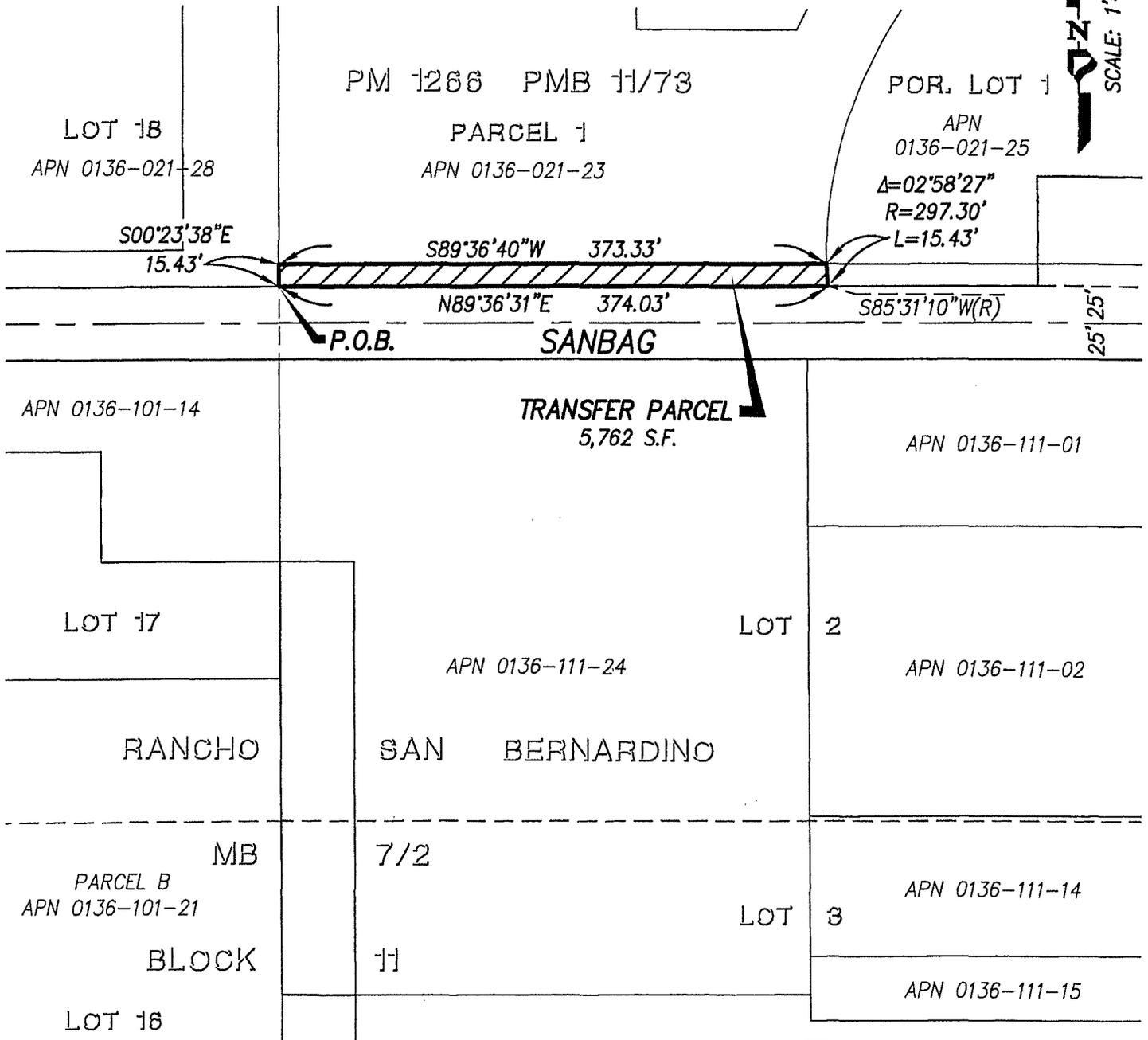
P.O.B. INDICATES POINT OF BEGINNING

 INDICATES TRANSFER PARCEL - FEE

EXHIBIT B

APN 0136-021-23
City of San Bernardino, CA

SCALE: 1"=100'




 GARY L. HUS, L.S. 7019 09-11-2013 DATE



PROJECT DESIGN CONSULTANTS
 Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 600
 San Diego, CA 92101
 619.235.6471 Tel
 619.234.0348 Fax



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

NOV 7 2013

Mr. Scott Graham
Acting CEO/General Manager
Omnitrans
1700 West Fifth Street
San Bernardino, CA 92411

Re: Concurrence in Property Exchange:
San Bernardino Transit Facility

Dear Mr.  Graham:

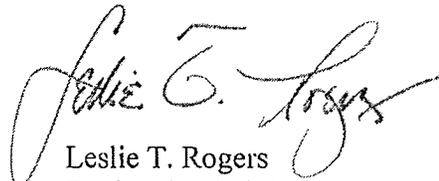
The Federal Transit Administration (FTA) has reviewed the Omnitrans' October 30, 2013 request for approval to exchange a parcel owned by San Bernardino Association of Governments for a parcel owned by Omnitrans for the San Bernardino Transit Facility.

FTA has reviewed the appraisals and the benefit to both parties and agrees that the exchange of the two parcels is in the best interest of both Transit Agencies and concurs in the exchange.

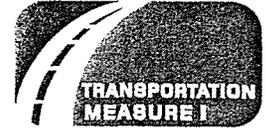
This review was conducted on the basis of its conformance to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and the implementing regulations, at 49 CFR Part 24. This review was not done to make a value determination. It is an administrative review for purposes of determining if the appraisal documentation supports FTA funding participation. Please note that the FTA will not participate in any environmental cleanup if contamination is found on this property.

If you have any questions regarding this matter, please contact Audrey Bredehoft of my staff at (415) 744-2597.

Sincerely,



Leslie T. Rogers
Regional Administrator



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

Minute Action

AGENDA ITEM: 16

Date: February 5, 2014

Subject: Set Rail Implementation Priorities

Recommendation:* Approve the following three rail projects to be implemented in the order as shown below:

1. Redlands Passenger Rail Project.
2. Double-tracking portions of the SANBAG owned Metrolink San Gabriel Subdivision.
3. Extension of the Gold Line light rail system to the Montclair Metrolink station.

Background: With the demand for various Valley capital investment of rail and operations versus the availability of funding, certain Board policy decisions and direction need to be provided to staff in order for continued planning beyond the immediate horizon. In December 2013, staff presented a broad overview of four key projects at the Metro Valley Study Session. Their respective implementation and operations costs were presented as follows:

- Redlands Passenger Rail Project (RPRP)
 - Implementation \$200 - \$250 million

*

*Approved
Board of Directors*

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

Check all that apply.

BRD1402c-maa

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402c1-maa.pdf>

- O&M - \$6 million/year
- Gold Line Extension to Montclair (1 mile) (GLM)
 - Implementation - \$55 million
 - O&M - \$3 million/year
- Gold Line Extension to Ontario Airport (8 miles) (GLA)
 - Implementation - \$450 million
 - O&M - \$23 million/year (LACMTA operates for SANBAG)
- Metrolink San Bernardino Line Capacity Expansion (1 Double-Track Segment) (SBE)
 - Implementation - \$64 million
 - O&M - \$1 million/year

Following is a status of each project.

- RPRP – Preliminary engineering is complete with environmental expected mid-2014. Request for Proposals (RFP) for final design to be release 1st quarter of 2014. The completion of RPRP may result in a 10% - 15% increase in ridership on the Metrolink San Bernardino Line.
- GLM – Gold Line Authority has only completed the CEQA environmental clearance for Phase 2B, Azusa to Montclair, but does want SANBAG to contribute \$2 million this year for the preliminary design and NEPA environmental clearance. The total Phase 2B project cost is \$950 million. The Gold Line Authority has not identified any of these funds for construction.
- GLA – No work beyond a concept plan prepared by the Gold Line Authority has been performed. This eight mile extension is the sole responsibility of SANBAG. No funds have been identified for any work for this project to continue.
- SBE – SANBAG in partnership with LACMTA is near complete with the San Bernardino Line Capacity Study. The tentative most cost effective improvements identified in the preparation of the draft study include the addition of one double-track segment in Los Angeles County and one in San Bernardino County. These improvements would allow for the addition of three express trains.

During the Committee meeting each project was discussed in more detail as shown below:

- Redlands Passenger Rail Project
 - Right-of-way purchased in 1992 for \$26 million.
 - Public/private partnership with the ESRI and the University of Redlands.
 - No major environmental issues.

- Potential ridership increase of 10% - 15% to Metrolink San Bernardino Line.
- Re-use of Metrolink/SANBAG facilities for equipment maintenance.
- Final design budgeted for this fiscal year (FY2014).
- Potential construction completion and operation by 2017.
- Gold Line Extension to Montclair
 - Would need to amend current budget by \$2 million to contribute towards preliminary engineering and environmental.
 - Project contingent upon Los Angeles County passing an extension of Measure R in 2016 and the inclusion of the Gold Line Extension in the Measure.
 - SANBAG has not identified the \$3 million/year needed for operations and maintenance.
 - The project most likely will only provide local connectivity options to the San Gabriel Area. Connection options with downtown Los Angeles will most likely be through the existing Metrolink service.
- Gold Line Extension to the Ontario Airport
 - No funds have been identified for any work from preliminary design to construction and operations. The current Measure I does not have the funding capacity to support this project.
 - Project will most likely be contingent upon large increases on passenger traffic at the Ontario Airport.
 - Ridership estimates are low due to existing inexpensive parking and very efficient and direct access from the freeways.
 - Alternate option could be by a separate connecting service to one of the existing Metrolink stations, perhaps Rancho Cucamonga. The current on-going SANBAG Ontario Airport Access Study will be presented later in year when complete. However, no funds have been identified for any kind of connecting service.
- Metrolink San Bernardino Line Capacity Expansion
 - In conjunction with RPRP, this project could contribute even more ridership to an existing system.
 - Improves Metrolink reliability and on time performance (OTP).
 - Implementation costs will most likely be less than what is being tentatively proposed.
 - Operating cost increase to the Metrolink subsidy is relatively inexpensive as compared to the Gold Line Extensions.
 - Project delivery can be accomplished within 2 – 3 years. No right-of-way is needed and with these types of projects, environmental clearance can be obtained through a Categorical Exclusion in six months.

- o SANBAG current fiscal year budget includes funds for preliminary engineering.

Table 1 (Attached) summarizes the revenue projected to be available between Fiscal Year 2014 and Fiscal Year 2040, the estimated capital and operating costs for each of the projects mentioned above as well as the on-going Metrolink subsidies and the estimated cost to operate the Downtown San Bernardino Passenger Rail extension. At this time, it is estimated that \$1.5 billion in revenue could be available. The capital and operating expenses are estimated at \$1.9 billion resulting in an estimated deficit of approximately \$400 million.

As presented by staff at the Committee meeting, funding availability is the driving factor as to which projects could be potentially implemented. The funding and expenditures summary through the life of Measure I, year 2040, are shown on Table 1. Two options were presented to the Committee as follows:

Option 1 – Implement Redlands Passenger Rail Project (RPRP), implement Metrolink double-tracking, and postpone Gold Line activities and funding.

Option 2 – Implement RPRP, implement Gold Line to Montclair, and postpone Metrolink double-tracking.

After considering the pros and cons for each of the three projects and Options 1 and 2 above the Committee unanimously recommended that the projects be prioritized as shown in the recommendation above. With the current projections of revenue versus capital and operations expenditures, most likely only the Redlands Passenger Rail Project can be implemented within the life of Measure I. Implementation of any of the three projects within the next few years would require bonding against Measure I revenues.

Financial Impact: No financial impact at this time. Fiscal impact will be determined when the phases of the projects will be advanced depending on funding.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on January 16, 2014.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

Table 1 - Fiscal Years 2014-2040 Estimated Rail Capital & Operations Revenue and Costs

REVENUE								
Estimated Revenue Source ¹	Eligible Use	Fiscal Years			Total Capital Funding	Total Operations Funding	Total Capital/Operations Funding	Total Combined Funding
		2014-2023	2024-2030	2031-2040				
FTA Formula ²	Capital	\$ 151,062,644	\$ 90,680,477	\$ 129,543,540	\$ 371,286,661			\$ 371,286,661
Federal Congestion Mitigation and Air Quality ³	Capital	\$ 40,866,000	\$ -	\$ 40,000,000	\$ 80,866,000			\$ 80,866,000
State Proposition 1B	Capital	\$ 24,500,178	\$ -	\$ -	\$ 24,500,178			\$ 24,500,178
Local Measure I Senior & Disabled	Capital	\$ 17,521,105	\$ 20,241,574	\$ 56,542,206	\$ 94,304,885			\$ 94,304,885
Local Valley State Transit Assistance Funds	Capital/Operations ⁴	\$ 70,838,394	\$ 47,170,543	\$ 67,386,490	\$ 147,355,819	\$ 38,039,608		\$ 185,395,427
Local Measure I Valley Metrolink and Passenger Rail	Capital/Operations	\$ 95,012,831	\$ 88,459,759	\$ 162,768,209			\$ 346,240,799	\$ 346,240,799
Local Rail Assets	Capital/Operations	\$ 2,000,000	\$ 1,400,000	\$ 2,000,000			\$ 5,400,000	\$ 5,400,000
Local Valley Local Transportation Funds ⁵	Operations	\$ 121,060,916	\$ 109,963,987	\$ 212,861,500		\$ 443,886,402		\$ 443,886,402
Total Estimated Revenue		\$ 522,862,069	\$ 357,916,339	\$ 671,101,944	\$ 718,313,543	\$ 481,926,010	\$ 351,640,799	\$ 1,551,880,352

COSTS								
Estimated Costs ⁶	Type	Fiscal Years			Capital Needs	Operations Needs	Total Combined Needs	Estimated Difference between Revenue and Costs
		2014-2023	2024-2030	2031-2040				
Redlands Passenger Rail Implementation ⁷	Capital	\$ 240,400,000	\$ -	\$ -	\$ 240,400,000		\$ 240,400,000	
Redlands Passenger Rail O&M ⁸	Operations	\$ 6,753,053	\$ 53,297,364	\$ 98,068,506		\$ 158,118,923	\$ 158,118,923	
Gold Line Extension to Montclair Implementation	Capital	\$ 2,100,000	\$52,900,000		\$ 55,000,000		\$ 55,000,000	
Gold Line Extension to Montclair O&M ⁹	Operations	\$ -	\$ -	\$ 30,000,000		\$ 30,000,000	\$ 30,000,000	
Gold Line Extension to Ontario Airport Implementation	Capital	\$ -	\$450,000,000		\$ 450,000,000		\$ 450,000,000	
Gold Line Extension to Ontario Airport O&M ⁹	Operations	\$ -		\$ 230,000,000		\$ 230,000,000	\$ 230,000,000	
Metrolink SB Line Double Tracking (1 segment) Implementation	Capital	\$ 2,000,000	\$62,000,000		\$ 64,000,000		\$ 64,000,000	
Metrolink SB Line Double Tracking (1 segment) O&M ⁹	Operations	\$ -		\$ 10,000,000		\$ 10,000,000	\$ 10,000,000	
Metrolink Capital Subsidy ¹⁰	Capital	\$ 81,677,242	\$ 56,000,000	\$ 80,000,000	\$ 217,677,242		\$ 217,677,242	
Metrolink Operations Subsidy ¹¹	Operations	\$ 131,169,707	\$ 117,826,380	\$ 216,803,540		\$ 465,799,627	\$ 465,799,627	
Downtown San Bernardino Passenger Rail O&M ¹²	Operations	\$ 4,291,485	\$ 4,355,224	\$ 7,368,441		\$ 16,015,150	\$ 16,015,150	
Total Estimated Costs		\$ 468,391,487	\$ 796,378,967	\$ 672,240,488	\$ 1,027,077,242	\$ 909,933,700	\$ 1,937,010,942	\$ (385,130,589)

- Notes:
1. Within each funding source there maybe additional funding eligibility requirements. Federal funds, Proposition 1B funds and State Transit Assistance Funds are not escalated. LTF and Measure I are escalated annually at 3%. Rail Assets is held at \$200,000/year. This analysis does not include any bonding.
 2. FTA Formula Funds allocated specifically to the Los Angeles (LA) and San Bernardino (SB) Urbanized Areas (UZA). LA UZA funds must be in areas west of Fontana, SB UZA funds must be spent in Fontana and areas to the east.
 3. Congestion Mitigation and Air Quality funds may be used to fund the first 3 years of new service operation costs. SANBAG's practice has been to use CMAQ for Capital expenses.
 4. Capital/Operations indicates that both Capital and Operations are eligible uses of the fund source.
 5. During the Omnitrans COA process there was a commitment to only use Valley Local Transportation Funds for operations (Omnitrans and Metrolink) after implementation of the Downtown San Bernardino Passenger Rail Project and Transit Center.
 6. Capital Implementation Costs are in current year dollars.
 7. Approximately \$9.6 million has been spent prior to FY2014, the amount here reflects what is remaining to be funded.
 8. Redlands Passenger Rail O&M costs assume O&M starts in FY2023 at an initial cost of \$6.7m/year and a 3% annual escalation rate.
 - 9 O&M costs for Montclair Extension, Ontario Airport Extension and Double Tracking assume 10 years of O&M and are not escalated.
 10. The estimated cost for Metrolink Capital Subsidy assumes an annual \$8 million contribution held constant through 2040. In addition to the \$8 million/year, the Capital Subsidy includes the \$6 million Rotem car repayment.
 11. The estimated cost for Metrolink Operations Subsidy assumes an annual escalation of 3%.
 12. Downtown San Bernardino Passenger Rail O&M costs assume O&M starts in FY2016 at an initial cost of \$500,000 and a 3% annual escalation rate.



- 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: 17

Date: February 5, 2014

Subject: Southern California Regional Rail Authority primary (voting) and alternate board members

Recommendation:* Approve the Commuter Rail and Transit Committee's recommendations for SANBAG delegates to the Southern California Regional Rail Authority (SCRRA) with Larry McCallon as a primary (voting) member and James Ramos as an alternate (non-voting) member.

Background: Since the Mayor of San Bernardino, Pat Morris, leaves his current City office at the beginning of March 2014, and as one of the two SANBAG primary (voting) members on the Southern California Regional Rail Authority (SCRRA) Board of Directors, by policy the Committee acted on the following:

1. Recommend to the SANBAG Board a primary (voting) replacement for Pat Morris' anticipated SCRRA vacant position taking effect March 3, 2014. The current primary SCRRA members are Pat Morris and Paul Eaton with Larry McCallon and Alan Wapner as alternates.
2. Recommend to the SANBAG Board a replacement alternate to the SCRRA Board if either Larry McCallon or Alan Wapner are recommended for elevation to primary member to SCRRA.

The Committee unanimously recommended to the SANBAG Board for approval, Larry McCallon as the primary (voting) member and James Ramos as the alternate for the Southern California Regional Rail Authority. Paul Eaton will remain as one of two primary (voting) members as well as Alan Wapner as one of the two alternate members.

*Approved
 Board of Directors*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

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

BRD1402a-maa

Financial Impact: Staff support for this activity is consistent with the adopted budget. There is no additional financial impact upon the SANBAG budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on January 16, 2014.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs



- 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: 18

- Date:** February 5, 2014
- Subject:** Summary of Measure I Capital Improvement Plans of Member Agencies
- Recommendation:*** Accept the Measure I Summary Report of the Five-Year Capital Improvement Plans for Local Pass-Through Funds for the period 2013/2014 through 2017/2018.
- Background:** The Measure I Expenditure Plan requires each local jurisdiction to annually adopt a Five-Year Capital Improvement Plan (CIP) that details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures must be detailed in the CIP and adopted by resolution of the governing body.

In accordance with Measure I Strategic Plan Policy, the CIP shall:

- (1) Specifically identify improvements to be funded with Measure I Local Pass-Through Funds by street name, boundaries, and project type and must be adopted by resolution of the governing body.
- (2) Constrain the total amount of planned expenditures to 150% of SANBAG forecasted revenue for Measure I Local Pass-Through Funds plus any fund balances and/or revenue resulting from bonds secured by Measure I revenue.
- (3) Include no more than 50% of estimated annual revenue to general program categories, which are programs or projects without any identified streets (examples are pavement management programs, general maintenance and system improvements).

*

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	CTC	CTA	X	SAFE	CMA
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Check all that apply.

BRD1402a-ep

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a1-ep.xlsx>

(4) Include total estimated cost of capacity enhancing projects to Nexus Study roadways, the Measure I share of project cost and the development share of cost. Maintenance projects or projects that do not enhance the capacity of a roadway do not require a development contribution in the Five-Year Plan.

(5) List any single project expenditure in excess of \$100,000 as an individual project and not in a general program category.

In the San Bernardino Valley subarea, 20% of the total Measure I revenue is distributed monthly to the jurisdictions for their Local Streets projects.

In the Mountain/Desert subarea, 70% of the total Measure I revenue is distributed monthly to the jurisdictions for their Local Streets projects, after reservation of 2% by SANBAG to fund future Project Development/Traffic Management Systems projects.

Jurisdictions have flexibility to move projects around in their CIP based on the necessities of the jurisdiction. However, in order for a project to be eligible for expenditure of Local Streets funds, the project must be included in the Five-Year CIP. If the change happens after the plan has been approved, a revised plan must be prepared and submitted to SANBAG prior to the end of the fiscal year. As the CIP is the basis for the annual audit, if a revised plan is not submitted it will result in an audit finding.

Attachment 1 summarizes the revenue available and the amount programmed for projects by each jurisdiction for 2013/2014 through 2017/2018. The CIPs contain locally prioritized and eligible projects for road maintenance, repair and construction. Staff has confirmed that the plans meet the eligibility requirements of Measure I.

Financial Impact: This item has no direct impact upon the Budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014.

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

Attachment 1
CAPITAL IMPROVEMENT PLAN SUMMARY REPORT

All Member Agencies
 FY 2013/2014 - FY 2017/2018

Agency	Ending Balance from 6/30/12 MI Audit	5 Year MI Revenue Estimate	Total 5 Year MI Available for Projects	5 Year Total CIP Projected Projects	Do Projects Meet Measure Eligibility Requirements?	Resolution Number
Adelanto	\$ 661,806	\$ 3,356,664	\$ 4,018,470	\$ 4,262,399	Yes	13-45
Apple Valley	\$ 2,758,800	\$ 9,660,097	\$ 12,418,897	\$ 13,576,500	Yes	2013-41
Barstow ⁽¹⁾	\$ 2,815,909	\$ 11,242,782	\$ 14,058,691	\$ 22,166,221	Yes	4734-2013
Big Bear Lake ⁽²⁾	\$ (26,238)	\$ 2,068,280	\$ 2,042,042	\$ 2,073,257	Yes	2013-27
Chino	\$ 1,261,903	\$ 6,308,996	\$ 7,570,899	\$ 6,593,708	Yes	2013-065
Chino Hills	\$ 1,519,818	\$ 6,013,565	\$ 7,533,383	\$ 7,653,500	Yes	13R-42
Colton	\$ 1,330,105	\$ 4,188,296	\$ 5,518,401	\$ 5,472,015	Yes	80-13
Fontana	\$ 3,936,497	\$ 15,893,251	\$ 19,829,748	\$ 13,745,641	Yes	2013-060
Grand Terrace	\$ 241,766	\$ 969,041	\$ 1,210,807	\$ 1,146,250	Yes	2013-45
Hesperia	\$ 2,316,565	\$ 13,643,559	\$ 15,960,124	\$ 16,064,197	Yes	2013-050
Highland	\$ 1,494,635	\$ 4,265,255	\$ 5,759,890	\$ 8,554,000	Yes	2013-034
Loma Linda	\$ 473,027	\$ 1,857,559	\$ 2,330,586	\$ 2,142,100	Yes	2788
Montclair	\$ 624,112	\$ 2,952,002	\$ 3,576,114	\$ 4,419,009	Yes	13-3010
Needles ⁽³⁾	\$ 370,000	\$ 569,061	\$ 939,061	\$ 724,000	Yes	2013-15
Ontario	\$ 5,054,537	\$ 13,200,334	\$ 18,254,871	\$ 11,850,000	Yes	2013-067
Rancho Cucamonga	\$ 3,611,262	\$ 13,509,966	\$ 17,121,228	\$ 16,094,810	Yes	13-160
Redlands	\$ 2,816,407	\$ 5,522,487	\$ 8,338,894	\$ 7,522,487	Yes	7338
Rialto	\$ 1,994,335	\$ 8,005,498	\$ 9,999,833	\$ 9,604,954	Yes	13-213
San Bernardino	\$ 4,342,182.00	\$ 16,820,443	\$ 21,162,625	\$ 16,676,396	Yes	2013-296
San Bernardino County ⁽⁴⁾						
Colorado River Subarea	\$ 196,165	\$ 179,149	\$ 375,314	\$ 233,750	Yes	2013-222
Morongo Basin Subarea	\$ 1,082,103	\$ 1,932,847	\$ 3,014,950	\$ 2,585,398	Yes	2013-222
Mountains Subarea	\$ 2,370,994	\$ 4,751,705	\$ 7,122,699	\$ 6,620,185	Yes	2013-222
North Desert Subarea	\$ 3,761,515	\$ 12,361,510	\$ 16,123,025	\$ 13,653,406	Yes	2013-222
Valley Subarea	\$ 6,666,491	\$ 9,602,750	\$ 16,269,241	\$ 16,498,492	Yes	2013-222
Victor Valley Subarea	\$ 5,336,005	\$ 7,122,959	\$ 12,458,964	\$ 15,281,474	Yes	2013-222
San Bernardino County - all subareas	\$ 19,413,273	\$ 35,950,920	\$ 55,364,193	\$ 54,872,705		
Twentynine Palms	\$ 899,792	\$ 2,455,002	\$ 3,354,794	\$ 3,130,600	Yes	13-25
Upland	\$ 761,091	\$ 5,925,415	\$ 6,686,506	\$ 6,385,000	Yes	6197
Victorville ⁽⁵⁾	\$ 9,202,792	\$ 22,943,489	\$ 32,146,281	\$ 30,391,925	Yes	13-048
Yucaipa	\$ 387,467	\$ 4,151,081	\$ 4,538,548	\$ 8,405,071	Yes	2013-53
Yucca Valley	\$ 430,121	\$ 3,593,150	\$ 4,023,271	\$ 5,532,834	Yes	13-36
TOTALS	\$ 88,105,237	\$ 251,017,113	\$ 339,122,350	\$ 333,932,284		

NOTES:

- (1) Acceleration of projects due to Barstow's Total Road Improvement Pooled Financing Program
- (2) Big Bear Lake had Measure () construction and engineering expenditures in excess of budget; a budget adjustment was made after the audit had been completed.
- (3) Unaudited balance; audit expected to be completed January 2014.
- (4) The audit does not provide ending balances by subarea; the ending balances by subarea were provided in the County's Capital Improvement Plan.
- (5) Unaudited balance; audit expected to be completed January 2014. Victorville's MI local pass-through funds will be used to pay down the LaMesa/Nisqualli interchange costs per Agreement C11200-2.



- 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: 19

Date: February 5, 2014

Subject: 2015 San Bernardino County Transportation Improvement Program

Recommendation:* That the Board, acting as the San Bernardino County Transportation Commission:

1. Approve the 2015 San Bernardino County Transportation Improvement Program, as shown in Attachment A, to be submitted to the Southern California Association of Governments for inclusion in the 2015 Federal Transportation Improvement Program.
2. Authorize staff to amend the 2015 San Bernardino County Transportation Improvement Program as necessary to meet State, Federal, and responsible agency programming requirements.
3. Adopt Resolution No. 14-006 certifying that the San Bernardino County Transportation Commission and other project sponsors have resources to fund the projects in the Fiscal Year 2014/2015 through 2019/2020 Federal Transportation Improvement Program, and affirming the commitment to implement all projects in the program.

Background: The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires Southern California Association of Governments (SCAG), the federally designated Metropolitan Planning Organization (MPO), also as the state-designated transportation planning agency and multi-county designated

*

Approved
Board of Directors

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

COG		CTC		X	CTA		SAFE		CMA	
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transportation planning agency for the six counties in the Southern California region, to adopt a Transportation Improvement Program (TIP) for the region. The TIP must be consistent with SCAG's long-range Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS). The region's adopted TIP is then submitted to the Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for final approval and adoption into the Federal Transportation Improvement Program (FTIP).

The FTIP is a listing of regionally significant and/or federally funded projects expected to be under development over the six-year period ending in federal fiscal year 2019/2020. It is updated every two years and amended frequently within that time period. San Bernardino Associated Governments (SANBAG), acting as the County Transportation Commission, is responsible for submitting all transportation projects that are regionally significant or federally funded to SCAG for inclusion into the FTIP. Federal regulations require SCAG to determine that projects submitted in the FTIP must meet air quality conformity requirements in the federally designated non-attainment and maintenance areas and federal financial constraint regulations. Financial constraint regulations require that funds shown in the first two years of the FTIP are available and committed, and funds shown in the last four years are reasonably available.

To develop the 2015 FTIP, SANBAG staff has been working with the local jurisdictions, transit agencies, and Caltrans District 8 to obtain project information that reflects the latest project commitments. Attachment A lists all projects that are recommended for inclusion in the 2015 FTIP. Staff requests the approval of the Program to be submitted to SCAG. Additionally, staff requests authorization to amend the FTIP in the future as required to reflect changes to project scope, schedule, or funding sources.

To demonstrate SANBAG's FTIP submittal meets financial constraint requirements, an adopted resolution must be included in the submittal. Resolution No. 14-006 certifies San Bernardino County Transportation Commission and other project sponsors have the resources to fund the projects submitted for inclusion in the FTIP and affirms the commitment to implement all of the projects submitted in the program.

Financial Impact: This item is consistent with the adopted SANBAG budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 15, 2014. SANBAG General Counsel has approved this item and the resolution as to form.

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

Project Listing

 2015 FTIP (FY 2014/2015 - FY 2019/2020)
 Local Highway, State Highway, Transit
 County Proposed Amendments
 Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200151	San Bernardino	MDAB		200151	NCR31				L	EXEMPT - 93.126	0

Description: PTC 3,920 Agency ADELANTO
 EL MIRAGE RD. FROM RICHARDSON RD. (CITY LIMITS) TO SR 395 - PAVE EXISTING 2 LANE DIRT ROAD AND RESURFACE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	296		3,624	3,920	3,920							3,920
200151 Total	296		3,624	3,920	3,920							3,920

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200201	San Bernardino	MDAB		200201	NCR91				L	EXEMPT - 93.126	0

Description: PTC 560 Agency ADELANTO
 IN ADELANTO, EL MIRAGE RD. FROM SR. 395 TO 1 MILE EAST TO ADELANTO RD. AND ON ADELANTO RD. FROM EL MIRAGE RD. TO 1 MILE SOUTH-AUBURN AVE. PAVE EXISTING 2 LANE RD.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS			440	440		440						440
SBD CO MEASURE I	70	50		120	120							120
200201 Total	70	50	440	560	120	440						560

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200049	San Bernardino	MDAB		200049	CAX65				L	NON-EXEMPT	0

Description: PTC 46,477 Agency APPLE VALLEY
 MOJAVE RIVER BRIDGE CROSSING FROM TERMINUS OF YUCCA LOMA RD TO TERMINUS OF GREEN TREE BLVD - INCLUDES WIDENING YATES RD. 2-4 LANES FROM .24 MILE NORTH OF CHINQUAPIN TO .02 MILES SOUTH OF FORTUNA (1.5 MILES) - PRE. ENVIRONMENTAL REVIEW FOR CONSTRUCTION OF NEW 4 LANE BRIDGE-INCLUDES A BRIDGE OVER THE BNSF RR TO HESPERIA ROAD (Env. Doc. Requires whole project be included: SBD97147, 200049)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL	2,800			2,800	2,800							2,800
CITY FUNDS	563	200	17,198	17,961	17,961							17,961
COUNTY			1,845	1,845	1,845							1,845
DEVELOPER FEES	1,000	175		1,175	1,175							1,175
SBD CO MEASURE I			12,984	12,984	12,984							12,984
STATE LOCAL PARTNER			9,712	9,712	9,712							9,712
200049 Total	4,363	375	41,739	46,477	46,477							46,477

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20150003	San Bernardino	MDAB		0A6410	CAY76				L	NON-EXEMPT	0

Description: PTC 13,965 Agency APPLE VALLEY
 IN APPLE VALLEY: YUCCA LOMA ROAD FROM WESTERN TERMINIS OF YUCCA LOMA ROAD TO APPLE VALLEY ROAD; WIDEN 2-4 LANES.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SECTION 129 - SURFACE TRANSPORTATION PRIORITIES			750	750			750					750
AGENCY			3,400	3,400			3,400					3,400

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

CITY FUNDS	740	100	8,975	9,815	840	8,975	9,815
20150003 Total	740	100	13,125	13,965	840	13,125	13,965

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
SBD55011	San Bernardino	MDAB		SBD55011	CAR63				L	NON-EXEMPT	0		
Description:							PTC	6,500	Agency	APPLE VALLEY			
YUCCA LOMA RD. FROM APPLE VALLEY RD. TO NAVAJO RD. WIDEN EXISTING 2 LANE RD. TO 4 LANE RD. (2 LANES IN EACH DIRECTION) (3 MILES)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SBD CO MEASURE I		500		6,000	6,500	6,500							6,500
SBD55011 Total		500		6,000	6,500	6,500							6,500

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
20111810	San Bernardino	MDAB		20111810	NCR36				L	NON-EXEMPT	0		
Description:							PTC	40,780	Agency	BARSTOW			
IN BARSTOW, N. 1ST AVE. OVER BNSF RAILWAY UP RR AMTRAK 0.2 MI N MAIN ST. (BRIDGE NO 54C0088) REPLACE EXISTING 2 LANE BRIDGE WITH 2 LANE BRIDGE. EXISTING BRIDGE TO BE REMOVED.													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL		3,771	4,072	28,259	36,102	2,656	1,115	4,072			28,259		36,102
CITY FUNDS		489	528	3,356	4,373	344	145	528	3,356				4,373
LOCAL ADVANCE CONSTRUCTION									28,564		-28,564		
LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT				305	305						305		305
20111810 Total		4,260	4,600	31,920	40,780	3,000	1,260	4,600	31,920				40,780

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
20130902	San Bernardino	MDAB		REG0701	PLN40				L	EXEMPT - 93.126	0		
Description:							PTC	30,903	Agency	BARSTOW			
BRIDGE NO. 54C0089, N 1ST AVENUE OVER MOJAVE RIVER, 1.4 MI N/O RTE 15. REPLACE EXISTING 2 LANE BRIDGE WITH 2 LANE BRIDGE, EXISTING BRIDGE TO BE REMOVED.													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL		3,756		23,602	27,358	1,859	1,897				23,602		27,358
CITY FUNDS		487		3,058	3,545	241	246				3,058		3,545
20130902 Total		4,243		26,660	30,903	2,100	2,143				26,660		30,903

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
20150011	San Bernardino	MDAB		0A6410	NCR36				L	EXEMPT - 93.126	0		
Description:							PTC	9,830	Agency	BARSTOW			
IN BARSTOW: BRIDGE NO. 54C0085 - N 1ST AVE OVER MOJAVE OVERFLOW 0.21 MI N OF MAIN ST; REPLACE EXISTING 2 LANE BRIDGE WITH NEW 2 LANE BRIDGE (PA&ED Only)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		9,830			9,830		9,830						9,830
20150011 Total		9,830			9,830		9,830						9,830

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200202	San Bernardino	SCAB		200202	CAR63				L	NON-EXEMPT	0

Description:

PTC 584 Agency CHINO
IN CHINO - ON CHINO AVENUE FROM MONTE VISTA TO SIXTH STREET-WIDEN EXISTING 2 LANES TO 4 LANES AND INSTALL SIGNAL AT INTERSECTION OF CHINO AVE. AND MONTE VISTA

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	88			88							88	88
200202 Total	88			88							88	88

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200207	San Bernardino	SCAB		200207	CAR63				L	NON-EXEMPT	0

Description:

PTC 25,000 Agency CHINO
IN CHINO - ON PINE AVE EXTENSION FROM SR 71 TO EUCLID IN THE CITY OF CHINO - WIDEN BRIDGE FROM 2-4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU	2,560		4,300	6,860	2,560		4,300					6,860
DEVELOPER FEES	1,440		16,700	18,140	1,440		16,700					18,140
200207 Total	4,000		21,000	25,000	4,000		21,000					25,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201115	San Bernardino	SCAB		4A0802	CAN65				L	NON-EXEMPT	0

Description:

PTC 6,659 Agency CHINO
THE CHINO-CORONA ROAD EAST/WEST IMPROVMTS NEWLY ANNEXED AREA IN CHINO. MILL CREEK/CHINO CORONA N/S TO HELLMAN. CHINO/CORONA N/S EXTENDS FROM PINE AV TO S/OFF CHINO-CORONA E/W. IMPROVMTS INCL CONST OF NEW BRIDGE XING OVER MILL CREEK (BOX CULVERT W/ RD OVER DRAINAGE), NAT DRAINAGE SYS MAINTAINED BY US ARMY CORPS ALONG CHINO-CORONA RD. (BRDG TO BE 1 IN EACH DIRECTION) EXISTG RD IMPROVMTS NON-CAPACITY

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	10	320	6,329	6,659	10	320	6,329					6,659
201115 Total	10	320	6,329	6,659	10	320	6,329					6,659

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031118	San Bernardino	SCAB		SBD031118	CAR63				L	NON-EXEMPT	0

Description:

PTC 2,000 Agency CHINO
EDISON AVENUE RAMONA TO CENTRAL WIDEN FROM 4 LANES TO 6 LANES & REHABILITATION (SPOT WIDENING)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	200			200							200	200
SBD031118 Total	200			200							200	200

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031152	San Bernardino	SCAB		SBD031152	CAR60				L	NON-EXEMPT	0

Description:

PTC 20,000 Agency CHINO

RIVERSIDE DRIVE AT SAN ANTONIO FLOOD CONTROL CHANNEL WIDEN BRIDGE FROM 4 LANES TO 6 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	2,100			2,100					100	2,000		2,100
SBD031152 Total	2,100			2,100					100	2,000		2,100

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200401	San Bernardino	SCAB		200401	CAX66				L	NON-REPORTABLE TCM	0

Description:

PTC 4,581 Agency CHINO HILLS

FAIRFIELD RANCH EXT.-EXTEND FAIRFIELD RANCH RD. FROM 950 FT. S/O INTERSECTION OF FFRANCH RD TO 5000 FT. PARALLEL TO SR71 TO PINE INTERSECTION-CONSTRUCT NEW 2 LANE RD. W/BIKE LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
TRANS AND COMM AND SYS PRESRV PILOT PROG	226			226	226							226
CITY FUNDS	387	70	426	883	317	70	70	426				883
SBD CO MEASURE I	430	430	2,612	3,472		430	430	2,612				3,472
200401 Total	1,043	500	3,038	4,581	543	500	500	3,038				4,581

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20083402	San Bernardino	SCAB		4A1002	CAX63				L	NON-EXEMPT	0

Description:

PTC 11,942 Agency CHINO HILLS

PEYTON DRIVE FROM EUCALYPTUS TO SR142, WIDEN PEYTON 2-4 LANES WITH MARKED BIKE LANES IN EACH DIRECTION; CONSTRUCT EUCALYPTUS AVE FROM PEYTON DRIVE TO CHINO HILLS COMMUNITY PARK ENTRANCE, CONSTRUCT 2 LN RD; IMPROVE ENGLISH CHANNEL

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU			3,748	3,748	3,748							3,748
CITY FUNDS			1,605	1,605	1,605							1,605
FEE	708	699	5,182	6,589	6,589							6,589
20083402 Total	708	699	10,535	11,942	11,942							11,942

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200064	San Bernardino	SCAB		200064	CAN76				L	EXEMPT - 93.127	0

Description:

PTC 570 Agency COLTON

WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK BY ADDING NB TURN POCKET AT RECHE CANYON RD. (EXCLUSIVE LEFT AND RIGHT) THROUGH RESTRIPIING AND WIDENING WITHIN R/W; MODIFY TRAFFIC SIGNALS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ	60		340	400	60	340						400
CITY FUNDS	85		85	170	85	85						170
200064 Total	145		425	570	145	425						570

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201159	San Bernardino	SCAB		4120112	CAN66				L	NON-EXEMPT	0

Description:

PTC 4,646 Agency COLTON
PEPPER AVE. (segment south of I-10) FROM SLOVER TO AGUA MANSA - NEW 2 LANE CONNECTION. TRAFFIC SIGNAL AT PEPPER AND AGUA MANSA.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	500			500	500							500
201159 Total	500			500	500							500

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201107	San Bernardino	SCAB		4A04087	CAX63				L	NON-EXEMPT	0

Description:

PTC 2,625 Agency FONTANA
CHERRY AVENUE FROM SOUTH HIGHLAND TO I-15 WIDEN (2-6 LANES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	118	32	690	840						150	690	840
SBD CO MEASURE I	252	68	1,465	1,785						320	1,465	1,785
201107 Total	370	100	2,155	2,625						470	2,155	2,625

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201139	San Bernardino	SCAB		4A04084	CAN67				L	NON-EXEMPT	0

Description:

PTC 10,500 Agency FONTANA
CASA GRANDE AVENUE FROM LYTLE CREEK ROAD TO MANGO AVENUE CONSTRUCT 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	218	1,440	1,702	3,360					218	1,440	1,702	3,360
SBD CO MEASURE I	462	3,060	3,618	7,140					462	3,060	3,618	7,140
201139 Total	680	4,500	5,320	10,500					680	4,500	5,320	10,500

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201140	San Bernardino	SCAB		4A01093	CAX63				L	NON-EXEMPT	0

Description:

PTC 2,625 Agency FONTANA
CITRUS AVENUE FROM SUMMIT AVENUE TO I-15 WIDEN FROM 2 TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	120	32		152							152	152
SBD CO MEASURE I	255	68		323							323	323
201140 Total	375	100		475							475	475

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
201141	San Bernardino	SCAB		REG0702	CAX63				L	NON-EXEMPT	0		
Description:							PTC	2,498	Agency	FONTANA			
CYPRESS AVENUE FROM SLOVER TO JURUPA AVENUE WIDEN FROM 2-4 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		64	160	576	800			64	160	576			800
SBD CO MEASURE I		134	340	1,224	1,698			134	340	1,224			1,698
201141 Total		198	500	1,800	2,498			198	500	1,800			2,498
201142	San Bernardino	SCAB		4A1005	CAN67				L	NON-EXEMPT	0		
Description:							PTC	3,200	Agency	FONTANA			
CYPRESS AVENUE FROM DUNCAN CANYON ROAD TO FRONTAGE ROAD (I-15)-CONSTRUCT NEW 2 LANE ROAD													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		128			128							128	128
SBD CO MEASURE I		272			272							272	272
201142 Total		400			400							400	400
201143	San Bernardino	SCAB		4A01099	CAX67				L	NON-EXEMPT	0		
Description:							PTC	5,251	Agency	FONTANA			
DUNCAN CANYON ROAD FROM CITRUS AVENUE TO SIERRA AVENUE CONSTRUCT 4 LANES.													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		138	96	1,447	1,681						234	1,447	1,681
SBD CO MEASURE I		292	204	3,074	3,570						496	3,074	3,570
201143 Total		430	300	4,521	5,251						730	4,521	5,251
201144	San Bernardino	SCAB		4A04108	CAX63				L	NON-EXEMPT	0		
Description:							PTC	958	Agency	FONTANA			
JURUPA AVENUE FROM TAMARIND AVENUE TO ALDER AVENUE WIDEN FROM 2 TO 4 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		64	80	172	316						144	172	316
SBD CO MEASURE I		136	170	336	642						306	336	642
201144 Total		200	250	508	958						450	508	958

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201146	San Bernardino	SCAB		4A04127	CAX63				L	NON-EXEMPT	0
Description:							PTC	4,290	Agency	FONTANA	

SIERRA LAKES PARKWAY FROM BEECH AVENUE TO CITRUS AVENUE WIDEN FROM 2 TO 4 LANES.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	128	320	925	1,373				128	1,245			1,373
SBD CO MEASURE I	272	680	1,965	2,917				272	2,645			2,917
201146 Total	400	1,000	2,890	4,290				400	3,890			4,290

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201147	San Bernardino	SCAB		4A01132	CAX63				L	NON-EXEMPT	0
Description:							PTC	2,095	Agency	FONTANA	

SLOVER AVENUE FROM ETIWANDA AVENUE TO 800 FEET EAST OF ETIWANDA AVENUE WIDEN FROM 2-4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	100	101	470	671			100	101	470			671
SBD CO MEASURE I	213	213	998	1,424			213	213	998			1,424
201147 Total	313	314	1,468	2,095			313	314	1,468			2,095

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201148	San Bernardino	SCAB		4A07056	CAX63				L	NON-EXEMPT	0
Description:							PTC	5,250	Agency	FONTANA	

SOUTH HIGHLAND AVENUE FROM CHERRY AVENUE TO CITRUS AVENUE WIDEN FROM 2 TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	179	160		339						179	160	339
SBD CO MEASURE I	381	340	2,849	3,570						381	3,189	3,570
201148 Total	560	500	2,849	3,909						560	3,349	3,909

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201149	San Bernardino	SCAB		4A07273	CAX63				L	NON-EXEMPT	0
Description:							PTC	2,418	Agency	FONTANA	

VALLEY BOULEVARD FROM CHERRY AVENUE TO BEECH AVENUE WIDEN FROM 4-6 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	117	116		233					39	78	116	233
SBD CO MEASURE I	246	247		493					82	164	247	493
201149 Total	363	363		726					121	242	363	726

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
201162	San Bernardino	SCAB		4A07274	CAX63				L	NON-EXEMPT	0		
Description:							PTC	2,418	Agency	FONTANA			
VALLEY BOULEVARD FROM BEECH AVENUE TO CITRUS AVENUE WIDEN FROM 4-6 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		117	116		233					39	78	116	233
SBD CO MEASURE I		246	247		493					82	164	247	493
201162 Total		363	363		726					121	242	363	726
201163	San Bernardino	SCAB		4A1007	CAX63				L	NON-EXEMPT	0		
Description:							PTC	2,418	Agency	FONTANA			
VALLEY BOULEVARD FROM CITRUS AVENUE TO SIERRA AVENUE WIDEN FROM 4-6 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		117	116		233			39	78		116		233
SBD CO MEASURE I		246	247		493			82	164		247		493
201163 Total		363	363		726			121	242		363		726
201164	San Bernardino	SCAB		4A07140	CAX63				L	NON-EXEMPT	0		
Description:							PTC	724	Agency	FONTANA			
VALLEY BOULEVARD FROM SIERRA AVENUE TO ALDER AVENUE WIDEN FROM 4-6 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		116	116		232			116	116				232
SBD CO MEASURE I		246	246		492			246	246				492
201164 Total		362	362		724			362	362				724
201166	San Bernardino	SCAB		4A1006	CAX63				L	NON-EXEMPT	0		
Description:							PTC	1,312	Agency	FONTANA			
DUNCAN CANYON ROAD FROM I-15 TO CITRUS AVENUE-WIDEN FROM 2-4 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		394		294	688					394	294		688
SBD CO MEASURE I				624	624						624		624
201166 Total		394		918	1,312					394	918		1,312

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20131506	San Bernardino	SCAB		0A6410	NCN25				L	EXEMPT - 93.126	0

Description: PTC 170 Agency FONTANA
IN FONTANA: SAN SEVAINE TRAIL CONNECTIVITY; FROM JUST N OF I-15/CHERRY IC ALONG THE SAN SEVAINE FLOOD CONTROL BASIN S TO COUNTY LINE (PA&ED ONLY)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	20			20		20						20
PARTNERSHIP PLANNING GRANT	150			150		150						150
20131506 Total	170			170		170						170

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20150005	San Bernardino	SCAB		200006	CAY76				L	NON-EXEMPT	0

Description: PTC 1,865 Agency FONTANA
CITRUS AVENUE FROM JURUPA TO SLOVER - WIDEN FROM 2-4 LANES W/LEFT TURN LANES AT INTERSECTIONS (SLOVER, SANTA ANA AVE & JURUPA-3 INTERSECTIONS)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	198	416	1,251	1,865	614						1,251	1,865
20150005 Total	198	416	1,251	1,865	614						1,251	1,865

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031217	San Bernardino	SCAB		SBD031217	CAX63				L	NON-EXEMPT	0

Description: PTC 4,630 Agency FONTANA
BEECH AVENUE FOOTHILL TO MILLER AVE WIDEN FROM 2 LANES TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	134	320	1,027	1,481					134	320	1,027	1,481
SBD CO MEASURE I	286	680	2,183	3,149					286	680	2,183	3,149
SBD031217 Total	420	1,000	3,210	4,630					420	1,000	3,210	4,630

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031218	San Bernardino	SCAB		SBD031218	CAX63				L	NON-EXEMPT	0

Description: PTC 2,624 Agency FONTANA
ALDER AVENUE BASELINE TO FOOTHILL BOULEVARD WIDEN 2 LANES TO 4 LANES W/TURN LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FEE	210	210	420	840						840		840
SBD CO MEASURE I	446	446	892	1,784						1,784		1,784
SBD031218 Total	656	656	1,312	2,624						2,624		2,624

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031227	San Bernardino	SCAB		SBD031227	CAX66				L	NON-EXEMPT	0

Description:

JURUPA AVENUE ETIWANDA TO SIERRA AVENUE CONSTRUCT 6 LANE ROAD

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	1,174	1,174	5,480	7,828		2,348	5,480					7,828
SBD CO MEASURE I	2,495	2,495	11,644	16,634		4,990	11,644					16,634
SBD031227 Total	3,669	3,669	17,124	24,462		7,338	17,124					24,462

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031228	San Bernardino	SCAB		SBD031228	CAX63				L	NON-EXEMPT	0

Description:

ETIWANDA AVENUE RIVERSIDE COUNTY LINE TO INTERSTATE 10 WIDEN FROM 4 TO 6 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	58	160	626	844						218	626	844
SBD CO MEASURE I	122	340	1,329	1,791						462	1,329	1,791
SBD031228 Total	180	500	1,955	2,635						680	1,955	2,635

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031233	San Bernardino	SCAB		SBD031233	CAX63				L	NON-FEDERAL/NON-REGIONAL	0

Description:

ARROW BOULEVARD ALDER TO MAPLE AVENUE WIDEN 2 LANES TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	466	467	933	1,866			466			1,400		1,866
SBD CO MEASURE I	991	991	1,982	3,964			991			2,973		3,964
SBD031233 Total	1,457	1,458	2,915	5,830			1,457			4,373		5,830

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031235	San Bernardino	SCAB		SBD031235	CAX63				L	NON-EXEMPT	0

Description:

ARROW HIGHWAY ALMERIA TO CITRUS AVENUE WIDEN 2 LANES TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FEE												
SBD CO MEASURE I												
SBD031235 Total												

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031246	San Bernardino	SCAB		SBD031246	CAX63				L	NON-EXEMPT	0

Description:

PTC 7,218 Agency FONTANA

FOOTHILL BOULEVARD CITRUS AVENUE TO MAPLE AVENUE WIDEN TO STATE STANDARDS FROM 4 TO 6 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	80	128		208				80			128	208
SBD CO MEASURE I	170	272		442				170			272	442
SBD031246 Total	250	400		650				250			400	650

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031248	San Bernardino	SCAB		SBD031248	CAR63				L	NON-EXEMPT	0

Description:

PTC 5,250 Agency FONTANA

FONTANA AVENUE VALLEY BOULEVARD TO MERRILL AVENUE WIDEN FROM 2-4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FEE												
SBD CO MEASURE I												
SBD031248 Total												

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031254	San Bernardino	SCAB		SBD031254	CAR63				L	NON-FEDERAL/NON-REGIONAL	0

Description:

PTC 2,065 Agency FONTANA

MERRILL AVENUE ALDER TO MAPLE AVENUE WIDEN FROM 2 TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	38	96	526	660			38		96	526		660
SBD CO MEASURE I	82	204	1,119	1,405			82		204	1,119		1,405
SBD031254 Total	120	300	1,645	2,065			120		300	1,645		2,065

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031259	San Bernardino	SCAB		4A07225	CAR63				L	NON-FEDERAL/NON-REGIONAL	0

Description:

PTC 1,715 Agency FONTANA

RANDALL AVENUE ALDER AVENUE TO MAPLE AVENUE WIDEN FROM 2 TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	38	96	414	548						134	414	548
SBD CO MEASURE I	82	204	881	1,167						286	881	1,167
SBD031259 Total	120	300	1,295	1,715						420	1,295	1,715

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
SBD031266	San Bernardino	SCAB		SBD031266	CAX63				L	NON-FEDERAL/NON-REGIONAL FONTANA	0		
Description:							PTC	8,129	Agency				
SIERRA AVENUE FOOTHILL BOULEVARD TO BASELINE AVENUE- WIDEN FROM 4 TO 6 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		58	1,760		1,818					10	48	1,760	1,818
SBD CO MEASURE I		122	3,740		3,862					20	102	3,740	3,862
SBD031266 Total		180	5,500		5,680					30	150	5,500	5,680
201105	San Bernardino	SCAB		4A07268	CAR63				L	NON-EXEMPT	0		
Description:							PTC	1,423	Agency	GRAND TERRACE			
MICHIGAN AVENUE WIDENING (2-4 LANES) FROM COMMERCE WAY TO MAIN STREET													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		258		506	764	258	506						764
201105 Total		258		506	764	258	506						764
201106	San Bernardino	SCAB		4A01008	CAN67				L	NON-EXEMPT	0		
Description:							PTC	1,553	Agency	GRAND TERRACE			
COMMERCE WAY FROM MICHIGAN AVENUE TO BARTON ROAD AT VIVIENDA AVENUE. NEW ROAD - 4 LANE ROAD EXTENSION													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS				1,553	1,553			1,553					1,553
201106 Total				1,553	1,553			1,553					1,553
200211	San Bernardino	MDAB		200211	CAX63				L	NON-EXEMPT	0		
Description:							PTC	7,700	Agency	HESPERIA			
IN HESPERIA ON I AVE FROM MAIN ST. TO BEAR VALLEY RD. APPROX. 4.4 MILES - WIDEN FROM 2-4 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		300	1,900	5,500	7,700				300	1,900	5,500		7,700
200211 Total		300	1,900	5,500	7,700				300	1,900	5,500		7,700
20084104	San Bernardino	MDAB		20084104	TDR64				L	NON-EXEMPT	0		
Description:							PTC	743	Agency	HESPERIA			
JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395, CITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (M003)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ				508	508	508							508

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

CITY FUNDS	17	34	51	51										51
STATE AB2766			184	184	184									184
20084104 Total	17		726	743	743									743

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
201104	San Bernardino	MDAB		4A01155	CAR75				L	NON-EXEMPT	0	
Description:							PTC	47,900	Agency	HESPERIA		
LEMON STREET/MAUNA LOA STREET-NEW RR GRADE SEPARATION THAT INCLUDES CONSTRUCTION OF A NEW 6 LANE OVERCROSSING BRIDGE AND REALIGNMENT AND RECONSTRUCTION OF LEMON AND MAUNA LOA STREETS FROM 3RD AVE. TO JUST WEST OF E AVE.												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	3,700	4,200	40,000	47,900			3,700	4,200	40,000			47,900
201104 Total	3,700	4,200	40,000	47,900			3,700	4,200	40,000			47,900

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20150006	San Bernardino	SCAB		200012	NCR31				L	EXEMPT - 93.126	0	
Description:							PTC	2,532	Agency	HESPERIA		
IN HESPERIA: MAPLE AVE FROM MARIPOSA RD TO MAIN ST; ROAD REHAB - RESURFACING 2 EXISTING LANES (no new lanes)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	90		2,442	2,532		90	2,442					2,532
20150006 Total	90		2,442	2,532		90	2,442					2,532

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20150007	San Bernardino	MDAB		200013	NCR31				L	EXEMPT - 93.126	0	
Description:							PTC	2,164	Agency	HESPERIA		
IN HESPERIA: MAPLE AVE FROM MAIN ST TO 650 FT SOUTH OF CROMDALE ST; REHAB - RESURFACE 2 LANE RD (no new lanes)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	90		2,074	2,164		90	2,074					2,164
20150007 Total	90		2,074	2,164		90	2,074					2,164

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20150008	San Bernardino	MDAB		SBD55025	CAX63				L	NON-EXEMPT	0	
Description:							PTC	17,950	Agency	HESPERIA		
IN HESPERIA: MAIN ST FROM I-15 TO MAPLE (PHASE 1) / MAPLE TO 11TH (PHASE 2) / I-15 TO SR 395 (PHASE 3); WIDEN AND RECONSTRUCT FROM 4-6 LANES, INCLUDING WIDENING OF BRIDGE OVER CALIFORNIA AQUEDUCT (2.75 MILES)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	1,550	2,400	14,000	17,950		1,350	5,300	4,300	7,000			17,950
20150008 Total	1,550	2,400	14,000	17,950		1,350	5,300	4,300	7,000			17,950

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031276	San Bernardino	MDAB		SBD031276	CAR62				L	NON-EXEMPT	0

Description: PTC 30,058 Agency HESPERIA
RANCHERO ROAD 7TH AVENUE TO DANBURY REALIGN ROAD AND WIDEN FROM 2-4 LANES AND CONSTRUCT RAILROAD UNDERCROSSING

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FHWA CORRIDORS AND BORDERS PROGRAM DEMO-SAFETEA-LU SECTION 112		1,306		1,306	1,306							1,306
STP LOCAL			4,000	4,000	4,000							4,000
CITY FUNDS			3,000	3,000	3,000							3,000
STATE LOCAL PARTNER	236	3,516	3,650	3,650	3,650							3,650
SBD031276 Total	236	4,822	13,350	17,102	17,102							17,102
			1,000	1,000	1,000							1,000
			25,000	30,058	30,058							30,058

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031284	San Bernardino	MDAB		SBD031284	CAR63				L	NON-EXEMPT	0

Description: PTC 7,610 Agency HESPERIA
"I" AVENUE FROM RANCHERO RD TO MAIN ST. WIDEN FROM 2 LANES TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	350	1,650	5,610	7,610			350	1,650	5,610			7,610
SBD031284 Total	350	1,650	5,610	7,610			350	1,650	5,610			7,610

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD55028	San Bernardino	MDAB		SBD55028	CAR63				L	NON-EXEMPT	0

Description: PTC 11,000 Agency HESPERIA
RANCHERO RD. FROM DANBURY TO ARROWHEAD LAKE RD. - WIDEN FROM 2 TO 4 LANES (3 MILES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	1,000	2,000	8,000	11,000				3,000	8,000			11,000
SBD55028 Total	1,000	2,000	8,000	11,000				3,000	8,000			11,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD55030	San Bernardino	MDAB		SBD55030	CAX63				L	NON-EXEMPT	0

Description: PTC 3,000 Agency HESPERIA
RANCHERO RD. FROM TOPAZ AVE TO 7TH ST. - WIDEN FROM 2 TO 5 LANES (6 MILES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	1,000	2,000		3,000	620	500	1,880					3,000
SBD55030 Total	1,000	2,000		3,000	620	500	1,880					3,000

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200018	San Bernardino	SCAB		200018	CAR63				L	NON-EXEMPT	0

Description:

PTC 15,790 Agency HIGHLAND
BOULDER AV ACROSS CITY CREEK S/O BASELINE - RECONSTRUCT EXISTING BRIDGE FROM 2 TO 4 LANES; ALSO WIDEN BOULDER AVE FROM 190 FT NORTH TO 1,430 FT SOUTH OF BRIDGE FROM 2-4 LANES (54C0648)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL	672		10,048	10,720	10,720							10,720
SECTION 115			1,000	1,000	1,000							1,000
CITY FUNDS			2,600	2,600	2,600							2,600
DEVELOPER FEES	168		1,302	1,470	1,470							1,470
200018 Total	840		14,950	15,790	15,790							15,790

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200019	San Bernardino	SCAB		200019	NCR36				L	EXEMPT - 93.126	0

Description:

PTC 22,810 Agency HIGHLAND
BRIDGE NO. 54C0035 (previously shown as 00L0028), BASE LINE, OVER CITY CREEK. REPLACE 4 LANE BRIDGE WITH 4 LANE BRIDGE.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL	1,827	443	17,924	20,194	1,827		443			17,924		20,194
DEVELOPER FEES	237	57	2,322	2,616	237		57			2,322		2,616
200019 Total	2,064	500	20,246	22,810	2,064		500			20,246		22,810

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200213	San Bernardino	SCAB		200213	CAR63				L	NON-FEDERAL/NON-REGIONAL	0

Description:

PTC 1,571 Agency HIGHLAND
ON 3RD ST. FROM PALM AVE. TO 5TH ST. WIDEN 3RD ST. E/O PALM AVE. FROM 2 TO 3 LANES AND EXTEND 3RD ST. EASTERLY TO CONNECT 5TH ST.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		76	1,377	1,453			76	1,377				1,453
REDEVELOPMENT FUNDS	118			118	118							118
200213 Total	118	76	1,377	1,571	118		76	1,377				1,571

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20061015	San Bernardino	SCAB		20061015	CAR60				L	TCM	0

Description:

PTC 14,614 Agency HIGHLAND
GREENSPOT ROAD BRIDGE AT SANTA ANA RIVER - GREENSPOT RD. CONSTRUCT NEW 4 LANE BRIDGE (STRIPING FOR 2 LANES) AT SAR W/ CHANNEL IMPROVMENTS-REALIGN APPROX 2400 FT OF 2 LANE RD. (54C0368) - EXISTING BRIDGE WILL BE PRESERVED AND REHABILITATED FOR PEDESTRIAN, BICYCLE, AND EQUESTRIAN USES. (Toll Credits HBR ROW \$26, CON \$1,129)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL	752	198	8,715	9,665	9,665							9,665
CITY FUNDS	100		1,991	2,091	2,091							2,091
DEVELOPER FEES			1,000	1,000	1,000							1,000
SBD CO MEASURE I	188			188	188							188

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201156	San Bernardino	SCAB		20061014	CAX63				L	NON-EXEMPT	0

Description:
PTC 22,530 Agency HIGHLAND
GREENSPOT RD. FROM SANTA PAULA ST. TO 2,600' S/O SANTA ANA RIVER - WIDEN FROM 2-4 LANES WITH MEDIAN (2.2 MILES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	787	520	9,056	10,363					1,307		9,056	10,363
SBD CO MEASURE I	925	600	10,642	12,167					1,525		10,642	12,167
201156 Total	1,712	1,120	19,698	22,530					2,832		19,698	22,530

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201180	San Bernardino	SCAB		200852	CAX63				L	NON-EXEMPT	0

Description:
PTC 673 Agency HIGHLAND
DEL ROSA DRIVE FROM 5TH STREET TO 6TH STREET-WIDEN FROM 2 TO 4 LANES (0.2 MILES)FORMERLY PART OF PROJECT ID 200852

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	63	42	568	673				63	42		568	673
201180 Total	63	42	568	673				63	42		568	673

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201182	San Bernardino	SCAB		4A07142	CAX63				L	NON-EXEMPT	0

Description:
PTC 798 Agency HIGHLAND
TIPPECANOE AVENUE FROM 3RD STREET TO 5TH STREET - WIDEN FROM 2-4 LANES (0.3 MILES)FORMERLY PART OF PROJECT ID 200852

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	61	30	707	798	91	707						798
201182 Total	61	30	707	798	91	707						798

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201183	San Bernardino	SCAB		4A01368	CAX63				L	NON-EXEMPT	0

Description:
PTC 5,255 Agency HIGHLAND
5TH ST FROM TIPPECANOE AVENUE TO DEL ROSA DR.-WIDEN FROM 2-4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	441	732	4,082	5,255	1,173	4,082						5,255
201183 Total	441	732	4,082	5,255	1,173	4,082						5,255

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201185	San Bernardino	SCAB		4AL04	NCR81				L	EXEMPT - 93.126	0

Description:
PTC 3,400 Agency HIGHLAND
3RD STREET FROM VICTORIA AVENUE TO PALM AVENUE - SHOULDER IMPROVEMENTS AND STORM DRAIN IMPROVEMENTS (REMAINS 4 LANES) (1 MILE)FORMERLY PART OF PROJECT ID 200430

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	300		3,100	3,400		300		3,100				3,400
201185 Total	300		3,100	3,400		300		3,100				3,400

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201186	San Bernardino	SCAB		REG0701	NCR88				L	NON-EXEMPT	0

Description:

PTC 10,686 Agency HIGHLAND
 AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS - WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	3,302	100	1,547	4,949	34	427	4,488					4,949
SBD CO MEASURE I	3,452		2,285	5,737	184	327	5,226					5,737
201186 Total	6,754	100	3,832	10,686	218	754	9,714					10,686

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201191	San Bernardino	SCAB		4OM0701	CAX62				L	NON-EXEMPT	0

Description:

PTC 583 Agency HIGHLAND
 BASE LINE FROM SEINE AVENUE TO STONEY CREEK DRIVE - WIDEN FROM 4-6 LANES (0.2 MILES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	43	47	493	583		90					493	583
201191 Total	43	47	493	583		90					493	583

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20130401	San Bernardino	SCAB		20130401	CAX60				L	NON-EXEMPT	0

Description:

PTC 4,630 Agency HIGHLAND
 BRIDGE NO. 54C0592, ORANGE ST OVER PLUNGE CREEK OVERFLOW, 1.5 MI N OF PIONEER AVE. Replace existing two lane bridge with four lane bridge.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL	469	1,006	2,624	4,099	469		1,006			2,624		4,099
SBD CO MEASURE I	61	130	340	531	61		130			340		531
20130401 Total	530	1,136	2,964	4,630	530		1,136			2,964		4,630

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20131501	San Bernardino	SCAB		200018	NCN46				L	EXEMPT - 93.126	0

Description:

PTC 2,500 Agency HIGHLAND
 IN HIGHLAND: BOULDER AVE FROM ATLANTIC AVE TO SOUTH CITY LIMITS; STREET AND LANDSCAPING IMPROVEMENTS (non-capacity enhancements)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	160		1,840	2,000	160	1,840						2,000
CITY FUNDS	40		460	500	40	460						500
20131501 Total	200		2,300	2,500	200	2,300						2,500

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20131502	San Bernardino	SCAB		0A6410	NCR81				L	EXEMPT - 93.126	0

Description: PTC 2,955 Agency HIGHLAND

IN HIGHLAND: ALONG 5TH STREET FROM VICTORIA AVE TO PALM AVE; SHOULDER IMPROVEMENTS (no additional lanes)(PA&ED Only)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	50			50		50						50
20131502 Total	50			50		50						50

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20131503	San Bernardino	SCAB		0A6410	NCRH1				L	EXEMPT - 93.126	0

Description: PTC 79 Agency HIGHLAND

IN HIGHLAND: PALM AVE HISTORIC DISTRICT IMPROVEMENTS FROM MAIN ST TO ATLANTIC AVE (PA&ED ONLY)(Intersection improvements - no new lanes)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	79			79		79						79
20131503 Total	79			79		79						79

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD55031	San Bernardino	SCAB		SBD55031	CAX63				L	NON-FEDERAL/NON-REGIONAL	0

Description: PTC 1,078 Agency HIGHLAND

ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 S/B LANES (0.25 MILES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PRIVATE FUNDS	68	40	970	1,078		108		970				1,078
SBD55031 Total	68	40	970	1,078		108		970				1,078

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD55033	San Bernardino	SCAB		SBD55033	CAX63				L	NON-FEDERAL/NON-REGIONAL	0

Description: PTC 2,350 Agency HIGHLAND

BOULDER AVE. FROM GREENSPOT TO SOUTH CITY LIMITS - WIDEN FROM 2-4 LANES (0.70 MILES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	235		2,115	2,350			235		2,115			2,350
SBD55033 Total	235		2,115	2,350			235		2,115			2,350

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200801	San Bernardino	SCAB		200801	CAR63				L	NON-EXEMPT	0

Description: PTC 650 Agency LOMA LINDA

STEWART STREET WIDENING WIDEN FROM 2-4 LANES FROM ANDERSON TO CAMPUS ST.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	150		500	650	650							650
200801 Total	150		500	650	650							650

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031294	San Bernardino	SCAB		SBD031294	NCRH1				L	EXEMPT - 93.127	0

Description: PTC 6,000 Agency LOMA LINDA
REDLANDS BOULEVARD AT CALIFORNIA STREET WIDEN INTERSECTION AND INSTALL TRAFFIC SIGNALS AND DRAINAGE AND CURB AND GUTTERS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	90		1,000	1,090		90	1,000					1,090
SBD CO MEASURE I			100	100			100					100
SBD031294 Total	90		1,100	1,190		90	1,100					1,190

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD31876	San Bernardino	SCAB		SBD31876	CAR63				L	NON-EXEMPT	0

Description: PTC 1,090 Agency LOMA LINDA
CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	90		1,000	1,090			20	70	1,000			1,090
SBD31876 Total	90		1,000	1,090			20	70	1,000			1,090

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20010135	San Bernardino	SCAB		RRC0702	NCN31				L	EXEMPT - 93.126	0

Description: PTC 18,500 Agency MONTCLAIR
MONTE VISTA AVENUE @ UNION PACIFIC RAILROAD CROSSING - GRADE SEPARATION PART OF ALAMEDA CORRIDOR GRADE SEPARATION PROJECTS FUNDED WITH TCRP #55.1(CA505)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU			1,600	1,600		1,600						1,600
PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE			10,000	10,000		10,000						10,000
PRIVATE FUNDS	1,500			1,500	1,500							1,500
SBD CO MEASURE I			400	400		400						400
STATE PUC			5,000	5,000		5,000						5,000
20010135 Total	1,500		17,000	18,500	1,500	17,000						18,500

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20150001	San Bernardino	SCAB		4G07421	CAX60				L	EXEMPT - 93.126	0

Description: PTC 17,167 Agency MONTCLAIR
BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI HOLT AVE. BRIDGE REHABILITATION/WIDENING, 4-6 LANE BRIDGE WITH SIDEWALKS.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL	1,168		14,030	15,198	133		1,035			14,030		15,198
CITY FUNDS	151		1,818	1,969	17		134			1,818		1,969
20150001 Total	1,319		15,848	17,167	150		1,169			15,848		17,167

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20112007	San Bernardino	MDAB		4A0801	NCR91				L	EXEMPT - 93.126	0

Description:

PTC 5,521 Agency NEEDLES

I-40 NEEDLES CONNECTOR: RDWAY/SIDEWALK IMPRVMTS ALONG 6,300FT: J ST FROM I-40 OFF/RMPS TO W BROADWAY; W BROADWAY FROM J ST TO NEEDLES HWY; NEEDLES HWY FROM W BROADWAY TO N K ST; N K ST TO S/ABUTMENT OF CO RIVR BRDGE INTRSCCT IMPRVMTS AT J ST/W BROADWAY, W BROADWAY/NEEDLES HWY, NEEDLES HWY/N K ST W/ INCL TRAFFIC SIGS, TURN LNS, STRIPING/SIGNAGE/SIDEWALK(Toll Credits; STPL14/15 \$277, CBIP14/15 \$190)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FHWA CORRIDORS AND BORDERS PROGRAM	1,505	461	947	2,913	1,966	947						2,913
STP LOCAL			1,980	1,980		1,980						1,980
CITY FUNDS	350	60	218	628	410	218						628
20112007 Total	1,855	521	3,145	5,521	2,376	3,145						5,521

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20010139	San Bernardino	SCAB		4G0106	NCN31				L	EXEMPT - 93.126	0

Description:

PTC 73,983 Agency ONTARIO

IN ONTARIO: ON MILLIKEN AT UNION PACIFIC RAILROAD - GRADE SEPARATION - PART OF ALAMEDA CORRIDOR STUDY - TCRP #55.2

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS			13,607	13,607	13,607							13,607
PRIVATE FUNDS			3,580	3,580	3,580							3,580
STATE PUC			5,000	5,000	5,000							5,000
STATE CASH - RIP			45,089	45,089	45,089							45,089
TRAFFIC CONGESTION RELIEF	3,557	3,150		6,707	6,707							6,707
20010139 Total	3,557	3,150	67,276	73,983	73,983							73,983

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200404	San Bernardino	SCAB		4A01210	CAR63				L	NON-EXEMPT	0

Description:

PTC 16,378 Agency ONTARIO

HOLT BLVD CORRIDOR WIDENING FROM BENSON AVE. TO VINEYARD AVE. WIDEN ROAD FROM 4-6 LANES INCLUDING TRAFFIC SIGNAL MODIFICATIONS AND RESTRIPIING

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	440			440		440						440
200404 Total	440			440		440						440

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200405	San Bernardino	SCAB		200405	NCN31				L	EXEMPT - 93.126	0

Description:

PTC 81,986 Agency ONTARIO

S. MILLIKEN AVE. GRADE SEPARATION - ON MILLIKEN FROM UPR TO NORTH OF MISSION BLVD. RR GRADE SEP-CONSTRUCT O/C/U/C AT RR-REALIGNMENT OF STS TO MEET O/CROSSING & INTERSTN IMPROVMTS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	1,199	1,044	16,855	19,098	19,098							19,098
PRIVATE FUNDS			2,482	2,482	2,482							2,482
SBD CO MEASURE I	4,296	4,177	16,510	24,983	24,983							24,983

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

STATE LOCAL PARTNER			7,210	7,210	7,210										7,210
TRADE CORRIDOR PROGRAM			28,213	28,213	28,213										28,213
200405 Total	5,495	5,221	71,270	81,986	81,986										81,986

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
200805	San Bernardino	SCAB		4GL04	NCN31				L	EXEMPT - 93.126	0	
Description:												
							PTC	55,195	Agency	ONTARIO		
NORTH VINEYARD AVE. GRADE SEPARATION - BETWEEN HOLT BLVD AND AIRPORT DR. BUILDING RR BRIDGE FLYOVER-NO LANES ADDED TO ARTERIALS. THE GRADE SEP. IS AT THE UP RR ALHAMBRA LINE												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	859	120	9,745	10,724	10,724							10,724
PRIVATE FUNDS			2,074	2,074	2,074							2,074
SBD CO MEASURE I	2,936	480	19,491	22,907	22,907							22,907
STATE LOCAL PARTNER			19,490	19,490	19,490							19,490
200805 Total	3,795	600	50,800	55,195	55,195							55,195

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBD59004	San Bernardino	SCAB		SBD59004	CAR63				L	NON-EXEMPT	0	
Description:												
							PTC	9,600	Agency	ONTARIO		
FRANCIS ST. FROM BON VIEW AVE TO GROVE WIDENING 2 TO 4 LANES (STORM DRAIN FROM BON VIEW TO PARCO)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	300	300	9,000	9,600		150	150	300	9,000			9,600
SBD59004 Total	300	300	9,000	9,600		150	150	300	9,000			9,600

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBD59006	San Bernardino	SCAB		SBD59006	CAX61				L	NON-EXEMPT	0	
Description:												
							PTC	10,633	Agency	ONTARIO		
GROVE AVENUE FROM STATE ST. TO 350 FT NORTH OF HOLT BLVD. WIDENING FROM 4 TO 6 LANES WIDENING RAILROAD BRIDGE ALSO (1,450 FT),LANDSCAPE RESTORATION, LEFT TURN LANES AT HOLT												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		85		85	85							85
DEVELOPER FEES		15	4,635	4,650	15	4,635						4,650
SBD CO MEASURE I			5,898	5,898		5,898						5,898
SBD59006 Total		100	10,533	10,633	100	10,533						10,633

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
200023	San Bernardino	SCAB		200023	CAX63				L	NON-EXEMPT	0	
Description:												
							PTC	830	Agency	RANCHO CUCAMONGA		
CHERRY AV FROM SOUTH CITY LIMITS TO WILSON AV - WIDEN FROM 2 TO 4 LANES												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	30	100	700	830		130	700					830
200023 Total	30	100	700	830		130	700					830

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20020134	San Bernardino	SCAB		20020134	CAX63				L	NON-EXEMPT	0	
Description:							PTC	1,100	Agency	RANCHO CUCAMONGA		
IN RANCHO CUCAMONGA - ON ARROW RTE. FROM ETIWANDA AVENUE TO EAST CITY LIMIT - WIDEN FROM 2-4 LANES (3,200 FEET)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	100			100						100		100
20020134 Total	100			100						100		100

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
201134	San Bernardino	SCAB		4GL04	CAX61				L	NON-EXEMPT	0	
Description:							PTC	54,050	Agency	RANCHO CUCAMONGA		
ETIWANDA AVE. GRADE SEPARATION PROJECT REPLACES AN AT-GRADE RAILROAD CROSSING AT THE INTERSECTION OF ETIWANDA AVENUE AND THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) RAILROAD TRACKS WITH AN OVERHEAD ROADWAY/AT GRADE RAILROAD TRACK GRADE SEPARATION												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	4,000			4,000	387		50	3,563				4,000
201134 Total	4,000			4,000	387		50	3,563				4,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
201135	San Bernardino	SCAB		4AL04	CAN66				L	NON-EXEMPT	0	
Description:							PTC	4,668	Agency	RANCHO CUCAMONGA		
WILSON AVE FROM EAST AVE. TO WARDMAN BULLOCK RD. CONSTRUCTION OF A 2 LANE ROAD (ONE LANE EACH DIRECTION) WITH CURB AND GUTTER, AND STREET LIGHTS.												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		1,000	2,705	3,705	3,705							3,705
DEVELOPER FEES	463		500	963	963							963
201135 Total	463	1,000	3,205	4,668	4,668							4,668

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
201136	San Bernardino	SCAB		20010133	CAR60				L	NON-EXEMPT	0	
Description:							PTC	10,632	Agency	RANCHO CUCAMONGA		
WIDEN FOOTHILL BOULEVARD (OLD STATE ROUTE 66) BETWEEN SAN BERNARDINO ROAD AND VINEYARD AVENUE. REMOVE THE EAST UPLAND UNDERPASS BRIDGE ALSO KNOWN AS THE PACIFIC ELECTRIC RAILROAD BRIDGE, CONSTRUCT A NEW PUBLIC TRAIL BRIDGE ALONG THE RAILROAD ALIGNMENT AND ADD A RAISED MEDIAN, STREET LIGHTING, SIDEWALKS AND LANDSCAPING.												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FEE	104	182		286	286							286
REDEVELOPMENT FUNDS	830	25	9,491	10,346	10,346							10,346
201136 Total	934	207	9,491	10,632	10,632							10,632

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201137	San Bernardino	SCAB		4AL04	NCRH1				L	EXEMPT - 93.126	0

Description:

PTC 640 Agency RANCHO CUCAMONGA

FOOTHILL BLVD AT ARCHIBALD AVE. INTERSECTION IMPROVEMENTS AND ADD DESIGNATED RIGHT TURN LANE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	50	80	510	640					640			640
201137 Total	50	80	510	640					640			640

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201138	San Bernardino	SCAB		4RL04	CAN66				L	NON-EXEMPT	0

Description:

PTC 1,700 Agency RANCHO CUCAMONGA

YOUNGS CANYON RD. FROM SAN SEVAINE TO CHERRY AVE. CONSTRUCT NEW 4 LANE DIVIDED STREET

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	300	100	1,300	1,700	400	1,300						1,700
201138 Total	300	100	1,300	1,700	400	1,300						1,700

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20150004	San Bernardino	SCAB		20010133	CART2				L	NON-EXEMPT	0

Description:

PTC 6,006 Agency RANCHO CUCAMONGA

WIDEN FOOTHILL BOULEVARD (OLD STATE ROUTE 66) BETWEEN GROVE AVENUE AND SAN BERNARDINO RD: WIDEN 4-6 LNS INCLUDES RAISED MEDIANS, SIDEWALKS, STREET LIGHTS, LANDSCAPING AND AN ARCH SPANNING FOOTHILL BLVD AS A MONUMENT TO THE HISTORIC ROUTE 66.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	30	141	5,835	6,006			6,006					6,006
20150004 Total	30	141	5,835	6,006			6,006					6,006

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200035	San Bernardino	SCAB		200035	CAX66				L	NON-EXEMPT	0

Description:

PTC 950 Agency REDLANDS

WABASH AV FROM 5TH ST TO I-10 - CONSTRUCT NEW 2 LANE STREET TO I-10 TO MATCH ON AND OFF RAMPS-CONSTRUCT MISSING LINK (2 LANE IN EACH DIRECTION)-1 MILE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PRIVATE FUNDS		100	850	950		100	850					950
200035 Total		100	850	950		100	850					950

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20020202	San Bernardino	SCAB		20020202	NCR27				L	NON-EXEMPT	0

Description:

PTC 7,600 Agency REDLANDS

REDLANDS PARK ONCE PROGRAM - NEW PARKING STRUCTURE BETWEEN EUREKA AND 3RD ST. S/O STUART AND N/O RR APPROX. 200 SPACES (NOT PNR) (THIS PROJECT REPLACES 200421)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
TRANS AND COMM AND SYS PRESRV PILOT PROG	500			500	500							500

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBD58044	San Bernardino	SCAB		SBD58044	CAR63				L	NON-EXEMPT	0	
Description:							PTC	525	Agency	REDLANDS		
CITRUS AVENUE AUBURN CT. TO WABASH AVENUE WIDEN FROM 2 TO 4 LANES												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SBD CO MEASURE I	70		455	525	70	455						525
SBD58044 Total	70		455	525	70	455						525

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
2002170	San Bernardino	SCAB		2002170	CAX63				L	NON-EXEMPT	0	
Description:							PTC	15,000	Agency	RIALTO		
PEPPER AVE: FOOTHILL BLVD TO SR 210 -- WIDEN EXISTING 2 LANES TO 4 LANES (2 EACH DIR)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	2,000	1,000	12,000	15,000	15,000							15,000
2002170 Total	2,000	1,000	12,000	15,000	15,000							15,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
200603	San Bernardino	SCAB		200603	CAR60				L	NON-EXEMPT	0	
Description:							PTC	40,025	Agency	RIALTO		
RIVERSIDE AVE. OVER METROLINK AND BNSF RY, 0.1 MI S OF I-10 REMOVE AND REPLACE EXISTING 5 LANE BRIDGE WITH 7 LANE BRIDGE (PA&ED ONLY) SCOPING FOR PORJECT. HIGH COST PROJECT AGREEMENT REQUIRED PRIOR TO PE AUTHORIZATION.(#54C0062)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FFY 2010 APPROPRIATIONS	360			360	360							360
EARMARKS												
BRIDGE - LOCAL	66		33,199	33,265	66					33,199		33,265
CITY FUNDS	99	2,000	4,301	6,400	99		2,000			4,301		6,400
200603 Total	525	2,000	37,500	40,025	525		2,000			37,500		40,025

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20130403	San Bernardino	SCAB		20130403	CAX63				L	NON-EXEMPT	0	
Description:							PTC	15,000	Agency	RIALTO		
IN RIALTO, CONSTRUCT PEPPER AVE - 4 LANES FROM NORTHERN TERMINUS TO APPROX 1,300 FT S/O HIGHLAND AVE AND 2 LANES FROM APPROX 1,300 FT S/O HIGHLAND AVE TO HIGHLAND AVE												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	2,000	1,000	12,000	15,000	15,000							15,000
20130403 Total	2,000	1,000	12,000	15,000	15,000							15,000

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031361	San Bernardino	SCAB		SBD031361	CAX63				L	NON-EXEMPT	0
Description:							PTC	4,331	Agency	RIALTO	

AYALA DRIVE BASELINE ROAD TO SR210 WIDEN FROM 2 LANES TO 4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
HIGHWAY SAFETY IMPROVEMENT PROGRAM			900	900	900							900
CITY FUNDS	631	200	2,600	3,431	3,431							3,431
SBD031361 Total	631	200	3,500	4,331	4,331							4,331

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20040210	San Bernardino	MDAB		20040210	CAR63				L	NON-EXEMPT	0
Description:							PTC	21,000	Agency	SAN BERNARDINO COUNTY	

SUMMIT VALLEY ROAD - FROM SH138 TO RANCHERO ROAD-WIDEN FROM 2-4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PUBLIC LAND HWYS	2,152			2,152	2,152							2,152
COUNTY	126			126	126							126
20040210 Total	2,278			2,278	2,278							2,278

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200407	San Bernardino	MDAB		200407	CAN74				L	EXEMPT - 93.126	0
Description:							PTC	2,427	Agency	SAN BERNARDINO COUNTY	

FLAMINGO HEIGHTS LANDERS ROAD IMPROVEMTS-SH 247 PIPES WASH TO JOHNSON VALLEY-WIDEN SHOULDERS TO ACCOMMODATE TURN POCKETS AT FOUR INTERSECTIONS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL	200		1,970	2,170	200			1,970				2,170
COUNTY	26		231	257	26	231						257
200407 Total	226		2,201	2,427	226	231		1,970				2,427

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200408	San Bernardino	SCAB		200408	CAN66				L	NON-EXEMPT	0
Description:							PTC	3,000	Agency	SAN BERNARDINO COUNTY	

CUMBERLAND DRIVE EXTENSION - SH 18 NORTH TO CUMBERLAND DRIVE -PAVE NEW ROAD - 1 LANE IN EACH DIRECTION

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
COUNTY	800	700	1,500	3,000				1,500	1,500			3,000
200408 Total	800	700	1,500	3,000				1,500	1,500			3,000

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

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ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
20040826	San Bernardino	SCAB		20040826	CAY61				L	EXEMPT - 93.126	0		
Description:							PTC	25,885	Agency	SAN BERNARDINO COUNTY			
GLEN HELEN PARKWAY AT UPRR AND BNSF- GRADE SEPARATION													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FEE		737	1,779	4,104	6,620	6,620							6,620
PRIVATE FUNDS				2,070	2,070	2,070							2,070
SBD CO MEASURE I		1,913	4,621	3,489	10,023	10,023							10,023
TRADE CORRIDOR PROGRAM				7,172	7,172	7,172							7,172
20040826 Total		2,650	6,400	16,835	25,885	25,885							25,885
200409	San Bernardino	SCAB		200409	CAR75				L	NON-EXEMPT	0		
Description:							PTC	8,829	Agency	SAN BERNARDINO COUNTY			
CHERRY AVE. AT SCRRA RR CROSSING - WIDEN BRIDGE FROM 4-6 LANES ON CHERRY OVER RR CROSSING (FROM MERRILL TO WHITTRAM)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
COUNTY		808	1,192	6,829	8,829	2,000	6,829						8,829
200409 Total		808	1,192	6,829	8,829	2,000	6,829						8,829
200410	San Bernardino	SCAB		200410	CAX61				L	NON-EXEMPT	0		
Description:							PTC	7,291	Agency	SAN BERNARDINO COUNTY			
CHERRY AVE. WIDENING FROM WHITTRAM TO FOOTHILL BLVD. -WIDEN 4-6 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS			1,500	5,500	7,000	7,000							7,000
SBD CO MEASURE I		291			291	291							291
200410 Total		291	1,500	5,500	7,291	7,291							7,291
200619	San Bernardino	SCAB		200619	CAR63				L	NON-EXEMPT	0		
Description:							PTC	28,300	Agency	SAN BERNARDINO COUNTY			
GLEN HELEN PARKWAY - FROM 0.2 MILES WEST OF CAJON CREEK TO 0.2 MILES EAST OF CAJON CREEK-REPLACE 2 LANE BRIDGE WITH 4 LANE BRIDGE (54C0025)(FUNDS IN 2016/17 FOR LOCA A/C PAYBACK)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL		1,549	1,195	22,310	25,054	2,744					22,310		25,054
COUNTY		201	155	2,890	3,246	356		2,890					3,246
LOCAL ADVANCE CONSTRUCTION								22,310			-22,310		
200619 Total		1,750	1,350	25,200	28,300	3,100		25,200					28,300

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200810	San Bernardino	MDAB		200810	CAY60				L	NON-EXEMPT	0

Description:
BAKER BLVD. BRIDGE - OVER MOJAVE RIVER, 0.2 MI SW OF DEATH VALLEY RD REPLACE 2 LANE BRIDGE W 4 LANE BRIDGE (BRIDGE NO 54C0127)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL	191		2,385	2,576	191			2,385				2,576
COUNTY	25		309	334	25	309						334
LOCAL ADVANCE CONSTRUCTION						2,385		-2,385				
200810 Total	216		2,694	2,910	216	2,694						2,910

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200815	San Bernardino	SCAB		200815	CAR63				L	NON-EXEMPT	0

Description:
RANCHERO ST. FROM .3 M E/O MARIPOSA TO HESPERIA CL (3 MILES)-WIDEN 2-4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	1,150	300	11,000	12,450	1,150					300	11,000	12,450
200815 Total	1,150	300	11,000	12,450	1,150					300	11,000	12,450

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200816	San Bernardino	MDAB		200816	CAR63				L	NON-EXEMPT	0

Description:
ROCK SPRINGS RD. FROM 0.1 MILE WEST OF GLENDALE AVE. TO 0.3 MILES EAST OF DEEP CREEK RD. (1.4 MILE) WIDEN FROM 2-4 LANES (including bridge)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL		10		10			10					10
COUNTY	1,800	740		2,540	1,800		740					2,540
200816 Total	1,800	750		2,550	1,800		750					2,550

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200835	San Bernardino	SCAB		200835	CAR63				L	NON-EXEMPT	0

Description:
SAN BERNARDINO AVE. FROM CHERRY AVE. TO FONTANA CITY LIMITS (LIME AVE.) (1.25 MILES)-WIDEN 2-4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	665		1,400	2,065	665		1,400					2,065
SBD CO MEASURE I	400	400	1,200	2,000	400	400	1,200					2,000
200835 Total	1,065	400	2,600	4,065	1,065	400	2,600					4,065

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200837	San Bernardino	MDAB		200837	CAX61				L	NON-EXEMPT	0

Description:
VISTA ROAD GRADE SEPARATION-WIDEN 2-4 LANES AND CONSTRUCT GRADE SEPARATION

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	1,700			1,700	1,700							1,700
SBD CO MEASURE I	2,260			2,260	2,260							2,260
200837 Total	3,960			3,960	3,960							3,960

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200843	San Bernardino	SCAB		200843	CAX63				L	NON-EXEMPT	0

Description:
RECHE CANYON RD. FROM 1.20 MILES OF S. BARTON ROAD TO 0.42 MILES SOUTH OF BARTON RD (.078 MILES)-WIDEN FROM 2-4 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	1,050	1,500	3,100	5,650	2,550			3,100				5,650
200843 Total	1,050	1,500	3,100	5,650	2,550			3,100				5,650

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20110603	San Bernardino	MDAB		200816	CAX65				L	NON-EXEMPT	0

Description:
ROCK SPRINGS ROAD OVER MOJAVE RIVER, .9 MILES EAST ARROWHEAD LAKE RD, REPLACE TWO LANE LOW WATER CROSSING WITH NEW 4 LANE BRIDGE (REFER TO PROEJCT 200816 BECAUSE THIS IS PART OF THAT PROJECT)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
COUNTY	1,172	740	14,651	16,563	1,172		740		14,651			16,563
20110603 Total	1,172	740	14,651	16,563	1,172		740		14,651			16,563

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20130402	San Bernardino	MDAB		20130402	CAN76				L	NON-EXEMPT	0

Description:
Restripe existing structural section of Baker Blvd between I-15 ramps and SH 127 from 2 - 4 lane configuration in conjunction with project to replace existing 2 lane bridge 54CO127 with 4 lane bridge

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
COUNTY			25	25			25					25
20130402 Total			25	25			25					25

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20150002	San Bernardino	MDAB		200414	CAY66				L	EXEMPT - 93.126	0

Description:
ON DUNCAN ROAD FROM WILSON RANCH ROAD TO BALDY MESA PAVE DIRT ROAD IN 4 ONE MILE SEGMENTS 1 LANE IN EACH DIRECTION

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FEE	600		6,000	6,600		600	6,000					6,600
20150002 Total	600		6,000	6,600		600	6,000					6,600

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20150009	San Bernardino	MDAB		4G0167	CAX76				L	NON-EXEMPT	0

Description:

PTC 3,970 Agency SAN BERNARDINO COUNTY

SHADOW MT RD FROM HELENDALE RD EAST TO NTH; CONSTRUCT AND EXTEND FROM 2-4 LNS - INCLUDING 4 LANE BRIDGE OVER MOJAVE RIVER & GRADE SEP OVER RAIL TRACKS WITH ADDITIONAL CONNECT TO VISTA RD ON W SIDE OF TRACKS (PA&ED ONLY)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL	10			10			10					10
DEVELOPER FEES	1,700			1,700	1,700							1,700
SBD CO MEASURE I	2,260			2,260	2,260							2,260
20150009 Total	3,970			3,970	3,960		10					3,970

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20150010	San Bernardino	SCAB		4A07259	CAY76				L	NON-EXEMPT	0

Description:

PTC 2,577 Agency SAN BERNARDINO COUNTY

SLOVER AVE PHASE II: TAMARIND AVE TO ALDER / LINDEN AVE TO CEDAR AVE; WIDEN 2-4 LNS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
COUNTY	17	283	669	969	300	669						969
SBD CO MEASURE I	28	469	1,111	1,608	497	1,111						1,608
20150010 Total	45	752	1,780	2,577	797	1,780						2,577

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031426	San Bernardino	MDAB		SBD031426	NCRH4				L	NON-EXEMPT	0

Description:

PTC 65,500 Agency SAN BERNARDINO COUNTY

NEEDLES HIGHWAY FROM N STREET TO NEVADA STATE LINE-REALIGN, REHABILITATE, WIDEN SHOULDERS, TURN LANES, PASSING LANES, AND ACCELERATION LANES (1 LANE IN EACH DIR.) RELOCATE UTIL. (CURRENTLY PROGRAMMED FOR PSE ONLY)(CON will be phased due to project length and fund availability)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PUBLIC LAND HWYS	12,881			12,881	12,881							12,881
STP LOCAL	1,045			1,045	1,045							1,045
COUNTY	135			135	135							135
SBD031426 Total	14,061			14,061	14,061							14,061

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200609	San Bernardino	SCAB		200609	CAN66				L	NON-EXEMPT	0

Description:

PTC 7,500 Agency SAN BERNARDINO, CITY OF

MT.VIEW WIDENING/EXTENSION PROJECT- WIDEN S/B FROM 2-4LNS- FROM COULSTON TO RIVERVIEW (SOUTH OF SANTA ANA RIVER) (PROJECT IS SPLIT INTO 2 SEPARATE PROJECTS AS OF THE 2011 ENTRY)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	500	1,000	6,000	7,500	7,500							7,500
200609 Total	500	1,000	6,000	7,500	7,500							7,500

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
200846	San Bernardino	SCAB		REG0701	NCR36				L	EXEMPT - 93.126	0		
Description:							PTC	805	Agency	SAN BERNARDINO, CITY OF			
OLD WATERMAN CANYON BRIDGE REPAIR-APPROX 1 MILE NORTH OF SR18. REPAIR BRIDGE ON OLD WATERMAN CANYON ROAD. EXISTING 2- LANE TO 2 LANE BRIDGE (0.02 MILES)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FEMA		379			379	379							379
OFFICE OF EMERGENCY SERVICES		126			126	126							126
CITY FUNDS				300	300	300							300
200846 Total		505		300	805	805							805
2011160	San Bernardino	SCAB		4OM0701	CAR60				L	NON-EXEMPT	0		
Description:							PTC	12,500	Agency	SAN BERNARDINO, CITY OF			
MT. VIEW AVE. BRIDGE OVER SANTA ANA RIVER. CONSTRUCT NEW 4 LANE BRIDGE. MT. VIEW CURRENTLY TERMINATES AT SOUTH EDGE OF SANTA ANA RIVER. PROJECT WOULD EXTEND BY MEANS OF BRIDGE ACROSS RIVER.													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		500		12,000	12,500	12,500							12,500
2011160 Total		500		12,000	12,500	12,500							12,500
2011169	San Bernardino	SCAB		4A07263	CAX63				L	NON-EXEMPT	0		
Description:							PTC	294	Agency	SAN BERNARDINO, CITY OF			
H STREET FROM KENDALL DRIVE TO 40TH STREET WIDENING FROM 2-4 LANES													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES		8	120	166	294		8		120	166			294
2011169 Total		8	120	166	294		8		120	166			294
2011170	San Bernardino	SCAB		4A07119	CAX63				L	NON-EXEMPT	0		
Description:							PTC	5,800	Agency	SAN BERNARDINO, CITY OF			
5TH STREET FROM STERLING AVE TO VICTORIA AVE WIDEN FROM 2-4 LANES.													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		441	290	5,069	5,800	731			5,069				5,800
2011170 Total		441	290	5,069	5,800	731			5,069				5,800

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201181	San Bernardino	SCAB		4OM0701	NCR31				L	EXEMPT - 93.126	0

Description: PTC 3,200 Agency SAN BERNARDINO, CITY OF
3RD STREET FROM TIPPECANOE AVENUE TO LELAND/NORTON WAY AND FROM LELAND/NORTON WAY TO VICTORIA AVENUE SHOULDER WIDENING AND MEDIANS- 1.25 MILES)(NO THROUGH LANE WIDENING)TOTAL LENGTH 1.95 MILESFORMERLY PART OF PROJECT ID 200852

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	243	160	2,797	3,200	403			2,797				3,200
201181 Total	243	160	2,797	3,200	403			2,797				3,200

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201184	San Bernardino	SCAB		4OM0701	CAX63				L	NON-EXEMPT	0

Description: PTC 400 Agency SAN BERNARDINO, CITY OF
STERLING AVE FROM 3RD STREET TO 5TH STREET - WIDEN FROM 2-4 LANES (0.13 MILES)FORMERLY PART OF PROJECT ID 200852

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	32		368	400	32			368				400
201184 Total	32		368	400	32			368				400

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20150012	San Bernardino	SCAB		SBD31903	NCRH1				L	EXEMPT - 93.127	0

Description: PTC 1,137 Agency SAN BERNARDINO, CITY OF
FOOTHILL BOULEVARD (STATE ROUTE 66) AT FOURTH MODIFY SIGNALS, CHANNELIZE TRAFFIC SIGNAL, INTERSECTION IMPROVEMENTS/REALIGN INTERSECTION (0.11 MILE)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SBD CO MEASURE I	12		1,125	1,137	12	1,125						1,137
20150012 Total	12		1,125	1,137	12	1,125						1,137

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD31905	San Bernardino	SCAB		SBD31905	CAN61				L	EXEMPT - 93.126	0

Description: PTC 40,111 Agency SAN BERNARDINO, CITY OF
MT. VERNON AVENUE BRIDGE (OVERHEAD) AT BNSF REPLACE GRADE SEPARATION, REPLACE 4 LANE BRIDGE WITH 4 LANE BRIDGE FROM 2ND TO 5TH STREETS (0.2 MILES SOUTH OF RTE. 66)(BRIDGE NO 54C0066)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL	3,314	1,461	30,735	35,510	4,775					30,735		35,510
CITY FUNDS	430	189	3,535	4,154	619	3,982				-447		4,154
LOCAL ADVANCE CONSTRUCTION						30,735				-30,735		
LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT			447	447						447		447
SBD31905 Total	3,744	1,650	34,717	40,111	5,394	34,717						40,111

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
SBD41316	San Bernardino	SCAB		SBD41316	CAX61				L	NON-EXEMPT	0		
Description:							PTC	1,589	Agency	SAN BERNARDINO, CITY OF			
MT. VIEW AVE. RAILWAY GRADE CROSSING, 1500 FT. NORTH OF I-10 WIDEN RAILWAY GRADE CROSSING FROM 1 LANE NORTH & SOUTH TO 2 LANES NORTH & SOUTH & UPGRADE GATES (0.75 MILES)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS				1,574	1,574		1,574						1,574
SBD CO MEASURE I		1		14	15	1	14						15
SBD41316 Total		1		1,588	1,589	1	1,588						1,589
SBD41317	San Bernardino	SCAB		SBD41317	CARH3				L	NON-EXEMPT	0		
Description:							PTC	1,655	Agency	SAN BERNARDINO, CITY OF			
MT. VIEW AVE. BRIDGE AT MISSION CREEK CHANNEL WIDEN ROADWAY & SHOULDER WORK AND EXISTING BRIDGE AT MT. VIEW -1 LN. NO. & SO. TO 2 LNS N/S & LFT_TURNS TO MAKE A TOTAL OF 4 LANES (2 IN EACH DIRECTION)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		248	200	1,207	1,655	1,655							1,655
SBD41317 Total		248	200	1,207	1,655	1,655							1,655
SBD59019	San Bernardino	SCAB		SBD59019	CAR63				L	NON-EXEMPT	0		
Description:							PTC	3,264	Agency	SAN BERNARDINO, CITY OF			
40TH ST. FROM ACRE LANE TO ELECTRIC AVENUE; ACQUIRE ROW AND WIDEN ROAD FROM 2TO 4 LANES (1,200 FT.)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES		684	370	1,054	1,054	684		370					1,054
SBD CO MEASURE I			710	710	710			710					710
SBD59019 Total		684	1,080	1,764	1,764	684		1,080					1,764
SBD59021	San Bernardino	SCAB		SBD59021	CAR63				L	NON-EXEMPT	0		
Description:							PTC	17,628	Agency	SAN BERNARDINO, CITY OF			
STATE STREET FROM 16TH STREET TO FOOTHILL BLVD.; EXTEND AND CONSTRUCT (4) LANES OF ROADWAY (1.5 MILES) TO CONNECT STATE STREET TO RANCHO AVENUE (NEW ROAD) 4 PHASES TOTAL IN PROJECT													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES		830	2,942	1,940	5,712		830		2,942	1,940			5,712
SBD CO MEASURE I		1,731	6,138	4,047	11,916		1,731		6,138	4,047			11,916
SBD59021 Total		2,561	9,080	5,987	17,628		2,561		9,080	5,987			17,628

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD59023	San Bernardino	SCAB		SBD59023	CAX67				L	NON-EXEMPT	0

Description:
CAMPUS PKWY-PEPPER/LINDEN DRIVE EXTENSION FROM KENDALL TO I-215 FWY - CONSTRUCT (4) LANE ROADWAY - BETWEEN KENDALL DRIVE AND I-215, PARTIAL DIAMOND INTERCHANGE FOR N/B (2,000 FT)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	2,000			2,000							2,000	2,000
SBD59023 Total	2,000			2,000							2,000	2,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20010137	San Bernardino	SCAB		4GL04	NCN31				L	EXEMPT - 93.126	0

Description:
HUNTS LANE @ UNION PACIFIC RAILROAD CROSSING - GRADE SEPARATION -PART OF ALAMEDA CORRIDOR STUDY (TCRP #55.3)(toll credits to be used for FY10/11 const phase in the amount of \$4371)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU			4,499	4,499	4,499							4,499
PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE			8,015	8,015	8,015							8,015
PRIVATE FUNDS			1,284	1,284	1,284							1,284
SBD CO MEASURE I		550	499	1,049	1,049							1,049
TRAFFIC CONGESTION RELIEF	2,050	4,950	2,463	9,463	9,463							9,463
20010137 Total	2,050	5,500	16,760	24,310	24,310							24,310

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200622	San Bernardino	MDAB		200622	CAN61				L	NON-EXEMPT	0

Description:
LENWOOD GRADE SEPARATION - NORTH OF WEST MAIN ST; APPROX.400 FT. N/O TO 600 FT. S/O BNSF AND SANTA FE RR RIGHT-OF-WAY-4 TRAVEL LANE GRADE SEPARATION (CA627)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FFY 2009 Appropriations Earmarks			238	238	238							238
DEMO-SAFETEA-LU			1,080	1,080	1,080							1,080
STP LOCAL		2,547	9,786	12,333	12,333							12,333
CITY FUNDS	974	556	465	1,995	1,995							1,995
COUNTY	2,500			2,500	2,500							2,500
PRIVATE FUNDS			1,036	1,036	1,036							1,036
SBD CO MEASURE I	935	457	2,161	3,553	3,553							3,553
TRADE CORRIDOR PROGRAM			8,855	8,855	8,855							8,855
200622 Total	4,409	3,560	23,621	31,590	31,590							31,590

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
20081104	San Bernardino	SCAB		REG0702					L	EXEMPT - 93.126	0		
Description:							PTC	700	Agency	SANBAG			
Grouped Projects for Transportation enhancement activities -Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP ENHANCE-RIP TEA				700	700	700							700
20081104 Total				700	700	700							700
200850	San Bernardino	SCAB		200850	NCN31				L	EXEMPT - 93.127	0		
Description:							PTC	26,398	Agency	SANBAG			
PALM AVE. GRADE SEPARATION , PALM AVE. APPROX. 530 FT S/O I-215 PALM AVE. INTERCHANGE TO APPROX. 1450 FT S/O CAJON BLVD.-CONSTRUCT AT GRADE RR SEPARATION - BUILD BRIDGE OVERCROSSING SEPARATING TRAFFIC FROM RR CROSSING (NO ADDITIONAL LANES) 2-2 LANES (CA615)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			4,300		4,300	4,300							4,300
DEMO-SAFETEA-LU				1,600	1,600	1,600							1,600
PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE DEVELOPER FEES				3,364	3,364	3,364							3,364
PRIVATE FUNDS		409	1,215	1,917	3,541	3,541							3,541
SBD CO MEASURE I		2,389	2,805	3,289	8,483	8,483							8,483
TRADE CORRIDOR PROGRAM				4,560	4,560	4,560							4,560
200850 Total		2,798	8,320	15,280	26,398	26,398							26,398
20110109	San Bernardino	SCAB		4G0154	NCN31				L	EXEMPT - 93.126	0		
Description:							PTC	59,855	Agency	SANBAG			
CONSTRUCT NEW RAILROAD GRADE-SEPARATED CROSSING BETWEEN LAUREL STREET AND THE BNSF RAILROAD IN THE CITY OF COLTON. WORK ALONG LAUREL STREET BEGINS APPROXIMATELY 420 FT EAST OF PENNSYLVANIA AVE AND 195FT WEST OF 9TH ST. NO ADDITIONAL LANES ARE PROPOSED.													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		464	1,101	4,396	5,961	5,961							5,961
PRIVATE FUNDS		824	1,956	7,814	10,594	10,594							10,594
SBD CO MEASURE I		1,127	2,548	7,222	10,897	10,897							10,897
TRADE CORRIDOR PROGRAM				24,713	24,713	24,713							24,713
TRAFFIC CONGESTION RELIEF		2,242	5,448		7,690	7,690							7,690
20110109 Total		4,657	11,053	44,145	59,855	59,855							59,855

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20110801	San Bernardino	SCAB		4PD04	ITS04				L	TCM	0

Description:

SAN BERNARDINO VALLEY COORDINATED TRAFFIC SIGNAL MAINTENANCE/MONITORING

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ	800			800	800							800
SBD CO MEASURE I	650			650	650							650
20110801 Total	1,450			1,450	1,450							1,450

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
2011150	San Bernardino	SCAB		4RL04	TDM20				L	TCM	0

Description:

SOUTH COAST AIR BASIN RIDESHARE PROGRAM (Toll Credits are being used as match for CMAQ in FY 2013/14 for \$233)(M003)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ	6,105			6,105	6,105							6,105
SBD CO MEASURE I	466			466	466							466
2011150 Total	6,571			6,571	6,571							6,571

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
2011151	San Bernardino	MDAB		4RL04	TDM20				L	EXEMPT - 93.126	0

Description:

MOJAVE DESERT AIR BASIN RIDESHARE PROGRAM (Toll Credits are being used as match for CMAQ in FY 2013/14 for \$133)(M003)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ	3,480			3,480	3,480							3,480
SBD CO MEASURE I	266			266	266							266
2011151 Total	3,746			3,746	3,746							3,746

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031505	San Bernardino	SCAB		SBD031505	NCN25				L	TCM	0

Description:

GROUPED PROJECTS FOR LTF ARTICLE 3 PROJECTS LTF, ARTICLE 3 BICYCLE/PEDESTRIAN PROJECTS AT VARIOUS LOCATIONS (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127, 128, EXEMPT TABLES 2 & 3)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
TDA ARTICLE #3			14,727	14,727	14,727							14,727
SBD031505 Total			14,727	14,727	14,727							14,727

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD41427	San Bernardino	MDAB		SBD41427	CAN66				L	NON-EXEMPT	0

Description: PTC 40 Agency TWENTYNINE PALMS

AMBOY ROAD - LEAR AVE TO ADOBE RD. (5.5 MILES) CONSTRUCT NEW 2 LANE ROAD (ONE LANE IN EACH DIRECTION)(PA&ED ONLY)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SBD CO MEASURE I	40			40	40							40
SBD41427 Total	40			40	40							40

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD94177	San Bernardino	MDAB		SBD94177	NCNH2				L	EXEMPT - 93.128	0

Description: PTC 500 Agency TWENTYNINE PALMS

STATE ROUTE 62 AT LARREA AVENUE & HATCH ROAD RECONFIGURE AND SIGNALIZATION (NO SYNCHRONIZATION)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
AGENCY			176	176	176							176
SBD CO MEASURE I	20			20	20							20
SBD94177 Total	20		176	196	196							196

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201101	San Bernardino	SCAB		200630	CAX63				L	NON-EXEMPT	0

Description: PTC 3,420 Agency UPLAND

ARROW ROUTE WIDENING FROM 2 TO 4 LANES. BRIDGE AND STREET WIDENING FOR ARROW ROUTE, FROM MONTE VISTA AVENUE TO BENSON AVENUE (PROJECT WAS 200630 IN 2008 RTP)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		200	1,000	1,200		200		1,000				1,200
DEVELOPER FEES			966	966				966				966
REDEVELOPMENT FUNDS	220			220	220							220
SBD CO MEASURE I			1,034	1,034				1,034				1,034
201101 Total	220	200	3,000	3,420	220	200		3,000				3,420

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201102	San Bernardino	SCAB		4A07098	NCRH1				L	EXEMPT - 93.126	0

Description: PTC 2,270 Agency UPLAND

FOOTHILL BLVD. FROM 500' W/O MONTE VISTA TO CENTRAL AVE. -WIDEN TO ULTIMATE WIDTH TO PROVIDE DUAL LEFT TURN LANES.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	270			270	270							270
REDEVELOPMENT FUNDS			1,000	1,000	1,000							1,000
STATE LOCAL PARTNER			1,000	1,000	1,000							1,000
201102 Total	270		2,000	2,270	2,270							2,270

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
201103	San Bernardino	SCAB		40M0701					L	EXEMPT - 93.126	0	
Description:							PTC	5,300	Agency	UPLAND		
FOOTHILL BOULEVARD BOTTLENECK AND SAFETY IMPROVEMENTS- FROM CENTRAL TO GROVE AVE. INSTALL RIGHT TURN LANES AT MAJOR INTERSECTIONS, ELONGATE LEFT TURNS FOR SAFE TURNING, CURB, GUTTER DRAINAGE, ROADWAY REHAB.												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	300	5,000		5,300	300	5,000						5,300
201103 Total	300	5,000		5,300	300	5,000						5,300

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBD88086	San Bernardino	SCAB		SBD88086	NCR79				L	EXEMPT - 93.126	0	
Description:							PTC	4,250	Agency	UPLAND		
EUCLID AVENUE FROM D ST TO FOOTHILL BOULEVARD - STORM DRAIN EXTENSION												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES												
SBD88086 Total												

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20130901	San Bernardino	MDAB		REG0704	STUDY				L	EXEMPT - 93.126	0	
Description:							PTC	190	Agency	US BUREAU OF LAND MANAGEMENT		
CALIFORNIA HISTORIC ROUTE 66 CORRIDOR MANAGEMENT PLAN - NEEDLES TO BARSTOW												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SCENIC BYWAYS DISCRET	152			152	152							152
PRIVATE FUNDS	38			38	38							38
20130901 Total	190			190	190							190

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
20131103	San Bernardino	MDAB		REG0704	LUM06				L	EXEMPT - 93.126	0	
Description:							PTC	447	Agency	VARIOUS AGENCIES		
GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES FUNDED BY RECREATIONAL TRAILS PROGRAM: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - BICYCLE AND PEDESTRIAN FACILITIES (BOTH MOTORIZED AND NON-MOTORIZED)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
RECREATIONAL TRAILS			261	261	261							261
AGENCY			186	186	186							186
20131103 Total			447	447	447							447

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBDLS08	San Bernardino	SCAB		SBDLS08	CAR60				L	EXEMPT - 93.126	0

Description: PTC 63,213 Agency VARIOUS AGENCIES
GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HBP PROGRAM -PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127, 128 EXEMPT TABLES 2 & 3

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL			56,595	56,595	7,231	2,398	717	9,451	4,244	32,554		56,595
AGENCY			6,142	6,142	1,036	311	11	491	435	3,858		6,142
LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT			476	476	127		81		115	153		476
SBDLS08 Total			63,213	63,213	8,394	2,709	809	9,942	4,794	36,565		63,213

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200866	San Bernardino	MDAB		REG0701	CAN61				L	EXEMPT - 93.126	0

Description: PTC 5,849 Agency VICTORVILLE
BRIDGE NO 54C0547, BEAR VALLEY RD. OVER BNSF RAILWAY, AMTRAK & UP RR, 3.8 MILES E. OF I-15.WIDEN 6 LANE BRIDGE TO 7 LANE BRIDGE FOR MEDIAN TURN LANE AND SEISMICALLY RETROFITTING BRIDGE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE - LOCAL	620	133	4,426	5,179	753					4,426		5,179
CITY FUNDS	80	17	573	670	97					573		670
200866 Total	700	150	4,999	5,849	850					4,999		5,849

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201110	San Bernardino	MDAB		4OM0701	NCNH2				L	EXEMPT - 93.128	0

Description: PTC 1,334 Agency VICTORVILLE
INSTALLATION OF VARIOUS TRAFFIC SIGNALS ALONG LA MESA ROAD

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			1,139	1,139	1,139							1,139
CITY FUNDS			195	195	195							195
201110 Total			1,334	1,334	1,334							1,334

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201111	San Bernardino	MDAB		4OM0701	NCR36				L	EXEMPT - 93.126	0

Description: PTC 1,375 Agency VICTORVILLE
NATIONAL TRAILS HIGHWAY AND MOJAVE RIVER - BRIDGE REHAB. REPLACE EXISTING RAILING TO MEET CURRENT STANDARDS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	375		1,000	1,375		375		1,000				1,375
201111 Total	375		1,000	1,375		375		1,000				1,375

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201179	San Bernardino	MDAB		4AL04	CAX63				L	NON-EXEMPT	0

Description:

PTC 4,000 Agency VICTORVILLE

NATIONAL TRIALS HIGHWAY BETWEEN INTERSTATE 15 & AIR EXPRESSWAY WIDEN FROM 2-4 LANES (1.9 MILES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	250	250	3,500	4,000			500	3,500				4,000
201179 Total	250	250	3,500	4,000			500	3,500				4,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20131101	San Bernardino	MDAB		REG0704	NCN25				L	EXEMPT - 93.126	0

Description:

PTC 3,050 Agency VICTORVILLE

IN THE CITY OF VICTORVILLE - MOJAVE RIVERWALK: CONSTRUCT A 9.5 MILE (CLASS I, II, III) BIKE AND PED PATH CONNECTING THE VICTOR VALLEY TRANSPORTATION CENTER (6TH ST), MOJAVE NARROWS REGIONAL PARK (YATES RD) AND VICTOR VALLEY COLLEGE (BEAR VALLEY RD).

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS		550	2,200	2,750				2,750				2,750
COUNTY	75			75	75							75
LOCAL TRANS FUNDS	150			150	150							150
TDA ARTICLE #3	75			75	75							75
20131101 Total	300	550	2,200	3,050	300			2,750				3,050

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD97147	San Bernardino	MDAB		SBD97147	CAX66				L	NON-EXEMPT	0

Description:

PTC 20,416 Agency VICTORVILLE

GREEN TREE BLVD AT AT&SF RAILROAD CONSTRUCT 4-LANE BR & CONNECT TO HESPERIA & RIDGECREST RD

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SECTION 112	990			990					990			990
SECTION 117	2,958			2,958					2,958			2,958
CITY FUNDS		1,491	14,977	16,468						16,468		16,468
SBD97147 Total	3,948	1,491	14,977	20,416					3,948	16,468		20,416

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
2011155	San Bernardino	SCAB		4A04418	CAX63				L	NON-EXEMPT	0

Description:

PTC 7,250 Agency YUCAIPA

YUCAIPA BLVD. IMPROVEMENTS - YUCAIPA BLVD FRIN 14TH ST. TO I-10 FREEWAY- WIDEN FROM 4-6 LANES (PHASED PROJECT)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	260	986	6,004	7,250		260	986		6,004			7,250
2011155 Total	260	986	6,004	7,250		260	986		6,004			7,250

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
2011157	San Bernardino	SCAB	4AL04		CAR63				L	NON-EXEMPT	0

Description:

PTC 3,174 Agency YUCAIPA

AVENUE E IMPROVEMENTS FROM BRYANT ST. TO 5TH STREET, WIDEN 2-4 LANES (PHASED PROJECT)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	100			100	100							100
DEVELOPER FEES		300	1,226	1,526	1,526							1,526
SBD CO MEASURE I			1,548	1,548	1,548							1,548
2011157 Total	100	300	2,774	3,174	3,174							3,174

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
2011159	San Bernardino	SCAB	4OM0701		NCRH2				L	EXEMPT - 93.126	0

Description:

PTC 1,000 Agency YUCAIPA

COUNTY LINE ROAD IMPROVEMENTS FROM I-10 TO CALIMESA - INSTALL LEFT TURN LANE AND SIGNAL AT CALIMESA AND COUNTY LINE RD.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	50			50	50							50
2011159 Total	50			50	50							50

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20130602	San Bernardino	SCAB	4AL04		LUM02				L	EXEMPT - 93.126	0

Description:

PTC 162 Agency YUCAIPA

WILDWOOD CANYON ROAD IMPROVEMENTS - HOLMES STREET TO WEST OF MESA GRANDE MULTI-USE TRAIL IMPROVEMENTS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
RECREATIONAL TRAILS			115	115	115							115
CITY FUNDS	30		17	47	47							47
20130602 Total	30		132	162	162							162

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
2002160	San Bernardino	SCAB	2002160		CARH3	10	4.1	6.1	S	NON-EXEMPT	0

Description:

PTC 156,000 Agency ONTARIO

I-10 AT GROVE INTERCHANGE AND GROVE AVE. CORRIDOR - RELOCATE I/10 & 4TH ST. I/C TO GROVE AVE. AND WIDEN GROVE AVE BETWEEN I-10 TO HOLT (WIDEN 4-6 LANES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU	2,400			2,400	2,400							2,400
INTERSTATE MAINT. DISCRETIONARY - H.R. 2764	475			475	475							475
INTERSTATE MAINTENANCE DISCRETIONARY	950			950	950							950
DEVELOPER FEES	208			208	208							208
SBD CO MEASURE I	1,517			1,517	1,517							1,517
2002160 Total	5,550			5,550	5,550							5,550

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200803	San Bernardino	SCAB		200803	CARH3	10	5.87	6.37	S	NON-EXEMPT	0

Description:

PTC 84,000 Agency ONTARIO

I-10 AT VINEYARD AVE. INTERCHANGE. INTERCHANGE WIDENING FROM 4-6 LANES AND WIDEN ON AND OFF RAMPS TO TWO LANES, INTERSECTION IMPROVEMENTS AND ENHANCE EXISTING LANDSCAPING

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	2,850		600	3,450		3,150	300					3,450
SBD CO MEASURE I	720		1,180	1,900		720	1,180					1,900
200803 Total	3,570		1,780	5,350		3,870	1,480					5,350

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
0C2500	San Bernardino	SCAB		4H01001	CANT6	10	8	33.8	S	NON-EXEMPT	0

Description:

PTC 539,817 Agency SANBAG

I-10 HOV LANE ADDITION - FROM HAVEN (ONTARIO TO FORD ST (REDLANDS)-WIDENING FROM 8-10 LANES, AUX LANES WIDENING UNDERCROSSINGS AND OVERCROSSINGS AND RECONSTRUCTION OF RAMPS WHERE NEEDED (Toll Credits are being used as match for CMAQ in FY 2016/2017 for \$2,867 and FY 2017/18 for \$2,424)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			46,134	46,134							46,134	46,134
SBD CO MEASURE I	12,990		442,479	455,469	10,560				2,430		442,479	455,469
STIP ADVANCE CON-RIP	1,000			1,000	1,000							1,000
SURFACE TRANS PROG - RIP	25,284	11,930		37,214					37,214			37,214
0C2500 Total	39,274	11,930	488,613	539,817	11,560				39,644		488,613	539,817

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20020812	San Bernardino	SCAB		20020812	CARH3	10	12.3	14.1	S	NON-EXEMPT	0

Description:

PTC 76,114 Agency SANBAG

I-10/CHERRY AVENUE INTERCHANGE - INTERCHANGE RECONSTRUCT - REPLACE O/C, WIDEN O/H AND WIDEN I/C FROM SLOVER TO VALLEY FROM 4-6 LANES WITH DOUBLE LEFT TURNS TO RAMPS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
INTERSTATE MAINT. DISCRETIONARY - H.R. 2764			475	475	475							475
INTERSTATE MAINTENANCE DISCRETIONARY			750	750	750							750
CITY FUNDS		1,949	7,660	9,609	9,609							9,609
COUNTY	3,242		13,154	16,396	16,396							16,396
LOCAL ADVANCE CONSTRUCTION												
SBD CO MEASURE I	1,823	3,646	8,734	14,203	14,203							14,203
STATE CASH - RIP PRIOR		3,908		3,908	3,908							3,908
TRADE CORRIDOR PROGRAM			30,773	30,773	30,773							30,773
20020812 Total	5,065	9,503	61,546	76,114	76,114							76,114

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD45000	San Bernardino	SCAB		SBD45000	CARH3	10	14.8	15.5	S	NON-EXEMPT	0

Description:

PTC 56,100 Agency SANBAG
IN FONTANA: I-10 AT CITRUS AVE IC RECONSTRUCT IC WITH 6 THRU LANES; & REPLACE BRIDGE OVERCROSSING(O/C WIDEN FROM 2-6 LNS) AND WIDEN CITRUS FROM SLOVER TO VALLEY 4-6 LNS.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			2,500	2,500	2,500							2,500
STP LOCAL			27,968	27,968	27,968							27,968
CITY FUNDS	3,935	2,019	16,440	22,394	22,394							22,394
LOCAL ADVANCE CONSTRUCTION STATE CASH - RIP PRIOR			3,238	3,238	3,238							3,238
SBD45000 Total	3,935	5,257	46,908	56,100	56,100							56,100

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
34090	San Bernardino	SCAB		34090	CAX70	10	16.9	17.9	S	NON-EXEMPT	0

Description:

PTC 99,105 Agency FONTANA
IN FONTANA AT ALDER AVENUE CONSTRUCT 4 LANE INTERCHANGE (2 LANES IN EACH DIRECTION.)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS												
SBD CO MEASURE I												
34090 Total												

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
1830	San Bernardino	SCAB		1830	CAXT3	10	17.8	19.3	S	NON-EXEMPT	0

Description:

PTC 62,730 Agency VARIOUS AGENCIES
I-10 AT CEDAR AVE. BETWEEN SLOVER AND VALLEY- RECONSTRUCT I/C-WIDEN FROM 4-6 LANES WITH LEFT AND RIGHT TURN LANES. ADD AUX LANE ON E/B ON AND OFF RAMP (Toll Credits: \$459 FY13/14 to match STP ENG)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL	4,000		4,000	4,000	4,000							4,000
COUNTY	1,300		1,300	1,300	1,300							1,300
DEVELOPER FEES		515	13,569	14,084		515	13,569					14,084
SBD CO MEASURE I		11,685	31,661	43,346		11,685	31,661					43,346
1830 Total	5,300	12,200	45,230	62,730	5,300	12,200	45,230					62,730

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD31808	San Bernardino	SCAB		SBD31808	CARH3	10	18.7	20.8	S	NON-EXEMPT	0

Description:

PTC 33,451 Agency RIALTO
I-10 AT RIVERISDE AVE - 2.1 KM W/O RIVERSIDE AVE TO 1.3 KM E/O RIVERSIDE AVE. MODIFY IC 4 TO 9 LNS (INCL TURN LNS) FROM SLOVER TO VALLEY & ADD AUX LANES & OPER IMPRV

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU			1,600	1,600	1,600							1,600

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
44811	San Bernardino	SCAB		44810	CARH3	10	25.3	26.3	S	NON-EXEMPT	0

Description:

I-10 TIPPECANOE INTERCHANGE ADD EASTBOUND OFF-RAMP AUXILIARY LN FROM WATERMAN ON-RAMP TO TIPPECANOE OFF-RAMP AND WIDEN BRIDGE (NON-CAPACITY)(FORMERLY PART OF RTP ID 44810)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL			2,735	2,735	2,735							2,735
CITY FUNDS			4,427	4,427	4,427							4,427
LOCAL ADVANCE CONSTRUCTION SBD CO MEASURE I	3,849			3,849	3,849							3,849
CORRIDOR MOBILITY PROGRAM			10,000	10,000	10,000							10,000
44811 Total	3,849		17,162	21,011	21,011							21,011

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
44812	San Bernardino	SCAB		44810	CARH3	10	26	27.3	S	NON-EXEMPT	0

Description:

I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(WESTBOUND - PHASE II)(FORMERLY PART OF RTP ID 44810)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU		5,517	9,178	14,695	14,695							14,695
DEMO - TEA 21	515	5,361		5,876	5,876							5,876
INTERSTATE MAINT. HR4818		2,108		2,108	2,108							2,108
SECTION 115		2,999		2,999	2,999							2,999
SECTION 117		4,914		4,914	4,914							4,914
SECTION 330		1,491	1,488	2,979	2,979							2,979
AGENCY			9,129	9,129	9,129							9,129
CITY FUNDS		6,214	1,175	7,389	7,389							7,389
SBD CO MEASURE I	4,674	3,836	156	8,666	8,666							8,666
NATIONAL HWY SYSTEM - IIP		3,000		3,000	3,000							3,000
44812 Total	5,189	35,440	21,126	61,755	61,755							61,755

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20131504	San Bernardino	SCAB		4M07003	NCRH1	10	31.56	31.59	S	EXEMPT - 93.126	0

Description:

I-10 @ UNIVERSITY ST INTERCHANGE: INTERSECTION IMPROVEMENTS WITH ON/OFF RAMP WIDENING. (No capacity enhancements)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	79	47	788	914	79		47		788			914
SBD CO MEASURE I	361	213	3,612	4,186	361		213		3,612			4,186
20131504 Total	440	260	4,400	5,100	440		260		4,400			5,100

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200432	San Bernardino	SCAB		200432	NCNH2	10	33.3	33.5	S	EXEMPT - 93.127	0
Description:							PTC	700	Agency	REDLANDS	

AT I-10 AND FORD ST. ON RAMP TO THE FREEWAY - SIGNAL AND INTERSECTIONS IMPROVEMENTS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PRIVATE FUNDS	100		600	700	700							700
200432 Total	100		600	700	700							700

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200048	San Bernardino	SCAB		200048	CARH3	15	6.3	7.1	S	NON-EXEMPT	0
Description:							PTC	57,504	Agency	RANCHO CUCAMONGA	

I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400FT S/O; 1800FT w/o to EAST AVE. TO 1500FT E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LNS, WIDEN EAST AVE. FROM 2-4 LNS, REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LNS, AND OPERATIONAL IMPRVMENTS (EA497100)(CA435)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION DEMO-SAFETEA-LU	428		3,600	4,028	4,028							4,028
INTERSTATE MAINT. DISCRETIONARY - H.R. 2764 INTERSTATE MAINT. HR4818	752			752	752							752
DEVELOPER FEES	2,398	6,723	18,747	27,868	27,868							27,868
SBD CO MEASURE I		477	18,147	18,624	18,624							18,624
STATE LOCAL PARTNER	2,230		1,000	3,230	3,230							3,230
200048 Total	5,808	7,200	44,496	57,504	57,504							57,504

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
0H1300	San Bernardino	SCAB		0H1300	CAN71	15	9.82	11.94	S	NON-EXEMPT	0
Description:							PTC	34,796	Agency	FONTANA	

I-15/DUNCAN CANYON INTERCHANGE - CONVERT EXIST 2 LN OVERCROSSING TO DIAMOND IC, WIDEN TO 4 LANES PLUS DBL LEFT TURNS TO SB RAMP ACCEL/DECEL LANES & SINGLE LEFT TO NORTHBOUND RAMP

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	3,518	1,596	15,710	20,824	20,824							20,824
CORRIDOR MOBILITY PROGRAM			12,000	12,000	12,000							12,000
STATE LOCAL PARTNER			1,972	1,972	1,972							1,972
0H1300 Total	3,518	1,596	29,682	34,796	34,796							34,796

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20061201	San Bernardino	SCAB		20061201	NCRH3	15	14	16.4	S	NON-EXEMPT	0

Description:

PTC 324,460 Agency CALTRANS

I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215 I/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FEDERAL LANDS HIGHWAYS PROGRAM			2,000	2,000	2,000							2,000
INTERSTATE MAINTENANCE DISCRETIONARY			3,341	3,341	3,341							3,341
STP LOCAL	6,385		59,323	65,708	55,708	10,000						65,708
LOCAL ADVANCE CONSTRUCTION					10,000	-10,000						
PRIVATE FUNDS		7,017		7,017	7,017							7,017
SBD CO MEASURE I	10,490	48,089	5,062	63,641	63,641							63,641
CORRIDOR MOBILITY PROGRAM			53,743	53,743	53,743							53,743
NATIONAL HWY SYSTEM - RIP			45,145	45,145	45,145							45,145
SHOPP ADVANCE CONSTRUCTION (AC) - CT MINOR			83,865	83,865	83,865							83,865
20061201 Total	16,875	55,106	252,479	324,460	324,460							324,460

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ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD031279	San Bernardino	MDAB		SBD031279	CAX70	15	29.5	30.9	S	NON-EXEMPT	0

Description:

PTC 64,346 Agency SANBAG

IN HESPERIA AT I-15 AND RANCHERO ROAD - CONSTRUCT 6 LANE INTERCHANGE WITH LEFT AND RIGHT TURN LANES, INCLUDING 1300 FT. AUX LANE PRIOR TO N/B OFF RAMP AND 3200 FT. AUX LANE FROM TO S/B LOOP ON RAMP

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
INTERSTATE MAINT. DISCRETIONARY - H.R. 2764			2,008	2,008	2,008							2,008
INTERSTATE MAINTENANCE DISCRETIONARY			1,000	1,000	1,000							1,000
CITY FUNDS	4,575	8,516	3,000	16,091	16,091							16,091
LOCAL ADVANCE CONSTRUCTION												
SBD CO MEASURE I			5,049	5,049	5,049							5,049
CORRIDOR MOBILITY PROGRAM			21,135	21,135	21,135							21,135
STATE LOCAL PARTNER			4,550	4,550	4,550							4,550
STATE CASH - RIP		7,034	7,479	14,513	14,513							14,513
SBD031279 Total	4,575	15,550	44,221	64,346	64,346							64,346

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200613	San Bernardino	MDAB		200613	CAX70	15	32	33.8	S	NON-EXEMPT	0

Description:

PTC 21,100 Agency HESPERIA
I-15 & MUSCATEL STREET CONSTRUCT 6 LANE INTERCHANGE WITH LEFT AND RIGHT TURN LANES, INCLUDING 1700 FT AUX LANE UPSTREAM TO SB EXIT RAMP

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	5,100	16,000		21,100	250		500	500	4,050	15,800		21,100
200613 Total	5,100	16,000		21,100	250		500	500	4,050	15,800		21,100

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD41446	San Bernardino	MDAB		SBD41446	CAX70	15	34.9	35.9	S	NON-EXEMPT	0

Description:

PTC 61,100 Agency HESPERIA
EUCALYPTUS AT I-15 CONSTRUCT INTERCHANGE 3 LANES IN EA DIR STANDARD I/C CONFIG.(JOINT PROJECT BETWEEN VICTORVILLE AND HESPERIA)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	500			500					500			500
SBD41446 Total	500			500					500			500

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
34170	San Bernardino	MDAB		34170	CAX70	15	38.3	39.4	S	NON-EXEMPT	0

Description:

PTC 74,961 Agency VICTORVILLE
IN VICTORVILLE AT LA MESA ROAD/NISQUALLI ROAD CONSTRUCT I/C NEW 6 LANE INTERCHANGE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO - ISTE A		4,823		4,823	4,823							4,823
DEMO-SAFETEA-LU		1,200		1,200	1,200							1,200
SECTION 115		250		250	250							250
STP LOCAL	3,800			3,800	3,800							3,800
CITY FUNDS	2,129	8,077	10,000	20,206	20,206							20,206
DEVELOPER FEES			11,894	11,894	11,894							11,894
SBD CO MEASURE I			5,052	5,052	5,052							5,052
CORRIDOR MOBILITY PROGRAM			16,206	16,206	16,206							16,206
STATE CASH - PRIOR STIP		11,530		11,530	11,530							11,530
34170 Total	5,929	25,880	43,152	74,961	74,961							74,961

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
35558	San Bernardino	MDAB		35558	NCN46	15	41.9	45.4	S	EXEMPT - 93.126	0

Description:

PTC 2,446 Agency CALTRANS
IN SAN BERNARDINO CO. - GATEWAY ENHANCEMENTS ON I-15 FROM MOJAVE DR. IN VICTORVILLE TO STODDARD WELLS RD. IN BARSTOW-RETENTION WALL ENHANCMENTS AND LANDSCAPING(PPNO0175N)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP ENHANCE-IIP TEA	1,000		1,446	2,446	2,446							2,446
35558 Total	1,000		1,446	2,446	2,446							2,446

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
35556	San Bernardino	MDAB		35556	CAY62	15	42.5	46	S	NON-EXEMPT	0

Description:
PTC 116,119 Agency CALTRANS
IN THE CITY OF VICTORVILLE FROM 0.5 MILES NORTH OF MOJAVE DRIVE TO 1.5 NORTH OF EXISTING STODDARD WELLS ROAD OVERCROSSING. RECONSTRUCT D/E/STODDARD WELLS RD ICs. WIDEN BRIDGES (NO NEW LANES). CONSTRUCT NEW COLLECTOR DISTRIBUTOR RD OVER D/E/AND BNSF RR TO PARRALLEL I-15 NB INCLUDES ITS OWN BRIDGE. RECONST/REALIGN EAST/WEST FRONTAGE RDS. CONST NEW AUX LN. (REFER TO MODELING DETAILS)(CA061)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL			3,637	3,637	3,637							3,637
STATE CASH - IIP	16,147	14,667		30,814	30,814							30,814
STATE CASH - RIP		3,607		3,607	3,607							3,607
STIP ADVANCE CON-IIP			54,497	54,497	54,497							54,497
STIP ADVANCE CON-RIP			23,564	23,564	23,564							23,564
35556 Total	16,147	18,274	81,698	116,119	116,119							116,119

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD55026	San Bernardino	MDAB		SBD55026	CAR63	15	55	1	S	NON-EXEMPT	0

Description:
PTC 8,546 Agency VARIOUS AGENCIES
EUCALYPTUS STREET FROM I-15 TO PEACH AVENUE - RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND CONSTRUCT RAILROAD CROSSING

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	1,000	1,000	6,546	8,546	2,000	6,546						8,546
SBD55026 Total	1,000	1,000	6,546	8,546	2,000	6,546						8,546

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20150015	San Bernardino	MDAB		0A6410	CAY70	15	67	67.5	S	NON-EXEMPT	0

Description:
PTC 43,000 Agency BARSTOW
IN BARSTOW: I-15/MORTON STREET INTERCHANGE; CONSTRUCT NEW INTERCHANGE. INCLUDES A 6 LN BRIDGE OVER I-15, 2 THROUGH LNS EACH WAY, TURN LANES, AND EMERGENCY LANE. CONSTRUCTION OF NEW 4 LN ROADWAY FROM 100 FT WEST OF IC TO OUTLET CENTER DRIVE (PA&ED ONLY)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	800			800			300	500				800
20150015 Total	800			800			300	500				800

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
0G841	San Bernardino	MDAB		4ITS04	ITS12	15	107.3	107.3	S	EXEMPT - 93.126	0

Description:
PTC 260 Agency CALTRANS
C. V. KANE SCRRA INTERPRETIVE DISPLAYS (NEAR THE CITY OF BARSTOW, AT THE C.V. KANE SAFETY ROADSIDE REST AREA (SCRRA) INSTALL INTERPRETIVE DISPLAYS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP ENHANCE-IIP TEA	58	3	199	260	260							260
0G841 Total	58	3	199	260	260							260

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20020144	San Bernardino	MDAB		20020144	CAY67	18	15	35.9	S	NON-EXEMPT	0

Description:

PTC 1,156,000 Agency VICTORVILLE
HI- DESERT CORR. PHASE 1, SR-18 REALIGNMENT FROM US 395 IN ADELANTO TO SR-18 E/O APPLE VALLEY. COONSTRUCT 4-6 LANE FREEWAY/EXPRESSWAY. CONSTRUCT NEW IC @I-15 W/AUX LANES NORTH AND SOUTH OF NEW IC. CONSTRUCT INTERSECTION @US 395 W/TURN POCKETS TO NORTH AND SOUTH

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU	7,000			7,000	7,000							7,000
DEMO - TEA 21	3,560			3,560	3,560							3,560
PUBLIC LAND HWYS	2,000			2,000	2,000							2,000
SBD CO MEASURE I	4,440			4,440	4,440							4,440
20020144 Total	17,000			17,000	17,000							17,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
0A7910	San Bernardino	SCAB		0A7910	NCN46	18	31.4	31.8	S	EXEMPT - 93.126	0

Description:

PTC 2,265 Agency CALTRANS
IN RUNNING SPRINGS FROM RTE. 18 FROM N/O NOB HILL DR. TO S/O R.S. SCHOOL RD. AND RTE 330 FROM S/O RTE. 18 TO RTE. 18-RURAL GATEWAY BEAUTIFICATION-AESTHETIC IMPROVEMTNS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STATE CASH - IIP	56		204	260	260							260
STP ENHANCE-IIP TEA	430		1,575	2,005	2,005							2,005
0A7910 Total	486		1,779	2,265	2,265							2,265

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20061702	San Bernardino	MDAB		1C0404	CAY63	18	43.4	17	S	NON-EXEMPT	0

Description:

PTC 4,000,000 Agency HIGH DESERT CORRIDOR JOINT POWERS AUTHORITY
E-220 HIGH DESERT CORRIDOR-WEST TO EAST SR-14 TO US 395 CONNECTING AT SB COUNTY, . CONSTRUCT NEW 4-6 LANE FACILITY (PART OF 20020144) JPA PROJECT. SR. 138 PM 43.4 TO SR18T 17.0 S.B. COUNTY LINE 0.0.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU	800			800	800							800
PRIVATE FUNDS	33,500			33,500	33,500							33,500
20061702 Total	34,300			34,300	34,300							34,300

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20110602	San Bernardino	MDAB		4AL04	LUM01	18	94.2	94.6	S	EXEMPT - 93.126	0

Description:

PTC 4,650 Agency APPLE VALLEY
SR18 AT APPLE VALLEY ROAD INTERSECTION REALIGNMENT WITH TURN AND APPROACH LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	550	100	4,000	4,650	650	4,000						4,650
20110602 Total	550	100	4,000	4,650	650	4,000						4,650

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
4351	San Bernardino	MDAB		4351	CAX63	58	22.2	31.1	S	NON-EXEMPT	0

Description:
PTC 194,925 Agency CALTRANS
SR58 EXPRESSWAY-REALIGN AND WIDEN FROM 2-4 LANE EXPRESSWAY. NEW INTERCHANGES AT LENWOOD RD AND HINKLEY RD. 2.4 MILES WEST OF HIDDEN RIVER RD. TO 0.7 MILES EAST OF LENWOOD ROAD -- REALIGN AND WIDEN TO 4 LANE EXPRESSWAY (2-4 LANES) (PHASE 2)

Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
NATIONAL HWY SYSTEM - IIP	16,900			16,900	16,900							16,900
STIP ADVANCE CON-IIP		41,637	133,388	175,025	175,025							175,025
STP ENHANCE-IIP TEA	296		2,704	3,000	3,000							3,000
4351 Total	17,196	41,637	136,092	194,925	194,925							194,925

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
34770	San Bernardino	MDAB		34770	CAX67	58	143.5	12.9	S	NON-EXEMPT	0

Description:
PTC 194,838 Agency CALTRANS
0.4 MILES WEST OF KERN CO LINE TO 7.5 MI EAST OF JCT RTE 395 - CONSTRUCT 4 LANE EXPRESS WAY ON NEW ALIGNMENT, NEW INTERCHANGE AT US 395 AND SR 58

Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
NATIONAL HWY SYSTEM - IIP	16,600			16,600	16,600							16,600
STATE CASH - IIP		23,143		23,143	23,143							23,143
STIP ADVANCE CON-IIP			155,095	155,095				155,095				155,095
34770 Total	16,600	23,143	155,095	194,838	39,743			155,095				194,838

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201132	San Bernardino	SCAB		4M07017	NCR88	60		.01	S	NON-EXEMPT	0

Description:
PTC 7,900 Agency ONTARIO
SR-60 AT ARCHIBALD AVENUE WIDEN ON AND OFF RAMPS (2-3 LANES EACH WAY)

Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	783		4,439	5,222	783					4,439		5,222
SBD CO MEASURE I	402		2,276	2,678	402					2,276		2,678
201132 Total	1,185		6,715	7,900	1,185					6,715		7,900

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201114	San Bernardino	SCAB		4M04050	CAR75	60	1.1	3.55	S	NON-EXEMPT	0

Description:
PTC 27,779 Agency SANBAG
WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMODATE WIDENING OF RAMPS AND THE DESIGNATED FREEWAY LANES.

Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	1,556			1,556	1,556							1,556
201114 Total	1,556			1,556	1,556							1,556

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
201133	San Bernardino	SCAB		4M07017	NCRH3	60	4.5	5	S	NON-EXEMPT	0
Description:							PTC	1,620	Agency	CALTRANS	

SR 60 AT EUCLID WIDEN W/B EXIT RAMP FROM 2-3 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	445			445	445							445
SBD CO MEASURE I	55			55	55							55
STATE CASH- SHOPP	600	20	500	1,120	1,120							1,120
201133 Total	1,100	20	500	1,620	1,620							1,620

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200604	San Bernardino	SCAB		200604	CARH3	60	5.1	1	S	NON-EXEMPT	0
Description:							PTC	7,621	Agency	ONTARIO	

SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	4,596			4,596		1,532	3,064					4,596
SBD CO MEASURE I	3,025			3,025		1,008	2,017					3,025
200604 Total	7,621			7,621		2,540	5,081					7,621

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200602	San Bernardino	SCAB		200602	CARH3	60	6.86	1	S	NON-EXEMPT	0
Description:							PTC	7,621	Agency	ONTARIO	

SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACCOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEVELOPER FEES	4,596			4,596		4,596						4,596
SBD CO MEASURE I	3,025			3,025		3,025						3,025
200602 Total	7,621			7,621		7,621						7,621

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
0L350	San Bernardino	MDAB		REG0701	NCRH3	62		142.6	S	EXEMPT - 93.126	0
Description:							PTC	1,405	Agency	CALTRANS	

ON VARIOUS ROUTES - RURAL ROADSIDE -ARCHAEOLOGICAL INVENTORY - DIST. 8 (PPNO 0227J)-ARRA STATE TE FUNDING

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
ARRA - STATE TRANSPORTATION ENHANCEMENT			1,405	1,405	1,405							1,405
0L350 Total			1,405	1,405	1,405							1,405

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200851	San Bernardino	MDAB		4A01383	CAX63	62	8.8	12.64	S	NON-EXEMPT	0

Description:

SR 62 FROM FAIRWAY TO CAMINO DEL CIELO; AND PALM TO AIRWAY WIDENING FROM 4-6 LANES, INSTALL MEDIANS, SIGNALS, SIDEWALKS, AND CURB AND GUTTER

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	2,000	3,000	6,000	11,000	11,000							11,000
200851 Total	2,000	3,000	6,000	11,000	11,000							11,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
0G930	San Bernardino	MDAB		4A01383	CAY67	62	9.21	11.75	S	NON-EXEMPT	0

Description:

SR 62 REALIGNMENT FROM APPROX. 445' W/O CAMINO DEL CIELO TO TROJAN LANE-WIDEN 4-6 LANES. REALIGNING KICKAPOO TO ACOMA, RAISED MEDIAN ISLAND, TRAFFIC SIGNALS, SIDEWALKS AND STREET LIGHTS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	6,000	21,544	23,000	50,544	50,544							50,544
0G930 Total	6,000	21,544	23,000	50,544	50,544							50,544

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20084103	San Bernardino	MDAB		4OM0701	ITS02	62	9.3	10.8	S	EXEMPT - 93.126	0

Description:

SR62 - TRAFFIC CONTROL SYNCRONIZATION OF 4 TRAFFIC SIGNALS FROM CAMINO DEL CIELO/SR62 TRAFFIC SIGNAL THROUGH ACOMA TRAIL SR 62 TRAFFIC SIGNAL PROGRAM (Toll Credits are being used as match for CMAQ in FY 2012/13 for \$36)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ	50		176	226	226							226
20084103 Total	50		176	226	226							226

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
20060203	San Bernardino	SCAB		20060203	NCN34	62	9.61	9.81	S	EXEMPT - 93.126	0

Description:

SR 62 SAFETY IMPROVMNTS-TCRP 129 ON SR 62 FROM LA HONDA WY EAST APPROX. 0.2 MILES TO DUMOSA - INSTALL RAISED MEDIANS, CURB AND GUTTER, AND SIDEWALKS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
BONDS - LOCAL			778	778	778							778
LOCAL TRANS FUNDS	80			80	80							80
SBD CO MEASURE I			778	778	778							778
LOCAL STREET AND ROAD, CONGESTION			138	138	138							138
TRAFFIC CONGESTION RELIEF	240			240	240							240
20060203 Total	320		1,694	2,014	2,014							2,014

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200435	San Bernardino	MDAB		200435	NCN34	62	10.76	11.38	S	EXEMPT - 93.126	0

Description:

ON SH62 IN YUCCA VALLEY FROM APACHE TRAIL EAST TO APPROX 0.5 MILES TO PALM AVE. INSTALL NEW RAISED MEDIAN, CONSTRUCT CURB & GUTTER & NEW STREET LIGHTS, AND NEW SIGNAL AT CHURCH ST.(CA543)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
DEMO-SAFETEA-LU			1,600	1,600	1,600							1,600
PUBLIC LAND HWYS	458			458	458							458
SBD CO MEASURE I			723	723	723							723
STATE LOCAL PARTNER			723	723	723							723
200435 Total	458		3,046	3,504	3,504							3,504

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
0F100	San Bernardino	SCAB		0F100	NCN46	71	4.8	8.5	S	EXEMPT - 93.126	0

Description:

ON RTE. 71 FROM SOQUEL CYN PARKWY TO RIVERSIDE CO. LINE AND RIV. CO FROM S.B. CO LINE TO SANTA ANA RIVER BRIDGE -PHASE 1- TREE PLANTING AND AESTHETICS-

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
ARRA - TRANSPORTATION ENHANCEMENT			1,528	1,528	1,528							1,528
STATE CASH - IIP	446			446	446							446
0F100 Total	446		1,528	1,974	1,974							1,974

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
34011	San Bernardino	SCAB		34011	CAX63	138	2.9	15.2	S	NON-EXEMPT	0

Description:

NEAR WRIGHTWOOD FROM PHELAN RD TO I-15 WIDEN FROM 2 TO 4 LANES WITH MEDIAN(EA3401U)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
NATIONAL HWY SYSTEM - IIP	11,459			11,459	11,459							11,459
STATE CASH - IIP		10,633		10,633	10,633							10,633
STIP ADVANCE CON-IIP			49,639	49,639	49,639							49,639
STIP ADVANCE CON-RIP			15,450	15,450	15,450							15,450
34011 Total	11,459	10,633	65,089	87,181	87,181							87,181

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
0P240	San Bernardino	MDAB		4ITS04	NCN33	138	13.7	13.7	S	EXEMPT - 93.126	0

Description:

CONSTRUCT A NEW VISTA POINT AT ROUTE 138 WITH PAVED AREA FOR 10 PARKING SPACES INCLUDING 2 SPACES FOR ADA DRIVERS WITH DECORATIVE FENCE AND INTERPRETIVE SIGNS.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP ENHANCE-IIP TEA	140	8	422	570	148	422						570
0P240 Total	140	8	422	570	148	422						570

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

SBD CO MEASURE I	11,870	1,500	43,523	56,893	3,052		10,318		43,523		56,893
STIP ADVANCE CON-RIP			43,523	43,523					43,523		43,523
20111625 Total	11,870	1,500	130,569	143,939	3,052		10,318		130,569		143,939

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
2011154	San Bernardino	SCAB		4M01003	CAX76	210	30	30.75	S	NON-EXEMPT	0	
Description:												
							PTC	6,225	Agency	HIGHLAND		
SR 210 AT 5TH ST/GREENSPOT RD; ON AND OFF RAMPS WIDENING; ADD LANES (.45) ORIGINALLY PORTION OF PROJECT 200429 PROJECT ADDS 1 LANE N/B TO EXISTING 2 LANES AND ADDING 2 LANES TO EXISTING TO LANES TO N/B OFF RAMP AND ADDING 1 LANE TO EXISTING 2 LANE S/B OFF RAMP												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	1,000		5,225	6,225	1,000			5,225				6,225
2011154 Total	1,000		5,225	6,225	1,000			5,225				6,225

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
2011153	San Bernardino	SCAB		4M01003	NCR88	210	30	30.75	S	NON-EXEMPT	0	
Description:												
							PTC	5,070	Agency	HIGHLAND		
WIDEN 5TH ST FROM CITY CRK TO SR210; RESTRIPE 5TH ST FROM 4-6LNS BTW CHURCH AVE & SR210; RESTRIPE 210 UNDERCROSSING 4-5LNS BTW RAMPS WITH ADD. TURN LN. CONSTRUCT TRUCK ACCL. LN ON SB SR210 ON-RAMP AND FWY MAINLINE INCLUDING WIDENING OF EXISTING FWY BRIDGE												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PRIVATE FUNDS	507		4,563	5,070	507			4,563				5,070
2011153 Total	507		4,563	5,070	507			4,563				5,070

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBD31850	San Bernardino	SCAB		SBD31850	CARH3	215	.58	1.66	S	NON-EXEMPT	0	
Description:												
							PTC	77,337	Agency	VARIOUS AGENCIES		
IN GRAND TERRACE @ I-215 BARTON RD I/C RECONSTRUCT OC & RAMPS W/ PARTIAL CLOVERLEAF CONFIG. NW OF I-215 WORK INCL ADD OF NB AUX LN. LOCAL ST WORK TO INCL WIDENING OF BARTON RD, REMOVAL OF LA CROSSE AVE. BETWN VIVENDA AVE & BARTON RD, REPLACMT W/ NEW LOCAL RD, IMPROVEMTS TO BARTON RD & MICHIGAN WAY/VIVENDA AVE INTERSECTION & REALIGNMT OF COMMERCE WY (Toll credits used for Demo in FY12/13 for \$300												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SECTION 112	1,980			1,980	1,980							1,980
SECTION 115	501			501	501							501
STP LOCAL		1,500	10,632	12,132	1,500			10,632				12,132
SBD CO MEASURE I	3,716	3,436	15,561	22,713	7,152			15,561				22,713
STIP ADVANCE CON-RIP		17,400	22,611	40,011	17,400			22,611				40,011
SBD31850 Total	6,197	22,336	48,804	77,337	28,533			48,804				77,337

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
OM630	San Bernardino	SCAB		4M01043	CAY70	215	2	3.3	S	NON-EXEMPT	0	
Description:												
							PTC	103,190	Agency	SANBAG		
I-215 MT. VERNON/WASHINGTON ST. INTERCHANGE-RECONSTRUCT I/C- REPLACE O/C STRUCTURE; RECONFIGURE ON/OFF RAMPS; ADD SB ACCEL AND NB DECEL LANE- IMPROVEMENTS TO LOCAL STREETS												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL			10,000	10,000					10,000			10,000
SBD CO MEASURE I	11,190	30,000	32,000	73,190	11,190			30,000	32,000			73,190

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

STIP ADVANCE CON-RIP			20,000	20,000							20,000	20,000
OM630 Total	11,190	30,000	62,000	103,190	11,190				30,000	62,000		103,190

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
713	San Bernardino	SCAB		713	CAX69	215	4.1	10.1	S	TCM	0

Description:

I-215 CORRIDOR NORTH - IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 - ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA. DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP (M003)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
ARRA - REGIONAL SURFACE TRANSPORTATION PROGRAM			77,212	77,212	77,212							77,212
ARRA - SURFACE TRANSPORTATION PROGRAM			49,120	49,120	49,120							49,120
ARRA - TRANSPORTATION ENHANCEMENT			1,732	1,732	1,732							1,732
CMAQ		41,407	63,823	105,230	105,230							105,230
DEMO - TEA 21			2,063	2,063	2,063							2,063
PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE		17,095	38,905	56,000	56,000							56,000
STP LOCAL			64,157	64,157	64,157							64,157
SBD CO MEASURE I	27,594	23,974	10,033	61,601	61,601							61,601
CORRIDOR MOBILITY PROGRAM			59,000	59,000	59,000							59,000
STATE CASH - PRIOR STIP	5,390	38,348		43,738	43,738							43,738
STATE CASH - RIP			95,949	95,949	95,949							95,949
SURFACE TRANS PROG - RIP	14,052	66,590		80,642	80,642							80,642
TRAFFIC CONGESTION RELIEF			25,000	25,000	25,000							25,000
713 Total	47,036	187,414	486,994	721,444	721,444							721,444

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBD59204	San Bernardino	SCAB		SBD59204	NCRH3	215	11.6	1	S	NON-EXEMPT	0

Description:

I-215 AT UNIVERSITY PARKWAY INTERCHANGE - CONSTRUCT SOUTHBOUND UNIVERSITY PARKWAY -INTERCHANGE RECONFIGURATION AND AUX. LANE ON EACH SIDE, NEW RAMP

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SECTION 129 - SURFACE TRANSPORTATION PRIORITIES			735	735	735							735
STP LOCAL			5,000	5,000				5,000				5,000
DEVELOPER FEES	686		2,199	2,885		686		2,199				2,885
SBD CO MEASURE I	3,657		11,721	15,378		3,657		11,721				15,378
SBD59204 Total	4,343		19,655	23,998	735	4,343		18,920				23,998

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200614	San Bernardino	SCAB		200614	CAX69	215	21.4	5.1	S	TCM	0

Description:

I-215 BI-COUNTY HOV LANE GAP CLOSURE PROJECT- ADD 1 HOV LANE IN EACH DIRECTION FROM SPRUCE ST. ON RIV 91 TO ORANGE SHOW RD;(ALSO INCLUDES RTP 4M0803 (STIP 2010 \$24881 RCTC and \$45089 SANBAG)(M003)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ	10,844	4,765	34,027	49,636	49,636							49,636
LOCAL ADVANCE CONSTRUCTION PRIVATE FUNDS	1,305			1,305	1,305							1,305
SBD CO MEASURE I	4,815	5,447	35,819	46,081	46,081							46,081
CORRIDOR MOBILITY PROGRAM			15,350	15,350	15,350							15,350
NATIONAL HWY SYSTEM - IIP			4,961	4,961	4,961							4,961
NATIONAL HWY SYSTEM - RIP	2,185		63,284	65,469	65,469							65,469
200614 Total	19,149	10,212	153,441	182,802	182,802							182,802

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200453	San Bernardino	MDAB		4M0802	PLN40	395	4	11.2	S	EXEMPT - 93.127	0

Description:

US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM 0.16 MI N/O INTERSTATE ROUTE 15 JUNCTION TO SR18 - INTERIM WIDENING - WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA 0F633)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL	467			467	467							467
CITY FUNDS	200			200	200							200
SBD CO MEASURE I	6,556	6,665		13,221						13,221		13,221
200453 Total	7,223	6,665		13,888	667					13,221		13,888

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
34040	San Bernardino	SCAB		34040	CAX63	395	4	48	S	NON-EXEMPT	0

Description:

REALIGN & WIDEN US-395 TO A 6 LANE FREEWAY FROM I-15 TO SR-18 (PH 1) & A 4 LN FRWY FROM SR-18 TO PURPLE SAGE (PH 2) & WIDEN TO 4 LN EXPWY FROM PURPLE SAGE TO 0.5 MI S/O FARMINGTON RD (PH 3). (PA&ED ONLY)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PRIVATE FUNDS	894			894	894							894
NATIONAL HWY SYSTEM - IIP	1,140			1,140	1,140							1,140
SURFACE TRANS PROG - RIP	595			595	595							595
34040 Total	2,629			2,629	2,629							2,629

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200451	San Bernardino	MDAB		4M0802	CAX63	395	11.2	16.6	S	EXEMPT - 93.127	0

Description:

US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM SR18 TO CHAMBERLAINE WAY -INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS(Toll Credits: FY12/13 STP \$779)(EA 0F631)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL	6,482		23,333	29,815	6,482			23,333				29,815
SBD CO MEASURE I			13,187	13,187				13,187				13,187
STIP ADVANCE CON-RIP		5,550		5,550		5,550						5,550
200451 Total	6,482	5,550	36,520	48,552	6,482	5,550		36,520				48,552

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
200452	San Bernardino	MDAB		4M0802	PLN40	395	16.6	19.3	S	EXEMPT - 93.127	0

Description:

US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM CHAMBERLAINE WAY TO 1.8 MI S/O DESERT FLOWER ROAD -INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA 0F632)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL	467			467	467							467
CITY FUNDS	200			200	200							200
SBD CO MEASURE I	3,047	3,427	21,697	28,171			6,474		21,697			28,171
200452 Total	3,714	3,427	21,697	28,838	667		6,474		21,697			28,838

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
34042	San Bernardino	MDAB		34042	CAX63	395	19.3	48	S	NON-EXEMPT	0

Description:

US 395 - NEW ALIGNMENT CONSTRUCT 4-LANE EXPRESSWAY FROM 1.8 MILES SOUTH OF DESERT FLOWER ROAD TO 0.5 MILES SOUTH OF FARMINGTON ROAD (NORTHERLY ALIGNMENT)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS	24,691	26,645	397,271	448,607					51,336		397,271	448,607
PRIVATE FUNDS	5,106			5,106	5,106							5,106
NATIONAL HWY SYSTEM - IIP	2,860			2,860	2,860							2,860
SURFACE TRANS PROG - RIP	3,405			3,405	3,405							3,405
34042 Total	36,062	26,645	397,271	459,978	11,371				51,336		397,271	459,978

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBDLS01	San Bernardino	SCAB		REG0701	NCR31	999			S	EXEMPT - 93.126	0	
Description:							PTC	259,293	Agency	CALTRANS		
GROUPED PROJECTS FOR SAFETY IMPROVMENTS - SHOPP COLLISION REDUCTION PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 & 3 CATEGORIES -RAILROAD/HIWAY XING, SAFER NON-FED AID SYSTEM ROADS, SHOULDER IMPROVMTS, TRAFFIC CONTRL DEVICES & OPER ASSIST OTHER THAN SIGNALIZATION PROJECTS @ INDIVIDUAL INTERSECTIONS, PAVEMT MARKING DEMOS, TRUCK CLIMBING LNS O/S THE URBANIZED AREA												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SHOPP - ADVANCE CONSTRUCTION			259,293	259,293	29,150	125,189	104,954					259,293
SBDLS01 Total			259,293	259,293	29,150	125,189	104,954					259,293

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBDLS011	San Bernardino	SCAB		REG0701	SHP03	999			S	EXEMPT - 93.126	0	
Description:							PTC	8,397	Agency	CALTRANS		
GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MANDATES PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES-RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SHOPP - ADVANCE CONSTRUCTION			8,397	8,397	1,544	6,853						8,397
SBDLS011 Total			8,397	8,397	1,544	6,853						8,397

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBDLS02	San Bernardino	SCAB		REG0701	SHP03	999			S	EXEMPT - 93.126	0	
Description:							PTC	317,149	Agency	CALTRANS		
GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM-PROJECTS ARE CONSISTENT W/40 CFR PART 93.126 EXEMPT TABLES 2-PAVEMENT RESURFACING AND/OR REHAB. EMERGENCY RELIEF (23 U.S.C.125) WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDL TRAVEL LANES)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SHOPP - ADVANCE CONSTRUCTION			317,149	317,149	109,266	34,933	172,950					317,149
SBDLS02 Total			317,149	317,149	109,266	34,933	172,950					317,149

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
SBDLS03	San Bernardino	SCAB		REG0701	SHP02	999			S	EXEMPT - 93.126	0	
Description:							PTC	16,961	Agency	CALTRANS		
GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 CATEGORY -PAVEMENT RESURFACING AND OR REJABILITATION. EMMERGENCY RELIEF (23U.S.C. 125) WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDLT TRAVEL LANES)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SHOPP - ADVANCE CONSTRUCTION			16,961	16,961	16,961							16,961
SBDLS03 Total			16,961	16,961	16,961							16,961

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
SBDLS04	San Bernardino	SCAB		REG0701	SHP01	999			S	EXEMPT - 93.126	0		
Description:							PTC	65,743	Agency	CALTRANS			
GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MOBILITY PROGRAM-PROJECTS ARE CONSISTENT W/40 CFR PART 93.126 EXEMPT TABLES 2 & 3-RAILROAD/HIWAY XING, SAFER NON-FED AID SYSTEM ROADS, SHOULDER IMPRVMTS, TRAFFIC CONTROL DEV., & OPERATING ASSIST OTHER THAN SIGNALIZATION PROJECTS, INTERSECT SIGNALIZATION PROJS AT INDIVIDUAL INTERSECTS, PAVEMENT MARKING DEMOS, TRUCK CLIMBING LNS OUTSIDE URBAN AREA, LIGHT													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SHOPP - ADVANCE CONSTRUCTION				65,743	65,743	65,743							65,743
SBDLS04 Total				65,743	65,743	65,743							65,743
SBDLS05	San Bernardino	SCAB		REG0701	SHP03	999			S	EXEMPT - 93.126	0		
Description:							PTC	5,783	Agency	CALTRANS			
GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURF AND/OR OTHER REHAB - (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 & 3) R/R/HIWAY XING, SAFER NON FED-AD SYSTEM ROADS, SHOULDER IMPROVMENTS, TRAFFIC CONTROL DEVICES&OPERATING ASSIST OTHER THAN SIGNALIZATION PROJECTS OR PROJECTS AT INDIVIDUAL SIGNALS, PAVEMT. MARK DEMOS, TRUCK CLIMBING LNS OUTSIDE UR													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SHOPP - ADVANCE CONSTRUCTION				5,783	5,783	5,783							5,783
SBDLS05 Total				5,783	5,783	5,783							5,783
SBDLS07	San Bernardino	SCAB		REG0702	CAR60	999			S	EXEMPT - 93.126	0		
Description:							PTC	103,569	Agency	CALTRANS			
GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.123 EXEMPT TABLES 2 CATEGORY WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SHOPP - ADVANCE CONSTRUCTION				103,569	103,569	76,701	13,478	13,390					103,569
SBDLS07 Total				103,569	103,569	76,701	13,478	13,390					103,569
SBDLS09	San Bernardino	SCAB		REG0701	SHP04	999			S	EXEMPT - 93.126	0		
Description:							PTC	7,321	Agency	CALTRANS			
GROUPED PROJECTS FOR EMERGENCY RESPONSE PROJECTS AT VARIOUS LOCATIONS IN SAN BERNARDINO COUNTY (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126,127,128 EXEMPT)													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
SHOPP - ADVANCE CONSTRUCTION				7,321	7,321	7,321							7,321
SBDLS09 Total				7,321	7,321	7,321							7,321

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
SBDLS14	San Bernardino	SCAB		REG0701	NCR31	999			S	EXEMPT - 93.126	0

Description:

PTC 20,996 Agency CALTRANS

GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION ON THE STATE HIGHWAY SYSTEM - HIGHWAY MAINTENANCE-PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 TABLES 2 AND 3 CATEGORIES - PAVEMENT RESURFACING OR REHABILITATION

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
NATIONAL HWY SYSTEM - HM			10,813	10,813	10,813							10,813
SURFACE TRANSPORTATION PROGRAM - HM			10,183	10,183	10,183							10,183
SBDLS14 Total			20,996	20,996	20,996							20,996

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20020140	San Bernardino	MDAB		4TL204	PAR17	T	EXEMPT - 93.126	0

Description:

PTC 663 Agency BARSTOW CITY/COUNTY TRANSIT

PARATRANSIT - VEHICLES 17 PASSENGER REPLACEMENT - ALT. FUEL; 05-01 - REPLACEMENT YEAR 2005-FY 2001 VEHICLE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			587	587	587							587
STATE TRANSIT ASSIST			76	76	76							76
20020140 Total			663	663	663							663

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20040701	San Bernardino	MDAB		REG0702	PAR16	T	EXEMPT - 93.126	0

Description:

PTC 533 Agency BARSTOW CITY/COUNTY TRANSIT

PARATRANSIT - VEHICLES 22 PASSENGER REPLACEMENT - GAS 08-1;5-2010;2-2011;

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			348	348	348							348
LOCAL TRANS FUNDS			140	140	140							140
STATE TRANSIT ASSIST			45	45	45							45
20040701 Total			533	533	533							533

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20041302	San Bernardino	MDAB		4TL104	ADN55	T	EXEMPT - 93.126	0

Description:

PTC 138 Agency BARSTOW CITY/COUNTY TRANSIT

COMPUTER HARDWARE AND SOFTWARE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STATE TRANSIT ASSIST			138	138	138							138
20041302 Total			138	138	138							138

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20041303	San Bernardino	MDAB		20041303	BUR17	T	EXEMPT - 93.126	0

Description: PTC 1,290 Agency BARSTOW CITY/COUNTY TRANSIT
BUS SYSTEM REPLACEMENT 35' GAS FUEL

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			419	419	419							419
STATE TRANSIT ASSIST			54	54	54							54
20041303 Total			473	473	473							473

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20060606	San Bernardino	MDAB		4TL104	BUO00	T	EXEMPT - 93.126	0

Description: PTC 24,740 Agency BARSTOW CITY/COUNTY TRANSIT
BARSTOW - OPERATING EXPENSES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5311 NON-UZA			2,522	2,522	2,272	250						2,522
FARE REVENUE			2,029	2,029	2,029							2,029
LOCAL TRANS FUNDS			18,102	18,102	15,964	2,138						18,102
PRIVATE FUNDS			48	48	48							48
SBD CO MEASURE I			2,039	2,039	1,760	279						2,039
20060606 Total			24,740	24,740	22,073	2,667						24,740

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20080804	San Bernardino	MDAB		REG0702	BUN07	T	EXEMPT - 93.126	0

Description: PTC 428 Agency BARSTOW CITY/COUNTY TRANSIT
CAPITALIZATION OF PREVENTATIVE MAINTENANCE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
ARRA - FTA 5311			428	428	428							428
20080804 Total			428	428	428							428

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20130306	San Bernardino	SCAB		REG0704	LUM06	T	EXEMPT - 93.126	0

Description: PTC 42 Agency HIGHLAND
CITY CREEK LEVEE TRAILS - CONSTRUCT NON-MOTORIZED TRAILS ALONG THE EASTERLY AND WESTERLY CITY CREEK FLOOD CONTROL LEVEES BETWEEN HIGHLAND AVE AND BASE LINE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
RECREATIONAL TRAILS	11		26	37	37							37
CITY FUNDS			5	5	5							5
20130306 Total	11		31	42	42							42

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment					
20040812	San Bernardino	MDAB		REG0702	BUR17	T	EXEMPT - 93.126	0					
Description:						PTC	528	Agency	MORONGO BASIN TRANSIT AUTHORITY				
VEHICLE REPLACEMENT - 28 PASSENGER DEVIATED FIXED ROUTE; 11/12-01													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ				462	462	462							462
LOCAL TRANS FUNDS				17	17	17							17
STATE TRANSIT ASSIST				49	49	49							49
20040812 Total				528	528	528							528
20040813	San Bernardino	MDAB		4TL104	BUR17	T	EXEMPT - 93.126	0					
Description:						PTC	1,275	Agency	MORONGO BASIN TRANSIT AUTHORITY				
REPLACEMENT - ALT. FUEL 37 PASSENGER VEHICLES; 3-2011													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ				1,200	1,200	1,200							1,200
STATE TRANSIT ASSIST				75	75	75							75
20040813 Total				1,275	1,275	1,275							1,275
20040815	San Bernardino	MDAB		REG0702	ADN55	T	EXEMPT - 93.126	0					
Description:						PTC	30	Agency	MORONGO BASIN TRANSIT AUTHORITY				
ADMINISTRATION EQUIPMENT - COMPUTER HARDWARE AND OFFICE FURNISHINGS													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STATE TRANSIT ASSIST				30	30	30							30
20040815 Total				30	30	30							30
20040817	San Bernardino	MDAB		20040817	VER02	T	EXEMPT - 93.126	0					
Description:						PTC	90	Agency	MORONGO BASIN TRANSIT AUTHORITY				
VEHICLE OVERHAULS - TO REBUILD ENGINES, TRANSMISSIONS, ETC. ON AGING FLEET													
Fund		ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STATE TRANSIT ASSIST				90	90	90							90
20040817 Total				90	90	90							90

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment	
20110104	San Bernardino	MDAB		4TL104	ADR55	T	EXEMPT - 93.126	0	
Description:						PTC	85	Agency	MORONGO BASIN TRANSIT AUTHORITY
DISPATCH & MAINTENANCE. OFFICE EQUIPMENT									

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STATE TRANSIT ASSIST			85	85	65	20						85
20110104 Total			85	85	65	20						85

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment	
20110105	San Bernardino	MDAB		4TL104	BUR04	T	EXEMPT - 93.126	0	
Description:						PTC	180	Agency	MORONGO BASIN TRANSIT AUTHORITY
REPLACE CUMMINS ENGINES AT MIDLIFE TO ENSURE THEY ARE KEPT IN TOP PERFORMING ORDER. THE ENGINE OVERHAULS ARE FOR 28-33 PASSENGER VEHICLES ONLY.									

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STATE TRANSIT ASSIST			180	180	150	30						180
20110105 Total			180	180	150	30						180

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment	
20130601	San Bernardino	MDAB		4TL104	BUR17	T	EXEMPT - 93.126	0	
Description:						PTC	1,189	Agency	MORONGO BASIN TRANSIT AUTHORITY
REPLACEMENT BUSES: 6 TYPE 3 CLASS C, 18 PASSENGER CNG VEHICLES									

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			959	959	539	420						959
LOCAL TRANS FUNDS			160	160	55	105						160
STATE TRANSIT ASSIST			70	70	70							70
20130601 Total			1,189	1,189	664	525						1,189

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment	
SBD31037	San Bernardino	MDAB		SBD31037	BUO00	T	EXEMPT - 93.126	0	
Description:						PTC	21,933	Agency	MORONGO BASIN TRANSIT AUTHORITY
BUS SYSTEM - OPERATING ASSISTANCE									

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5311 NON-UZA			2,321	2,321	2,033	288						2,321
FARE REVENUE			2,604	2,604	2,604							2,604
LOCAL TRANS FUNDS			15,684	15,684	13,064	2,620						15,684
PRIVATE FUNDS			38	38	38							38
SBD CO MEASURE I			1,216	1,216	1,112	104						1,216
STATE TRANSIT ASSIST			70	70	35	35						70
SBD31037 Total			21,933	21,933	18,886	3,047						21,933

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20010120	San Bernardino	SCAB		20010120	TRN07	T	EXEMPT - 93.126	0				
Description:						PTC	63	Agency	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY			
TRANSIT SERVICE/REHAB. EQUIPMENT - PURCHASE OF VARIOUS MAINTENANCE EQUIPMENT (ON-GOING PROJECT)												
Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STATE TRANSIT ASSIST			63	63	63							63
20010120 Total			63	63	63							63

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
200423	San Bernardino	SCAB		200423	BUR16	T	EXEMPT - 93.126	0				
Description:						PTC	1,852	Agency	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY			
PARATRANSIT VEHICLES - REPLACEMENT - GAS/DIESEL 2013-3, Automatic Vehicle Location (AVL)												
Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			1,634	1,634	1,634							1,634
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			52	52	52							52
STATE TRANSIT ASSIST			166	166	166							166
200423 Total			1,852	1,852	1,852							1,852

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20080806	San Bernardino	SCAB		REG0702	BUN07	T	EXEMPT - 93.126	0				
Description:						PTC	180	Agency	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY			
CAPITALIZATION OF PREVENTATIVE MAINTENANCE												
Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
ARRA - FTA 5311			180	180	180							180
20080806 Total			180	180	180							180

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20150013	San Bernardino	MDAB		4TL104	ADR55	T	EXEMPT - 93.126	0				
Description:						PTC	329	Agency	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY			
REHAB./REPAIR/RETROFIT TRANSIT FACILITIES												
Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			210	210	210							210
STATE TRANSIT ASSIST			119	119	119							119
20150013 Total			329	329	329							329

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment	
SBD41055	San Bernardino	SCAB		SBD41055	BUO00	T	EXEMPT - 93.126	0	
Description:						PTC	21,548	Agency	MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY

BUS SYSTEM - OPERATING ASSISTANCE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			80	80	80							80
FTA 5311 NON-UZA			1,961	1,961	1,747	214						1,961
CITY FUNDS			15	15	15							15
FARE REVENUE			1,689	1,689	1,689							1,689
LOCAL TRANS FUNDS			16,405	16,405	14,369	2,036						16,405
PRIVATE FUNDS			44	44	44							44
SBD CO MEASURE I			969	969	874	95						969
STATE TRANSIT ASSIST			385	385	359	26						385
SBD41055 Total			21,548	21,548	19,177	2,371						21,548

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment	
200425	San Bernardino	MDAB		200425	PAR16	T	EXEMPT - 93.126	0	
Description:						PTC	147	Agency	NEEDLES

VEHICLE REPLACEMENT - PARATRANSIT VEHICLES - 2 -18 PASSENGER ACCESSIBLE SMALL BUSES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STATE TRANSIT ASSIST			147	147	147							147
200425 Total			147	147	147							147

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment	
20080807	San Bernardino	MDAB		REG0704	BUO01	T	EXEMPT - 93.126	0	
Description:						PTC	53	Agency	NEEDLES

CAPITAL COST OF CONTRACTING

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
ARRA - FTA 5311			53	53	53							53
20080807 Total			53	53	53							53

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment	
R589TA	San Bernardino	MDAB		R589TA	TRRH6	T	NON-EXEMPT	0	
Description:						PTC	8,290	Agency	NEEDLES

INTERSTATE - LOS ANGELES/CHICAGO AT EL GARCES STATION MULTIMODAL - STATION - FACILITY

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5309(c) BUS			3,652	3,652	3,652							3,652
CITY FUNDS			500	500	500							500
LOCAL TRANS FUNDS			200	200	200							200

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

FTA 5339 ALTERNATIVES ANALYSIS PROGRAM			3,406	3,406	3,406										3,406
LOCAL TRANS FUNDS		233	1,286	1,519	1,519										1,519
STATE TRANSIT ASSIST	695	220	684	1,599	1,599										1,599
200101 Total	3,474	1,644	14,296	19,414	19,414										19,414

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20020806	San Bernardino	SCAB		4TL104	NCR86	T	EXEMPT - 93.126	0

Description: PTC 8,143 Agency OMNITRANS

TRANSIT - FACILITIES - IMPROVEMENT/UPKEEP OF EXISTING FACILITIES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			2,408	2,408	2,408							2,408
LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA			3,017	3,017	2,021	996						3,017
RIVERSIDE/SAN BERNARDINO URBANIZED AREA			1,078	1,078	718	360						1,078
OFFICE OF EMERGENCY SERVICES			130	130		130						130
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			561	561	261	300						561
STATE TRANSIT ASSIST			949	949	949							949
20020806 Total			8,143	8,143	6,357	1,786						8,143

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20040211	San Bernardino	SCAB		20040211	PAR16	T	EXEMPT - 93.126	0

Description: PTC 12,084 Agency OMNITRANS

REPLACEMENT PARATRANSIT VEHICLES REPLACING PARATRANSIT VEHICLES ON OMNITRANS ACCESS FLEET;08-50;2011-50;2013-15;2014-15 vehicles

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			4,621	4,621	4,621							4,621
LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA			2,702	2,702	2,086	616						2,702
RIVERSIDE/SAN BERNARDINO URBANIZED AREA			2,103	2,103	1,839	264						2,103
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			1,390	1,390	920	470						1,390
STATE TRANSIT ASSIST			1,268	1,268	1,268							1,268
20040211 Total			12,084	12,084	10,734	1,350						12,084

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20060601	San Bernardino	SCAB		4OM0701	TRN06	T	EXEMPT - 93.126	0				
Description:						PTC	5,359	Agency	OMNITRANS			
CAPITALIZATION OF LEASES - FOR CONTRACTORS, RADIO SITES, APC, TIRE LEASES												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			2,689	2,689	2,689							2,689
LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA			941	941	588	353						941
RIVERSIDE/SAN BERNARDINO URBANIZED AREA			571	571	420	151						571
LOCAL TRANS FUNDS			892	892	892							892
STATE TRANSIT ASSIST			266	266	133	133						266
20060601 Total			5,359	5,359	4,722	637						5,359

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20060603	San Bernardino	SCAB		4TL104	BUN07	T	EXEMPT - 93.126	0				
Description:						PTC	1,001	Agency	OMNITRANS			
PASSENGER FACILITIES - STOPS AND ZONES - SAN BERNARDINO VALLEY -PURCHASE EQUIPMENT FOR STOP AND ZONE IMPROVEMENTS												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			136	136	136							136
LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA			420	420	280	140						420
RIVERSIDE/SAN BERNARDINO URBANIZED AREA			255	255	195	60						255
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			76	76	38	38						76
STATE TRANSIT ASSIST			114	114	114							114
20060603 Total			1,001	1,001	763	238						1,001

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20061701	San Bernardino	SCAB		4TL104	ADM83	T	EXEMPT - 93.126	0				
Description:						PTC	5,227	Agency	OMNITRANS			
JOBS ACCESS AND REVERSE COMMUTE ADMINISTRATION OPERATIONS AND CAPITAL SECTION 5316 JOB ACCESS REVERSE COMMUTE (JARC) VARIOUS PROJECTS (c/o project from prior year)(UZA FY12/13: LA/LB/SA \$906; Riv/SB \$1,242)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			931	931	931							931
FTA 5316 JOB ACCESS PROGRAM			2,148	2,148	2,148							2,148
LOCAL TRANS FUNDS			2,148	2,148	2,148							2,148
20061701 Total			5,227	5,227	5,227							5,227

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20061901	San Bernardino	SCAB		4TL104	BUN07	T	EXEMPT - 93.126	0

Description:

PTC 1,395 Agency OMNITRANS

NEW FREEDOM PROGRAM ADMINISTRATION, OPERATIONS AND CAPITAL (UZA FY 12/13: LALB/SA \$394; Riv/SB \$526)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5317 NEW FREEDOM PROGRAM			920	920	920							920
LOCAL TRANS FUNDS			475	475	475							475
20061901 Total			1,395	1,395	1,395							1,395

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
200625	San Bernardino	SCAB		200625	RAN92	T	TCM Committed	0

Description:

PTC 192,236 Agency OMNITRANS

E STREET TRANSIT CORRIDOR- FROM SAN BERNARDINO TO LOMA LINDA (INCLUDES 14 ARTIC BUSES AND PARK AND RIDES)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			46,915	46,915	46,915							46,915
FTA 5307 (FHWA TRANSFER FUNDS)			21,000	21,000	21,000							21,000
FTA 5309(a) GUIDEWY			75,000	75,000	75,000							75,000
LOCAL TRANS FUNDS			13,397	13,397	13,397							13,397
SBD CO MEASURE I			5,485	5,485	5,485							5,485
PUBLIC TRANSIT ACCOUNT - RIP	5,000			5,000	5,000							5,000
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT. STATE TRANSIT ASSIST			14,337	14,337	14,337							14,337
			11,102	11,102	11,102							11,102
200625 Total	5,000		187,236	192,236	192,236							192,236

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20080206	San Bernardino	SCAB		4TL104	BUN07	T	EXEMPT - 93.126	0

Description:

PTC 2,527 Agency OMNITRANS

CHINO TRANSIT CENTER PHASE II - PHASE II WILL CONSIST OF BUILDING ADDITIONAL BUS BAYS FOR FUTURE INTER-COUNTY ROUTES

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR	267		1,754	2,021	2,021							2,021
STATE TRANSIT ASSIST	67		439	506	506							506
20080206 Total	334		2,193	2,527	2,527							2,527

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20111201	San Bernardino	SCAB		4TL104	BUO00	T	EXEMPT - 93.126	0

Description: PTC 10,000 Agency OMNITRANS
OPERATIONS OF THE ACCESS SERVICE. (OMNITRANS WILL UTILIZE PART OF ITS ALLOCATED FTA5307 FORMULA FUNDS TO HELP PAY FOR THESE OPERATIONS)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			3,200	3,200	3,200							3,200
LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA			3,360	3,360	1,120	1,120	1,120					3,360
RIVERSIDE/SAN BERNARDINO URBANIZED AREA			1,440	1,440	480	480	480					1,440
LOCAL TRANS FUNDS			2,000	2,000	400	1,600						2,000
20111201 Total			10,000	10,000	5,200	3,200	1,600					10,000

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20111801	San Bernardino	SCAB		4TL104	PLN40	T	EXEMPT - 93.126	0

Description: PTC 1,790 Agency OMNITRANS
HOLT BOULEVARD/4TH STREET BRT CORRIDOR ALTERNATIVE ANALYSIS - CONDUCT AN ALTERNATIVE ANALYSIS STUDY FOR THE HOLT BOULEVARD/4TH STREET BRT PROJECT

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5339 ALTERNATIVES ANALYSIS PROGRAM	850			850	850							850
AGENCY	940			940	940							940
20111801 Total	1,790			1,790	1,790							1,790

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20111825	San Bernardino	SCAB		4TL104	ADR55	T	EXEMPT - 93.126	0

Description: PTC 654 Agency OMNITRANS
ONE CALL ONE CLICK VETERANS TRANSPORTATION INITIATIVE - PURCHASE HARDWARE AND SOFTWARE TO EXPAND THE CAPACITY OF THE 211 SYSTEM AND CREATE A NEW VETERANS ONE-CLICK INFO. CONSOLIDATOR FOR SB COUNTY.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5309(c) BUS			227	227	227							227
FTA 5316 JOB ACCESS PROGRAM			139	139	139							139
FTA 5317 NEW FREEDOM PROGRAM			46	46	46							46
PRIVATE FUNDS			242	242	242							242
20111825 Total			654	654	654							654

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20130303	San Bernardino	SCAB		20040211	ADM83	T	EXEMPT - 93.126	0

Description:

PTC 1,800 Agency OMNITRANS

OMNITRANS IS UNDERGOING A REBRANDING AND IMAGE UPDATE. FUNDING COVERS COSTS TO UPDATE ALL OF THE AGENCY ASSETS AND PURCHASE NEW ASSETS AS NEEDED. THIS INCLUDES THE PAINTING OF ALL AGENCY BUSES, EQUIPMENT AND FACILITIES WITH NEW UPDATED LOGO.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA			1,080	1,080	1,080							1,080
RIVERSIDE/SAN BERNARDINO URBANIZED AREA			360	360	360							360
STATE TRANSIT ASSIST			360	360	360							360
20130303 Total			1,800	1,800	1,800							1,800

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20130305	San Bernardino	SCAB		200416	TRRH6	T	EXEMPT - 93.126	0

Description:

PTC 300 Agency OMNITRANS

OMNITRANS WILL UTILIZE THESE FUNDS TO UPGRADE AND IMPROVE TRANSIT CENTERS AND FACILITIES IN ITS SERVICE AREA. UPGRADES INCLUDE NEW BUS PADS, CURBING, SHELTERS, SHELTER PADS, BENCHES, LIGHTING, WIRING, CONDUIT WORK BUT CENTER ON THE TRANSIT CENTERS WITHIN OMNITRANS SERVICE AREA.

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
RIVERSIDE/SAN BERNARDINO URBANIZED AREA			240	240	240							240
STATE PUC			60	60	60							60
20130305 Total			300	300	300							300

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
981111	San Bernardino	SCAB		981111	TRRH6	T	EXEMPT - 93.127	0

Description:

PTC 1,748 Agency OMNITRANS

TRANSIT - ENHANCEMENTS: 1% TRANSIT ENHANCEMENTS TO INCREASE ACCESSIBILITY TO BUS STOPS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			774	774	774							774
LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA			382	382	242	140						382
RIVERSIDE/SAN BERNARDINO URBANIZED AREA			238	238	178	60						238
STATE TRANSIT ASSIST			354	354	304	50						354
981111 Total			1,748	1,748	1,498	250						1,748

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
981114	San Bernardino	SCAB		981114	SEC53	T	EXEMPT - 93.126	0

Description:

PTC 1,493 Agency OMNITRANS

TRANSIT - SECURITY CAPITALIZATION OF SECURITY COSTS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			734	734	734							734

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA	288	288	180	108										288
RIVERSIDE/SAN BERNARDINO URBANIZED AREA	174	174	128	46										174
LOCAL TRANS FUNDS	259	259	221	38										259
STATE TRANSIT ASSIST	38	38	38											38
981114 Total	1,493	1,493	1,301	192										1,493

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment						
981118	San Bernardino	SCAB		981118	TRNH6	T	TCM	0						
Description:						PTC	1,244	Agency	OMNITRANS					
BUS SYSTEM - PASSENGER FACILITIES: DESIGN AND BUILDING OF ONTARIO TRANSFER CENTER (New shelters, ADA improvements and concrete bus pads at 7 bus stop locations)														
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total		
FTA 5309(c) BUS			835	835	835							835		
STATE TRANSIT ASSIST			409	409	409							409		
981118 Total			1,244	1,244	1,244							1,244		

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment						
981122	San Bernardino	SCAB		981122	BUN07	T	EXEMPT - 93.126	0						
Description:						PTC	90,153	Agency	OMNITRANS					
CAPITALIZATION OF PREVENTIVE MAINT														
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total		
FTA 5307 UZA FORMULAR			35,893	35,893	35,893							35,893		
LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA			18,723	18,723	12,675	6,048						18,723		
RIVERSIDE/SAN BERNARDINO URBANIZED AREA			7,043	7,043	4,451	2,592						7,043		
ARRA - FTA 5307			9,632	9,632	9,632							9,632		
LOCAL TRANS FUNDS			14,542	14,542	14,542							14,542		
STATE TRANSIT ASSIST			4,320	4,320	2,160	2,160						4,320		
981122 Total			90,153	90,153	79,353	10,800						90,153		

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment						
SBD20030	San Bernardino	SCAB		REG0702	BU000	T	EXEMPT - 93.126	0						
Description:						PTC	106,170	Agency	OMNITRANS					
BUS SYSTEM OPERATING ASSISTANCE(Note: 'Other' funds are for Job Access Reverse Commute funds.)														
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total		
CMAQ			510	510	510							510		
FARE REVENUE			24,541	24,541	24,541							24,541		
LOCAL TRANS FUNDS			69,344	69,344	69,344							69,344		
PRIVATE FUNDS			2,130	2,130	2,130							2,130		
SBD CO MEASURE I			9,045	9,045	9,045							9,045		

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

FTA 5307 UZA FORMULAR	9,965	9,965	9,965			9,965
FTA 5309(a) GUIDEWY	5,000	5,000	5,000			5,000
LOS ANGELES -LONG BEACH- ANAHEIM URBANIZED AREA - BFG	693	693		693		693
RIVERSIDE-SAN BERNARDINO URBANIZED AREA - BFG	1,069	1,069		1,069		1,069
LOCAL ADVANCE CONSTRUCTION PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.	7,421	7,421	4,821	2,600		7,421
SBD90105 Total	63,736	63,736	54,249	9,487		63,736

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
200450	San Bernardino	SCAB		200450	TDR64	T	TCM Committed	0

Description: PTC 49,000 Agency RIALTO
 RIALTO METROLINK STATION - INCREASE PARKING SPACES FROM 225-775

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR	38		2,400	2,438	2,438							2,438
FTA 5309(a) GUIDEWY			285	285	285							285
LOCAL TRANS FUNDS			633	633	633							633
200450 Total	38		3,318	3,356	3,356							3,356

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
200441	San Bernardino	SCAB		200441	NCN86	T	EXEMPT - 93.126	0

Description: PTC 29,619 Agency SANBAG
 FACILITIES: EASTERN AREA MAINTENANCE: THIS IS PART OF PROJECT FUNDED BY LACMTA, OCTA & RCTC

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR	3,803		8,936	12,739	12,739							12,739
FTA 5309(b) NEW RAIL	710		567	1,277	1,277							1,277
LOCAL TRANS FUNDS	998		12,199	13,197	13,197							13,197
STATE TRANSIT ASSIST			2,406	2,406	2,406							2,406
200441 Total	5,511		24,108	29,619	29,619							29,619

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20061009	San Bernardino	SCAB		40M0701	NCR30	T	EXEMPT - 93.126	0

Description: PTC 4,573 Agency SANBAG
 METROLINK-SEALED CORRIDOR-SAN GABRIEL SUB-THIS PROJECTS CONSISTS OF A COMPREHENSIVE CORRIDOR SAFETY ENHANCEMENT PROGRAM ALONG SANBAG OWNED ROW

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5309(a) GUIDEWY			400	400	400							400
LOS ANGELES -LONG BEACH- ANAHEIM URBANIZED AREA - SGR			573	573	573							573
RIVERSIDE-SAN BERNARDINO URBANIZED AREA			2,000	2,000	1,000	1,000						2,000

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

LOCAL TRANS FUNDS	1,468	1,468	1,468										1,468
STATE TRANSIT ASSIST	132	132	132										132
20061009 Total	4,573	4,573	3,573			1,000							4,573

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20061012	San Bernardino	SCAB		4TR0101	RAN92	T	NON-EXEMPT	0				
Description:						PTC	83,713	Agency	SANBAG			
DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW TRANSIT STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			10,306	10,306	10,306							10,306
FTA 5307 UZA FORMULAR	800		12,000	12,800	12,800							12,800
LOCAL TRANS FUNDS	200		10,123	10,323	10,323							10,323
SBD CO MEASURE I	5,331		13,969	19,300	19,300							19,300
CALIFORNIA TRANSIT SECURITY GRANT PROGRAM			3,696	3,696	3,696							3,696
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			5,000	5,000	5,000							5,000
STATE LOCAL PARTNER			10,921	10,921	10,921							10,921
STATE TRANSIT ASSIST		6,000	5,367	11,367	11,367							11,367
20061012 Total	6,331	6,000	71,382	83,713	83,713							83,713

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20150016	San Bernardino	SCAB		20020801	CON93	T	NON-EXEMPT	0				
Description:						PTC	1,500	Agency	SANBAG			
METROLINK ROLLING STOCK - SANBAG'S SHARE OF PURCHASE OF METROLINK CARS & LOCOM UP TO 47 CARS/CABS AND IN FUTURE YEARS UP TO 22 CARS/CABS & UP TO 8 LOCOM (CO-OP LA0C8231, RIV 010214)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
LOS ANGELES -LONG BEACH- ANAHEIM URBANIZED AREA - SGR			1,500	1,500		1,500						1,500
20150016 Total			1,500	1,500		1,500						1,500

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
990602	San Bernardino	SCAB		990602	TRR14	T	EXEMPT - 93.126	0				
Description:						PTC	34,641	Agency	SANBAG			
METROLINK CAPITAL MAINTENANCE (REHABILITATION/RENOVATION OF METROLINK TRACK, SIGNALS, COMMUNICATIONS, STRUCTURES, FACILITIES, SYSTEMS, AND ROLLING STOCK INCLUDING THE PURCHASE OF 20 REPLACEMENT LOCOMOTIVES WITH TIER-4 TECHNOLOGY)(\$2,713 TRANSPORTATION DEVELOPMENT CREDITS USED TO MATCH: \$1,270 FY12/13, \$841 FY13/14)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5309(a) GUIDEWY			21,563	21,563	21,563							21,563
5337 STATE OF GOOD REPAIR			573	573	573							573
LOS ANGELES -LONG BEACH- ANAHEIM URBANIZED AREA - SGR			6,500	6,500		6,500						6,500

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

RIVERSIDE-SAN BERNARDINO URBANIZED AREA	1,119	1,119	1,119											1,119
ARRA - FTA 5307	2,188	2,188	2,188											2,188
STATE TRANSIT ASSIST	2,698	2,698	2,698											2,698
990602 Total	34,641	34,641	28,141			6,500								34,641

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
SBD41109	San Bernardino	SCAB		SBD41109	RAO00	T	EXEMPT - 93.126	0

Description: PTC 61,951 Agency SANBAG
METROLINK OPERATING ASSISTANCE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
LOCAL TRANS FUNDS			58,828	58,828	48,166	10,662						58,828
SBD CO MEASURE I			2,000	2,000	2,000							2,000
STATE TRANSIT ASSIST			1,123	1,123		1,123						1,123
SBD41109 Total			61,951	61,951	50,166	11,785						61,951

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20040825	San Bernardino	SCAB		990602	NCR28	T	TCM Committed	0

Description: PTC 3,665 Agency UPLAND
UPLAND METROLINK STATION - ADDITIONAL PARKING FROM 200 TO 500 spaces

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
STP LOCAL	1			1	1							1
CITY FUNDS	300		3,364	3,664	3,664							3,664
20040825 Total	301		3,364	3,665	3,665							3,665

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20111204	San Bernardino	SCAB		4TL104	BUR16	T	EXEMPT - 93.126	0

Description: PTC 300 Agency VARIOUS AGENCIES
5310 PROGRAM - REPLACE 5 SMALL BUSES FOR VOCATIONAL IMPROVEMENT PROGRAM, INC. (TOLL CREDITS TO BE USED IN THE AMOUNT OF \$34 in FY2010/11)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5310 ELD AND DISABI			300	300	300							300
20111204 Total			300	300	300							300

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20131301	San Bernardino	MDAB		4TL104	PAO00	T	EXEMPT - 93.126	0

Description: PTC 357 Agency VARIOUS AGENCIES
GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - OPERATING ASSISTANCE TO TRANSIT AGENCIES (CALTRANS CYCLE 6 and 7: JARC & NEW FREEDOM PROJECTS)(Toll Credits: FY12/13, \$100k, CON; FY13/14, \$155k, CON)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5317 NEW FREEDOM PROGRAM			255	255	255							255
20131301 Total			255	255	255							255

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
200086	San Bernardino	MDAB		200086	NCR10	T	EXEMPT - 93.126	0				
Description:						PTC	835	Agency	VICTOR VALLEY TRANSIT AUTHORITY			
BUS SYSTEM - PASSENGER FACILITIES. FY12-10 BUS SHELTERS INCLUDING UPGRADES FOR ACCESSIBILITY AND AMENITIES FOR THESE AND OTHER BUS STOPS; FY13-10 BUS SHELTERS AND AMENITIES; FY14-12 BUS SHELTERS AND AMENITIES; BUS SHELTERS INCLUDES BUS STOP LIGHTING EVERY YEAR.												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			102	102	102							102
VICTORVILLE-HESPERIA URBANIZED AREA - FP LOCAL TRANS FUNDS			236	236	186	25	25					236
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT. STATE TRANSIT ASSIST			6	6	6							6
			385	385	385							385
200086 Total			106	106	54	26	26					106
			835	835	733	51	51					835

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20061703	San Bernardino	MDAB		REG0701	BUO00	T	EXEMPT - 93.126	0				
Description:						PTC	645	Agency	VICTOR VALLEY TRANSIT AUTHORITY			
NEW FREEDOM - 5317 - VARIOUS PROJECTS AND TRANSPORTATION SERVICES BEYOND THOSE REQUIRED BY ADA, INCLUDING VOUCHER PROGRAMS-COORDINATED MOBILITY PROGRAM FOR VICTOR VALLEY (CARRYOVER FROM PRIOR FTIP 2007 DOLLARS)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5317 NEW FREEDOM PROGRAM			515	515	515							515
LOCAL TRANS FUNDS			96	96	96							96
STATE TRANSIT ASSIST			34	34	34							34
20061703 Total			645	645	645							645

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
20061704	San Bernardino	MDAB		REG0701	BUO00	T	EXEMPT - 93.126	0				
Description:						PTC	1,282	Agency	VICTOR VALLEY TRANSIT AUTHORITY			
FTA5316 JOBS ACCESS REVERSE COMMUTE (JARC) VARIOUS PROJECTS TO INCREASE TRANSPORTATION ACCESS TO JOBS FOR LOW INCOME INDIVIDUALS, INCLUDING VOUCHER PROGRAMS AND VANPOOLS												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5316 JOB ACCESS PROGRAM			672	672	672							672
LOCAL TRANS FUNDS			346	346	346							346
STATE TRANSIT ASSIST			264	264	264							264
20061704 Total			1,282	1,282	1,282							1,282

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20110301	San Bernardino	MDAB		4TL104	BUN07	T	EXEMPT - 93.126	0

Description: PTC 667 Agency VICTOR VALLEY TRANSIT AUTHORITY
TRANSIT OPERATING EQUIPMENT - ITS SOFTWARE/HARDWARE: FY13/14 PASS.VENDING MACHINE(2)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT. STATE TRANSIT ASSIST			576	576	576							576
20110301 Total			667	667	667							667

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20110302	San Bernardino	MDAB		4TL104	BUO01	T	EXEMPT - 93.126	0

Description: PTC 29,124 Agency VICTOR VALLEY TRANSIT AUTHORITY
CAPITAL - BUS FACILITY - CAPITAL LEASE PAYMENTS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307-OPERATING			15,870	15,870	12,540	1,666	1,664					15,870
FTA 5309(c) BUS			1,486	1,486	1,486							1,486
FTA 5311 NON-UZA			342	342	342							342
ARRA - FTA 5307			1,913	1,913	1,913							1,913
ARRA - FTA 5311			160	160	160							160
LOCAL TRANS FUNDS			1,223	1,223	716	254	253					1,223
STATE TRANSIT ASSIST			8,130	8,130	7,804	163	163					8,130
20110302 Total			29,124	29,124	24,961	2,083	2,080					29,124

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20111805	San Bernardino	MDAB		4TL104	BUR05	T	EXEMPT - 93.126	0

Description: PTC 475 Agency VICTOR VALLEY TRANSIT AUTHORITY
BUSES - REHABILITATION/IMPROVEMENTS - SPARE PARTS/ASSOCIATED CAPITAL MAINTENANCE ITEMS

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			76	76	76							76
VICTORVILLE-HESPERIA URBANIZED AREA - FP			304	304	152	76	76					304
LOCAL TRANS FUNDS			76	76	38	19	19					76
STATE TRANSIT ASSIST			19	19	19							19
20111805 Total			475	475	285	95	95					475

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20111806	San Bernardino	MDAB		4TL104	BUN07	T	EXEMPT - 93.126	0

Description: PTC 173 Agency VICTOR VALLEY TRANSIT AUTHORITY

TRANSIT BUS STOP ACCESS IMPROVEMENTS - PATH OF TRAVEL FOR EXISTING BUS STOPS

Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
LOCAL TRANS FUNDS			145	145	145							145
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			28	28	28							28
20111806 Total			173	173	173							173

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20111807	San Bernardino	MDAB		4TL104	BUN94	T	NON-EXEMPT	0

Description: PTC 281 Agency VICTOR VALLEY TRANSIT AUTHORITY

BUS EXPANSION ALT. FUEL - FY12 TWO (2) BUS EXPANSION NEW SERVICE FOR MEDICAL LIFELINE SERVICE FROM VICTORVILLE TO SAN BERNARDINO

Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			281	281	281							281
20111807 Total			281	281	281							281

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20111808	San Bernardino	MDAB		4TL104	TDM24	T	EXEMPT - 93.126	0

Description: PTC 1,864 Agency VICTOR VALLEY TRANSIT AUTHORITY

INLAND EMPIRE VANPOOL PROGRAM - VICTOR VALLEY PHASE LIVABILITY GRANT

Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5309(c) BUS			1,491	1,491	1,491							1,491
SBD CO MEASURE I			373	373	373							373
20111808 Total			1,864	1,864	1,864							1,864

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20111815	San Bernardino	MDAB		4TL104	BUO00	T	EXEMPT - 93.126	0

Description: PTC 11,000 Agency VICTOR VALLEY TRANSIT AUTHORITY

PREVENTATIVE MAINTENANCE OPERATING ASSISTANCE

Fund	ENG	RW	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307-OPERATING			6,613	6,613	6,613							6,613
ARRA - FTA 5307			1,500	1,500	1,500							1,500
LOCAL TRANS FUNDS			2,887	2,887	2,887							2,887
20111815 Total			11,000	11,000	11,000							11,000

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20112006	San Bernardino	MDAB		4TL104	BUN94	T	EXEMPT - 93.126	0

Description: PTC 1,800 Agency VICTOR VALLEY TRANSIT AUTHORITY
PURCHASE 3 EXPANSION 40' BUSES ALT FUEL

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			1,800	1,800	1,800							1,800
20112006 Total			1,800	1,800	1,800							1,800

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20130302	San Bernardino	MDAB		20040817	BUR05	T	EXEMPT - 93.126	0

Description: PTC 885 Agency VICTOR VALLEY TRANSIT AUTHORITY
BUS REHABILITATION: FY12/13-5, FY13/14-11

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5339 ALTERNATIVES ANALYSIS PROGRAM			708	708	708							708
LOCAL TRANS FUNDS			46	46	46							46
STATE TRANSIT ASSIST			131	131	131							131
20130302 Total			885	885	885							885

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
20131102	San Bernardino	MDAB		4TL104	BUN94	T	EXEMPT - 93.126	0

Description: PTC 4,000 Agency VICTOR VALLEY TRANSIT AUTHORITY
COMMUTER BUS REPLACEMENT: FY13/14-5 (M003)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			162	162	162							162
FTA 5307 UZA FORMULAR			1,028	1,028	1,028							1,028
LOCAL TRANS FUNDS			100	100	100							100
PRIVATE FUNDS			311	311	311							311
STATE TRANSIT ASSIST			2,000	2,000	2,000							2,000
20131102 Total			3,601	3,601	3,601							3,601

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
981104	San Bernardino	MDAB		981104	SEC54	T	EXEMPT - 93.126	0

Description: PTC 1,110 Agency VICTOR VALLEY TRANSIT AUTHORITY
TRANSIT - SECURITY

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307-OPERATING			260	260	210	25	25					260
LOCAL TRANS FUNDS			850	850	673	87	90					850
981104 Total			1,110	1,110	883	112	115					1,110

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Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)

Local Highway, State Highway, Transit

County Proposed Amendments

Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
SBD31581	San Bernardino	MDAB		SBD31581	BUO00	T	EXEMPT - 93.126	0

Description: PTC 82,320 Agency VICTOR VALLEY TRANSIT AUTHORITY
BUS SYSTEM - OPERATING ASSISTANCE

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			95	95	95							95
FTA 5311 NON-UZA			1,930	1,930	1,464	233	233					1,930
FARE REVENUE			16,123	16,123	10,443	2,798	2,882					16,123
LOCAL TRANS FUNDS			52,967	52,967	36,898	7,732	8,337					52,967
PRIVATE FUNDS			560	560	509	25	26					560
SBD CO MEASURE I			9,441	9,441	8,205	618	618					9,441
STATE AB2766			1,204	1,204	994	105	105					1,204
SBD31581 Total			82,320	82,320	58,608	11,511	12,201					82,320

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
SBD41073	San Bernardino	MDAB		SBD41073	ADN55	T	EXEMPT - 93.126	0

Description: PTC 18,628 Agency VICTOR VALLEY TRANSIT AUTHORITY
CAPITAL - PURCHASE OF LAND AND ARCHITECTURAL SERVICES & CONSTRUCT FOR ADMINISTRATIVE, MAINTENANCE, & OPERATIONS FACILITY (PH I & II)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			9,823	9,823	9,823							9,823
FTA 5309(c) BUS			1,486	1,486	1,486							1,486
ARRA - FTA 5307			1,913	1,913	1,913							1,913
ARRA - FTA 5311			160	160	160							160
LOCAL TRANS FUNDS			971	971	971							971
STATE TRANSIT ASSIST			4,275	4,275	4,275							4,275
SBD41073 Total			18,628	18,628	18,628							18,628

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment
SBD41084	San Bernardino	MDAB		4TL104	BUR17	T	EXEMPT - 93.126	0

Description: PTC 9,002 Agency VICTOR VALLEY TRANSIT AUTHORITY
BUS SYSTEM - BUSES REPLACEMENT - ALT FUEL, FY 12 FIXED ROUTE TRANSIT COACHES (2); 2013 PREMIUM PARATRANSIT BUSES (8); FY13/14 REGIONAL BUS RPLC(2)

Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			4,354	4,354	4,354							4,354
FTA 5307-OPERATING			996	996	996							996
ARRA - FTA 5311			204	204	204							204
LOCAL TRANS FUNDS			561	561	561							561
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.			2,318	2,318	2,318							2,318
STATE TRANSIT ASSIST			569	569	569							569
SBD41084 Total			9,002	9,002	9,002							9,002

Project Listing

2015 FTIP (FY 2014/2015 - FY 2019/2020)
Local Highway, State Highway, Transit
County Proposed Amendments
Cost in Thousands

ProjectID	County	Air Basin	Model	RTP ID	Program	System	Conformity Category	Amendment				
SBD41114	San Bernardino	MDAB		SBD41114	PAR17	T	EXEMPT - 93.126	0				
Description:						PTC	2,601	Agency	VICTOR VALLEY TRANSIT AUTHORITY			
PARATRANSIT - VEHICLE REPLACEMENT ALT. FUEL, 2012-3; 2013 VEHICLE REPLACEMENT (2)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CMAQ			2,134	2,134	2,134							2,134
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT. STATE TRANSIT ASSIST			254	254	254							254
			213	213	213							213
SBD41114 Total			2,601	2,601	2,601							2,601
SBD41117	San Bernardino	MDAB		4TL104	BUN07	T	EXEMPT - 93.126	0				
Description:						PTC	700	Agency	VICTOR VALLEY TRANSIT AUTHORITY			
BUS SYSTEM - PURCHASE SERVICE VEHICLES 2012- ONE (1) SERVICE TRUCK; 2013 SERVICE VEHICLES (3)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
FTA 5307 UZA FORMULAR			386	386	386							386
PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT. STATE TRANSIT ASSIST			215	215	140		75					215
			99	99	99							99
SBD41117 Total			700	700	625		75					700
200416	San Bernardino	MDAB		200416	TRN14	T	EXEMPT - 93.126	0				
Description:						PTC	250,000	Agency	VICTORVILLE			
SCLA RAIL SERVICE FROM AIR EXPRESSWAY APPROX. 5 MILES N0 TO COLUSA RD. BETWEEN PHANTOM EAST & MOJAVE RIVER-PUT IN NEW RAIL LINE FROM BNSF TO SCLA.(FOR FREIGHT)PROJECT IN CONNECTION WITH NEW INTERMODAL/MULTIMODAL FACILITY ON SCLA PROPERTY (PA&ED Only)												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
REDEVELOPMENT FUNDS	4,000	6,000		10,000	10,000							10,000
200416 Total	4,000	6,000		10,000	10,000							10,000
Grand Total	685,007	900,009	6,483,901	8,068,917	5,011,912	466,543	523,309	415,347	439,047	261,763	950,996	8,068,917

283

RESOLUTION NO. 14-006

A RESOLUTION CERTIFYING THAT THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION AND OTHER PROJECT SPONSORS HAVE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2014/2015 – 2019/2020 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING THE COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM.

WHEREAS, San Bernardino County is located within the metropolitan planning boundaries of the Southern California Association of Governments (hereinafter referred to as “SCAG”); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (“MAP-21”) requires SCAG to adopt a Transportation Improvement Program (“TIP”) for the metropolitan planning area; and

WHEREAS, MAP-21 also requires that the TIP include a financial plan that demonstrates how the TIP can be implemented; and

WHEREAS, the San Bernardino County Transportation Commission (hereinafter referred to as “SANBAG”) is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, SANBAG is responsible for the development of the San Bernardino County TIP in coordination with other project sponsors, including all projects using federal and state highway/road and transit funds; and

WHEREAS, SANBAG must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, SANBAG has adopted the Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP with funding available and committed for Federal Fiscal Years 2014/2015 and 2015/2016, and reasonably available for Federal Fiscal Years 2016/2017 through 2019/2020.

NOW, THEREFORE, BE IT RESOLVED by the San Bernardino County Transportation Commission as follows:

Section 1. The Commission affirms its continuing commitment to the projects in the Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP.

Section 2. The Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP are consistent with the proposed 2014 State Transportation Improvement

Program (STIP) scheduled to be approved by the California Transportation Commission in April 2014; and

2. All of the projects in the San Bernardino County TIP have complete funding identified except the following five projects that will require either additional funding or approved schedule changes in the 2014 STIP cycle:
 - SBD31850 – I-215/Barton Rd. Interchange
 - OM630 – I-215/Mt. Vernon Interchange
 - 20111625 – SR-210 Lane Addition
 - 0C2500 – I-10 HOV Lane Addition
 - 200451 – US-395 Widening through Adelanto

These projects are the County's priorities for 2014 STIP funds. The San Bernardino County 2014 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the project. Therefore, as required by MAP-21, SANBAG finds that full funding can reasonably be anticipated to be available for these projects within the time period contemplated for completion of the projects.

3. SANBAG has the funding capacity in its county Surface Transportation Program ("STP") and Congestion Mitigation and Air Quality Program ("CMAQ") apportionments to fund all of the projects programmed for those funds in the Federal Fiscal Years 2014/2015-2019/2020 San Bernardino County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the San Bernardino County TIP; and
5. All of the Federal Transit Administration-funded projects are programmed within MAP-21 Guaranteed Funding levels.
6. SANBAG staff is authorized to amend the TIP based on current funding levels and funding priorities established by the SANBAG Board of Directors and other project sponsors.

Section 3. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Commission held on February ____, 2014.

W.E. Jahn, President

ATTEST:

Vicki Watson,
Clerk of the Board

RES14-006

**DISCUSSION
ITEMS**



- 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: 21

Date: February 5, 2014

Subject: SANBAG Board of Directors meeting start time and change of April meeting date

- Recommendation:***
1. Set the start time of the regularly scheduled SANBAG Board of Directors meetings at 9:30 a.m.
 2. Change the meeting date of the April Board of Directors to April 9, 2014.

Background: The Omnitrans Board of Directors meetings are scheduled on the same day as the SANBAG Board meeting and start at 8:00 a.m. There are several SANBAG Board members who also serve on the Omnitrans Board of Directors. In August 2012, by action of the SANBAG Board the start time of the SANBAG Board of Directors meeting was changed to 10:00 a.m. This was to provide Board Members serving on both the Omnitrans and SANBAG Board of Directors sufficient time to travel between the two meetings. Since then the Omnitrans Board meetings have been concluding much earlier and the later start time of the SANBAG Board meetings is no longer necessary.

Therefore, to eliminate the time gap between the end and start of the two meetings it is recommended that the monthly SANBAG Board of Directors meeting start at 9:30 a.m.

Recommendation 2 seeks approval from the Board to change the April 2, 2014, meeting date to the following Wednesday, April 9, 2014. Each year SANBAG's Officers and Chairs travel to D.C. to advocate for funding and legislation which benefit our County. This year, based on the schedules in D.C. it is recommended we travel the first week of April to ensure the trip provides the most benefit. Unfortunately, this conflicts with the regularly scheduled SANBAG Board meeting and would require the meeting be moved to the following week. Moving the Board meeting to the following Wednesday would require that the SANBAG

Approved
Board of Directors

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.
 BRD1402A-VW

Board Agenda Item
February 5, 2014
Page 2

General Policy Committee, Metro Valley Study Session and Commuter Rail and Transit Committee meetings be moved as well.

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

Reviewed By: This item has not had prior policy committee review.

Responsible Staff: Ray Wolfe, Executive Director



- 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: 22

Date: February 5, 2014

Subject: Update on Countywide Vision

Recommendation:* Receive and file the information and provide direction as appropriate.

Background: When the Countywide Vision was adopted by the SANBAG Board of Directors and the County Board of Supervisors in 2011, several element groups were identified around functional areas and communities of interest. These element groups comprise cross sections of stake holders from public, non-profit, and private sectors.

These groups have been meeting and working behind the scenes on a variety of action items focused on furthering the Countywide Vision. This report provides a brief update on the action items being worked on by the various element groups. As work continues and as milestones are reached, the specific element groups will report to the Board in more detail. Below is a summary of each element group's action items.

Education

- Develop a cradle-to-career continuum that will establish benchmarks for every child's personal, social, academic and career readiness.

*

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	X	CTC		CTA		SAFE		CMA	
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Check all that apply.
 BRD1402c-dab

- Hold the first Education Summit, convening all sectors to discuss/prioritize strategies for supporting the success of every child.

Environment

- Establish a forum for local, state, and federal permitting and regulatory agencies; businesses; and environmental interest groups to develop an inventory of business-friendly best practices.
- Initiate discussion about habitat conservation planning efforts to build upon and link existing species-specific plans and mitigation land banks.

Housing

- Develop an inventory of business-friendly best practices in government planning and housing development processes.
- Create a San Bernardino County affordable housing collaborative.

Jobs/Economy

- Develop an inventory of business-friendly best practices in government.
- Create a business-friendly awards program (Vision in Action Awards). This may be superseded by Inland Empire Economic Partnership's Red Tape to Red Carpet Awards.

Public Safety

- Adopt Public Safety Vision Statement.
- Convene an annual Public Safety Leadership Forum.

Water

- Develop an inventory of water use efficiency programs, which include rebate and education programs.
- Develop a collaborative plan to ensure adequate water supply to accommodate projected population and economic growth.

Wellness

- Determine short-, mid-, and long-term strategies to build and sustain an adequate medical professionals pipeline.
- Identify priority health indicators and strategies for focusing efforts to improve the wellness of the community.

The work of these element groups is focused on issues that go beyond borders. The element groups are made of a cross section of the community that also go beyond borders and these element group members are driving the work forward. This is not a top down approach but a collaborative one.

Another way to stay informed about work towards the Countywide Vision is through “VisionWire” and by following the Countywide Vision on Twitter. On VisionWire (<http://wp.sbcounty.gov/cao/visionwire/>), you can see the latest information and sign up to receive e-mail updates not just on the work of the element groups but also of the work of other stakeholders in the community that are making a difference in our region. To follow the Countywide Vision on Twitter, use the Twitter handle @sbcvision.

As stated before, these element groups will be reporting back to the Board periodically throughout the year. In addition, some of these topics will be on the agenda for the upcoming City/County Conference on March 27 and 28, 2014. There will be a presentation on using the Collective Impact strategy to enact positive change in a region, a presentation from the education element group on education and why it is your best economic development strategy, and a presentation from the wellness element group on good health and why your city can’t live without it. All of these presentations will highlight collaboration as a key to making positive changes to our region and will show how communities are working together and will hopefully inspire other communities with new ideas.

Financial Impact: This item is consistent with the adopted SANBAG budget.

Reviewed By: This item has not received prior policy committee or technical advisory committee review.

Responsible Staff: Duane A. Baker, Director of Management Services



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

Minute Action

AGENDA ITEM: 23

Date: February 5, 2014

Subject: Strategic Growth Council – Sustainable Communities Planning Grant and Incentives Program (Development of Built Environment Public Health Performance Indicators)

Recommendation:* That the Board, acting as the San Bernardino County Council of Governments:

1. Approve the attached resolution to allow staff to proceed with filing of the grant application for the Strategic Growth Council – Sustainable Communities Planning Grant and Incentive Program.
2. Approve a budget item in Task No. 0404 Subregional Planning for Fiscal Year 2014-2015 to include staff resources supporting the proposed project “Development of Built Environment Public Health Performance Indicators” if the Sustainable Communities Planning Grant application is awarded.

Background: In December 2013, the California Department of Conservation (DOC), on behalf of the Strategic Growth Council (SGC), released the Round 3 Request for Proposals (RFP) of the Sustainable Communities Planning Grant and Incentive Program. SANBAG staff is requesting authorization to submit an application for this final round of the Proposition 84 grant program. Although the application is being submitted by SANBAG, it is being developed in collaboration with the San Bernardino County Department of Public Health (DPH). Due to the fast

*

*Approved
 Board of Directors*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	X	CTC		CTA		SAFE		CMA	
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Check all that apply.

BRD1402a-jl

<http://portal.sanbag.ca.gov/mgmt/committee/directors/brd2014/brd1402/AgendaItems/BRD1402a1-jl.doc>

approaching February 28, 2014 deadline, staff proposes that SANBAG be the lead in the application process as it is best equipped to advance the application process with its Council of Governments (COG) authority. By the time County and SANBAG staff identified the opportunity and concept for the grant proposal, it was too late to process the approval of the resolution through the County Board of Supervisors or through a SANBAG policy committee. The only option was to bring it directly to the SANBAG February 5, 2014 Board meeting. Staff believes the grant application is consistent with the objectives of the Countywide Vision, and that SANBAG is an appropriate lead agency given the need for obtaining input from the cities and given that the cities will benefit.

Task No. 0404 of SANBAG's budget includes a Work Element that states, "Support the jurisdictions of San Bernardino County in implementing the countywide vision." Thus, work activity proposed in the grant is consistent with SANBAG's overall mission as a COG. A budget item for Fiscal Year 2014-2015 will allow staff to incorporate the SGC grant, if awarded, into Task No. 0404. Staff wanted to ensure that the Board was aware of the potential commitment of resources should SANBAG be awarded the funds.

A portion of the SGC funding is reserved for proposals that target and directly benefit Environmental Justice communities, which are defined as those communities that receive the top ten percent (10%) of statewide scores using the latest published version of the California Environmental Protection Agency's (Cal/EPA) CalEnviroScreen. The majority of the communities in San Bernardino County are within the boundaries of the environmental justice/disadvantaged communities as defined by the Cal/EPA. Therefore, the local match requirement is waived for this project proposal and will not financially impact Task No. 0404. However, SANBAG staff resources will still need to be allocated to the project, should the grant be awarded. The application is expected to be in the range of \$500,000.

The proposed project will support several initiatives of various Countywide Vision Element Groups by developing quantifiable public health performance measures and supporting data for transportation and land use scenarios. By establishing evidence-based performance measures, the proposed project aims to guide the Environment, Housing, Infrastructure, Quality of Life, and Wellness Element Groups of the Countywide Vision to incorporate health into various policy considerations and leverage more funding for the region.

Financial Impact: This item has no impact on the current Fiscal Year 2013-2014 budget. However, approval of the item will authorize utilization of staff resources under Task No. 0404 Subregional Planning in Fiscal Year 2014-2015.

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February 5, 2014
Page 3

Reviewed By: This item has not been reviewed by any other policy committee or technical advisory committee.

Responsible Staff: Steve Smith, Director of Planning

RESOLUTION NO. 14-011

A RESOLUTION OF THE SAN BERNARDINO ASSOCIATED GOVERNMENTS, APPROVING THE APPLICATION FOR GRANT FUNDS FOR THE SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM UNDER THE SAFE DRINKING WATER, WATER QUALITY AND SUPPLY, FLOOD CONTROL, RIVER AND COSTAL PROTECTION BOND ACT OF 2006 (PROPOSITION 84)

WHEREAS, the Legislature and Governor of the State of California have provided funds for the program shown above; and

WHEREAS, the Strategic Growth Council has been delegated the responsibility for the administration of this grant program, establishing necessary procedures; and

WHEREAS, said procedures established by the Strategic Growth Council require a resolution certifying the approval of application(s) by the Applicant's governing board before submission of said application(s) to the State; and

WHEREAS, the applicant, if selected, will enter into an agreement with the State of California to carry out the development of the proposal.

NOW, THEREFORE, BE IT RESOLVED that the San Bernardino Associated Governments (SANBAG):

1. Approves the filing of an application for the Sustainable Communities Planning Grant and Incentives Program in order to become a sustainable community;
2. Certifies that applicant understands the assurances and certification in the application, and
3. Certifies that applicant or title holder will have sufficient funds to develop the Proposal or will secure the resources to do so, and
4. Certifies that the Proposal will comply with the applicable laws and regulations.
5. Appoints the SANBAG Executive Director, or designee, as agent to conduct all negotiations, execute and submit all documents including, but not limited to applications, agreements, payment requests and so on, which may be necessary for the completion of the aforementioned project(s).

*Approved
Board of Directors*

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____



- 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: 24

Date: February 5, 2014

Subject: Ten-Year Delivery Plan – 2014 Update

Recommendation:* Review and provide comments on proposed 2014 Update to the Ten-Year Delivery Plan.

Background: In January 2012, the SANBAG Board adopted the first Measure I 2010-2040 Ten-Year Delivery Plan (Delivery Plan). The Delivery Plan provides a transparent list of projects that will be developed during the ten-year period and defines the current assumptions related to scope, schedule, and budget. Additionally, it enables SANBAG to meet the requirements of bond rating agencies for the future sale of bonds and provides the basis for the preparation of SANBAG’s annual budget for capital projects. The Delivery Plan is intended to be a living document that is updated at least every two years to capture revisions to projects and assumptions, actual revenue received, and actions taken by the SANBAG Board. Staff has incorporated project changes since the adoption of the Delivery Plan in 2012 into a draft 2014 Update to the Delivery Plan. Additionally, staff has worked extensively with Montague DeRose and Associates, LLC to develop a bonding strategy that will accelerate project delivery in accordance with Board-defined priorities. The results of this analysis are presented in this agenda item for discussion and consideration prior to presentation of the 2014 Delivery Plan for review by the General Policy Committee in February and adoption by the Board in March.

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*Approved
 Board of Directors*

Date:

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

COG	CTC	CTA	X	SAFE	CMA
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Check all that apply.
 BRD1312a-az

The Delivery Plan is developed within the policy framework established by the voter-approved Measure I Expenditure Plan and the Measure I 2010-2040 Strategic Plan. The analysis to develop the Delivery Plan begins with obtaining a detailed definition of projects from the various Measure I programs that can be delivered over the next ten years. While the 2012 Delivery Plan had an extensive project identification process, this update is chiefly focused on the projects that were identified in the 2012 Delivery Plan or those that have been defined as priorities since adoption of that plan. EcoSys, a software tool that is customized to evaluate fund management scenarios in a web-based live environment, allows an analysis of project costs and schedules as they relate to funding availability. Where a balance cannot be achieved without affecting the schedule of a project, the bonding analysis identifies opportunities to fill funding gaps with bond proceeds to keep the project on schedule.

The 2014 Delivery Plan analysis determined that many of the critical projects that will bring congestion relief and improved mobility and safety can be delivered over the next ten years of the Measure under current delivery assumptions and without changes to current SANBAG policy. There were several policy decisions made by the Board during development of the 2012 Delivery Plan and after adoption of that Delivery Plan that enables some of these projects to move forward:

- SANBAG and Valley subarea jurisdictions received almost \$65 million in Proposition 1B Trade Corridors Improvement Funds (TCIF) for priority grade separations in the Measure I grade separation subprogram. To be able to meet the delivery commitments for these projects, it was determined that bonding was required, Proposition 1B funds would have to be maximized on grade separation projects, and the percentage of Valley Major Street Program funds going to the grade separation subprogram would have to be increased from the 20% identified in the Strategic Plan. This change in percentage distribution of the Major Street Program provides the cash flow necessary to fund the TCIF projects and to pay the debt service on the bonding required to meet delivery schedules.
- SANBAG policy states that Congestion Mitigation and Air Quality (CMAQ) funds will be prioritized in the Valley for 1) regional programs such as rideshare and signal synchronization, 2) transit capital projects, and 3) freeway High Occupancy Vehicle (HOV) projects. The Board directed staff to assign CMAQ necessary to develop the I-10 Corridor Improvement Project alternatives and to assign the balance of the CMAQ funds to the Metrolink/Rail Program to reduce bonding costs for implementing Redlands Rail and provide additional funding flexibility for unforeseen transit and Metrolink needs. This decision makes it possible

for the Redlands Passenger Rail project to move forward on schedule despite a recent cost increase.

- The Mountain/Desert subareas identified priority projects for the Major Local Highway Program and authorized bonding to meet these project needs in the Victor Valley and North Desert subareas. Bonding in the Victor Valley has allowed major projects that have been under development for years to move forward to construction. Bonding in the North Desert subarea has not been required to date. The other Mountain/Desert subareas will deliver projects on a pay as you go basis.
- The 2012 Delivery Plan included two delivery scenarios for the Valley Freeway Program: 1) HOV lanes on I-10 or 2) express lanes on both I-10 and I-15. The Delivery Plan will continue to include both scenarios until a preferred alternative is selected or an alternative is removed.
- The 2012 Delivery Plan recognized the need to commence project development work on the I-10 Truck Climbing Lane from Live Oak Road to the Riverside County Line so that SANBAG remains competitive for any goods movement funds that might become available in the future. Staff is hopeful that current discussions on the development of a national freight network will result in a funding mechanism to deliver this project.
- The Strategic Plan and 2012 Delivery Plan assumed that the Valley Freeway Interchange Program would be delivered on a pay as you go basis. At the request of the Major Projects Committee in April 2012, staff began analyzing opportunities for expediting delivery of this program. In October 2012 the Board authorized staff to develop agreements for the highest ranked interchanges, a loan program to allow jurisdictions to borrow against their Local Street and Major Street Program funds for the developer share of project costs, and a scope of work for analyzing phasing options for the Interchange Program.

Revenue Forecast

The Delivery Plan includes revenue forecasts in order to scale the Measure I Programs to revenue expectations. Given the current economic climate and recent recession, revenue forecasts have been volatile, which has created challenges for planning the implementation of Measure I. For example, in 2006, the 30-year revenue projection estimated \$8 billion (2006 dollars) in Measure I funds. That 30-year projection was revised in 2008 to \$7.25 billion (2008 dollars) and again in 2010 to \$4.5 billion (2010 dollars).

The 2012 Delivery Plan assumed that revenue would be increasing at 4.8% per year by 2014. Measure I revenue increased by 11.1% in fiscal year 2010/2011, 12.2% in fiscal year 2011/2012, and 4.7% in fiscal year 2012/2013. Revenue for the first two quarters of fiscal year 2013/2014 increased by only 2.1% from the previous year. Although the economy is recovering from the recession, current revenue increases are slowing down from previous years.

The Delivery Plan assumes a combination of inflation and real growth in calculating Measure I revenue growth and escalates construction costs at a rate relative to the revenue inflation rates. Real growth data is based on a study completed in January 2014 by Dr. John Husing, a regional economic expert. According to his study and adding in actual Measure I received through 2013, the current estimate for the Measure I 2010-2040 is \$5.2 billion (in 2013 dollars). Inflation rates are set at a rate that creates a reasonable estimate of overall revenue growth per recommendation of SANBAG's consultant, HdL Companies. Cost escalation rates typically follow inflation rates but at a higher base. The 2014 Delivery Plan assumes that cost escalation rates will be a minimum of 0.5% higher than revenue inflation and range from 1.5% to 3.5% over the ten years. Staff is recommending a much more conservative estimate of revenue growth in the near-term with growth rates going up to 4.5% by 2021, as shown in Table 1. However, because this update starts with a larger base value, the cumulative collections are forecast to exceed those in the 2012 Delivery Plan.

Table 1. Proposed Inflation, Real Growth, and Total Revenue Growth

Fiscal Year (FY)	Revenue		
	Inflation	Real Growth	Total
FY 13-14			0.65%
FY 14-15	0.75%	1.75%	2.50%
FY 15-16	1.00%	1.75%	2.75%
FY 16-17	1.25%	1.75%	3.00%
FY 17-18	1.50%	1.75%	3.25%
FY 18-19	1.75%	1.75%	3.50%
FY 19-20	2.25%	1.75%	4.00%
FY 20-21	2.50%	1.75%	4.25%
FY 21-22	2.75%	1.75%	4.50%
FY 22-23	2.75%	1.75%	4.50%

State and Federal funds are assumed to remain at current funding levels with no escalation.

Based on the proposed revenue growth rates in Table 1, the estimated Measure I revenue available over the next ten years is \$1.6 billion. Table 2 summarizes the fiscal year 2013/2014 through fiscal year 2022/2023 forecast Subarea revenue (escalated value) allocations. The revenue forecasts are allocated among Subareas in accordance with the current return to source proportions.

**Table 2. Measure I Escalated Forecast Revenue
 Fiscal Year 2013/2014-2022/2023 (\$1,000s)**

Fiscal Year (FY)	Cajon Pass	Valley	Colorado River	Morongo Basin	Mountains	North Desert	Victor Valley	Total
<i>Prior Actuals</i>	\$10,777	\$300,493	\$591	\$6,013	\$5,216	\$16,052	\$42,945	\$382,087
FY 13-14	\$3,837	\$108,596	\$221	\$2,236	\$1,918	\$5,727	\$15,470	\$138,006
FY 14-15	\$3,966	\$111,705	\$325	\$2,964	\$2,260	\$3,695	\$16,541	\$141,456
FY 15-16	\$4,075	\$114,647	\$336	\$3,048	\$2,318	\$3,815	\$17,107	\$145,346
FY 16-17	\$4,197	\$117,953	\$348	\$3,141	\$2,384	3,948	\$17,735	\$149,707
FY 17-18	\$4,332	\$121,647	\$362	\$3,246	\$2,457	\$4,097	\$18,431	\$154,572
FY 18-19	\$4,483	\$125,760	\$376	\$3,362	\$2,539	\$4,260	\$19,200	\$159,982
FY 19-20	\$4,662	\$130,640	\$394	\$3,499	\$2,636	\$4,452	\$20,098	\$166,381
FY 20-21	\$4,859	\$135,979	\$414	\$3,648	\$2,757	\$4,676	\$21,121	\$173,453
FY 21-22	\$5,076	\$141,873	\$436	\$3,812	\$2,890	\$4,922	\$22,250	\$181,258
FY 22-23	\$5,303	\$148,022	\$459	\$3,983	\$3,029	\$5,181	\$23,438	\$189,415
Total:	\$44,790	\$1,256,823	\$3,670	\$32,938	\$25,190	\$44,773	\$191,392	\$1,599,575

Bonding Analysis

Building on the bonding strategy of the 2012 Delivery Plan, the bonding analysis uses the following criteria:

- Minimum agency-wide debt coverage ratio: 2.0
- Individual programs must have positive cash flow over the term of the bond
- Latest bond issuance: 2022

The Delivery Plan anticipated bonding opportunities for the following Programs:

- Cajon Pass
- Valley Freeway Program
- Valley Major Street Program (Grade Separation Subprogram)
- Valley Metrolink-Rail Program
- Victor Valley Major Local Highway Program
- North Desert Major Local Highway Program

The Cajon Pass, Valley Major Street, and Victor Valley Major Local Highway Programs were included in the 2012 bond issuance. Since adoption of the 2012 Delivery Plan, the Board has been supportive of bonding for the Valley Freeway Interchange Program to advance delivery of the priority interchanges.

The analysis for the 2014 bond issuance indicates that bond proceeds identified for the programs below will allow the projects discussed in the following sections to proceed on the current schedule.

Table 3. Proposed Bonding Summary Schedule (\$million)

PROGRAM	2012	2014	2016	2018	2019	2020	2021	2022	TOTAL
Cajon Pass	\$35	\$20	-	-	-	-	-	-	\$55
Victor Valley	\$20	\$6	\$15	-	-	-	-	-	\$41
Freeway - Express Option	-	-	-	-	\$200	\$290	\$90	-	\$580
<i>Freeway - HOV Option</i>	-	-	-	-	\$65	\$45	\$90	-	\$200
Freeway IC	-	\$24	-	\$27	-	\$68	-	\$10	\$129
Major Streets – Grade Sep	\$39	\$43	-	-	-	-	-	-	\$82
Metrolink/Rail	-	\$27	\$50	-	-	-	-	-	\$77
Total Per Issue (Express)	\$94	\$120	\$65	\$27	\$200	\$358	\$90	\$10	\$964
Total Per Issue (HOV)	\$94	\$120	\$65	\$27	\$65	\$113	\$90	\$10	\$584

Program Recommendations

The following tables provide a brief overview of the projects that are recommended for inclusion in the 2014 Delivery Plan. These projects have been identified for development through prior Board action and with the bonding strategy identified above, require no changes to current SANBAG policy to be implemented.

Cajon Pass – The Cajon Pass Program receives 3% of the revenue generated in the Valley and Victor Valley subareas. The Measure I Strategic Plan identified the I-15/I-215 (Devore) interchange project as the only project that forecast Measure I revenue in this program could fund.

Table 4. Cajon Pass Delivery Plan Project Status

Project	Total Cost	Current Phase	Completion
Devore IC	\$324M	Const	2016

Valley Freeway Program – The Valley Freeway Program receives 29% of the revenue generated in the Valley subarea. Consistent with the 2012 Delivery Plan, the proposed staff analyzed the Freeway Program through 2025 because of the long duration of the projects. Additionally, two alternatives were analyzed: an HOV alternative on I-10 and an express lane alternative on I-10 and I-15. Both the I-215 Barton and I-215 Mt. Vernon/Washington interchanges are included in the Freeway Program because they were originally included in the scope of the I-215 Bi-County project. Although the costs for the express lane alternatives have

increased significantly, financial analysis presented to the Board at previous meetings has shown them to be feasible alternatives.

Table 5. Valley Freeway Program Delivery Plan Project Status

Project	Total Cost	Current Phase	Completion
I-215 Bi-County HOV	\$177M	Const	2015
I-215 Barton IC	\$80.6M	PA/ED	2017
I-215 Mt Vernon IC	\$109.8M	PA/ED	2020
SR-210 Widening	\$138.7M	PA/ED	2020
I-10 HOV Alt.	\$534.9M	PA/ED	2024
I-10 Express Lane Alt.	\$1,597M	PA/ED	2024
I-15 Express Lane Alt.	\$479.3M	PSR	2026
I-10 Truck Climbing Lane	\$31M	PSR	2020

Valley Freeway Interchange Program – The Valley Freeway Interchange Program receives 11% of revenues generated in the Valley subarea. The 2012 Delivery Plan included three interchanges that were already under development and the top seven interchanges from the Nexus Study. The schedules were adjusted so that the projects could be delivered without need for bonding. However since that time, the Board has been supportive of plans to advance delivery of the top interchanges, which requires bonding. The proposed 2014 Delivery Plan assumes project development will commence on the ten highest priority interchanges and public share funding will be available through construction. The one exception to this is the I-10/Mount Vernon interchange, which will be studied conceptually to determine the scope of the project. Additionally, the Cherry, Citrus, Tippecanoe, and Riverside interchanges were on-going projects prior to creation of the priority list, and the Board approved an exception to policy to allow the lower-ranked Pepper interchange to proceed with the majority of funding coming from a federal earmark. Assurance of the availability of local share funding for capital phases will be considered before future bond issuances.

Table 6. Valley Freeway Interchange Program Delivery Plan Project Status

Project	Total Cost	Current Phase	Completion
I-10/Cherry IC	\$81.7M	Const	2014
I-10/Citrus IC	\$58.8M	Const	2014
I-10/Tippecanoe IC Phase 1	\$79.3M	Const	2014
I-10/Tippecanoe IC Phase 2		Pre-Const	2016
I-10/Cedar IC	\$71.9M	PS&E	2019
SR-210/Baseline IC	\$15.5M	PA/ED	2019
SR-60/Central IC	\$20M	PSR	2019

Table 6. Valley Freeway Interchange Program Delivery Plan Project Status (cont.)

Project	Total Cost	Current Phase	Completion
I-10/University IC	\$5.3M	Initiation	2020
I-215/University IC	\$33.7M	PSR	2020
I-10/Alabama IC*	\$41.6M	PA/ED	2020
I-15/Baseline IC	\$50.5M	Const	2016
I-10/Mount Vernon IC	\$37.1M	Conceptual	2022
SR 60/Archibald IC	\$14.4M	Initiation	2019
I-10/Monte Vista IC*	\$31.3M	PA/ED	2020
I-10/Pepper IC Phase 2	\$7.6M	PA/ED	2016
I-10/Riverside IC Phase 2	\$40M	PA/ED	2019

* Included in I-10 Corridor PA/ED

Valley Major Streets Program – The Valley Major Streets Program receives 20% of the revenue generated in the Valley subarea. Of this, 40% is first apportioned to repayment of Project Advancement Agreements (PAA), which are currently anticipated to be fully repaid by 2018. After this 40% set-aside for PAAs, the Strategic Plan further divided the Major Streets Program into an arterial subprogram (80%) and a grade separation subprogram (20%). The 2012 Delivery Plan included six grade separations in the grade separation subprogram and modified distribution of Major Street funds between the arterial and grade separation subprograms to front-load the grade separation subprogram so that the TCIF projects could be delivered. The grade separation subprogram is not to receive funds for any projects outside of the six identified until the arterial subprogram reaches 80% of the Major Street Program apportionments. Bonding is required to deliver the grade separation subprogram, and based on the favorable bid results where most bids came in below the engineer’s estimate, there is no further adjustment between subprograms proposed other than that defined in Board policy resulting from the 2012 Delivery Plan. Additionally, the current bonding analysis and revenue projections indicate that it may be possible to return to an 80/20 split in the last ten years of the Measure, but that will depend on actual future Measure revenues relative to debt service in the grade separation subprogram. The arterial subprogram is a pay as you go, reimbursement program with project selection consistent with the Nexus Study but at the local level.

Table 7. Valley Grade Separation Subprogram Delivery Plan Project Status

Project	Total Cost	Current Phase	Completion
North Vineyard Ave	\$49.3M	Const	2015
S Milliken Ave	\$79M	Const	2016
Glen Helen Pkwy	\$32.5M	Const	2015
Palm Ave	\$23.7M	Const	2015
Laurel Ave	\$59.9M	Const	2016

Valley Metrolink-Rail Program – The Valley Metrolink-Rail Program receives 8% of the revenue generated in the Valley subarea. The Strategic Plan prioritized the Redlands Passenger Rail project over the extension of the Gold Line to Montclair, and this priority was reaffirmed by the Commuter Rail and Transit Committee (CRTC) in January 2014. The 2012 Delivery Plan identified full funding for the Downtown San Bernardino Passenger Rail project and the Redlands Passenger Rail, preliminary engineering to define a conceptual scope of the Gold Line extension to Montclair, and funds necessary to meet ongoing transit needs. It was anticipated that bonding would be necessary for delivery of these projects. The Delivery Plan noted that the Gold Line extension would need to be developed in conjunction with the Los Angeles County portion of the Gold Line extension from Azusa to Montclair. Although the final California Environmental Quality Act (CEQA) document for the Los Angeles County portion was certified in March 2013, no funding has been secured for final design or construction, which is estimated to cost \$850 million and take four years to complete. The proposed 2014 Delivery Plan is consistent with the CRTC action and proposes that any work on the Gold Line Extension be delayed until after the 2016 elections concerning Measure R in Los Angeles County since there is currently no funding available for construction of that project in Los Angeles County.

Table 8. – Valley Metrolink-Rail Program Delivery Plan Project Status

Project	Total Cost	Current Phase	Completion
Downtown San Bernardino Passenger Rail	\$103.9M	Const	2016
Redlands Passenger Rail	\$242.3M	PA/ED	2019
San Bernardino Line Double Track – Lilac to Rancho*	\$2M	PA/ED	N/A
Gold Line Prelim Eng*	\$3.2M	N/A	N/A

* Funding is only identified for early development phases

Valley Express Bus-Bus Rapid Transit Program – The Valley Express Bus-BRT Program receives 2% of the revenue collected in the Valley. With Board approval, this increases to at least 5% and no more than 10% in 2020 with the Major Streets Program being reduced by a like amount. This program is administered on a pay as you go basis, and the only project that was identified in the 2012 Delivery Plan was the E Street BRT. The Board recently voted to delay development of any future corridors until Fiscal Year 2018/2019 because of the high capital cost to implement BRT service and the concern with availability of operating revenue. The full range of available service improvements, such as signal prioritization and skip stop service, will be analyzed as the Board considers the appropriate path forward.

Table 9. – Valley Express Bus-BRT Program Delivery Plan Project Status

Project	Total Cost	Current Phase	Completion
E Street BRT	\$192M	Const	2014

Victor Valley Major Local Highway Program – The Victor Valley Major Local Highway Program receives 25% of the revenue generated in the Victor Valley subarea. During development of the 2012 Delivery Plan, the Victor Valley subarea representatives, Mountain/Desert Policy Committee, and SANBAG Board developed a list of priority projects identified in Table 10. Additionally the Board set-aside a \$5 million share of Measure I for a project yet to be identified in the unincorporated area of the Victor Valley. Bonding is required to meet the public share requirements and project delivery schedules.

Table 10. – Victor Valley Major Local Highway Program Delivery Plan Project Status

Project	Total Cost	Current Phase	Completion
Yucca Loma Corridor – Yucca Loma Bridge and Yates Rd	\$59M	Const	2016
I-15/Ranchero IC	\$58.3M	Const	2014
Yucca Loma Corridor – Green Tree	\$27.6M	PS&E	2020
US-395 Phase 1 Widening	\$48.6M	PS&E	2018
Ranchero Rd Corridor – Ph 1	\$2.5M	Const	2014
Ranchero Rd Corridor – Ph 2	\$8.7M	PS&E	2017
Ranchero Rd Corridor – Ph 3	\$10.9M	PS&E	to be determined

Rural Major Local Highway Program – The Rural Major Local Highway Program receives 25% of the revenue generated within each individual subarea. The Rural Mountain-Desert subareas anticipate administering the Major Local Highway Program on a pay as you go basis. The subareas have developed priority projects but have not identified schedules or costs for most projects. Allocations to projects have been occurring at the request of the jurisdiction with concurrence by the subarea representatives and approval by the Mountain/Desert Policy Committee and the Board.

Table 11. North Desert Major Local Highway Program Delivery Plan Project Status

Project	Total Cost	Current Phase	Completion
Lenwood GS	\$31M	Const	10/2015

The other Rural Mountain/Desert subareas have developed priority projects but have not identified schedules or costs for most projects. Allocations to projects have been occurring at the request of the jurisdiction with concurrence by the subarea representatives and approval by the Mountain/Desert Policy Committee and the Board.

Colorado River Subarea

Future Projects:

1. I-40 Needles Connector
2. Needles Highway

Morongo Basin Subarea

Completed:

1. San Bernardino County: Rotary Way Traffic Signal
2. Twentynine Palms: SR62 Canyon/Easy

Projects Under Construction:

1. Yucca Valley: SR 62 LaHonda/DuMosa
2. Yucca Valley: SR 62 Apache/Palm
3. Twentynine Palms: National Park Road
4. Yucca Valley: LaHonda/DuMosa Traffic Signal

Future Projects:

1. Yucca Valley: SR 62 Airway/LaContenta
2. Yucca Valley: SR 62 Airway/Sage
3. Twentynine Palms: SR 62 Encelia/ Split Rock
4. Twentynine Palms: SR 62 Encelia Traffic Signal

Mountain Subarea

Completed:

1. Big Bear Lake: Village L Project \$1.2 million allocation

Future Projects:

1. Stanfield Cutoff –Improvements include reconstruction of the existing road between State Highway 18 and State Highway 38. Stanfield Cutoff is located in the unincorporated community of Big Bear and is a north-south connector between the northern and southern shoreline communities of Big Bear Lake.
2. Village L Advanced Expenditure Agreement Repayment of an additional \$1.2 million.
3. Changeable Message Sign at Big Bear Dam
4. Hwy 38: passing lanes
5. SR 18 (various locations) turn lanes
6. SR 18/Artic Circle: slope stabilization
7. North Shore: pave shoulders and add bike lane

To meet the data needs for the anticipated March 2014 bond issuance, staff is requesting comments on the proposed assumptions and project lists for the 2014 Delivery Plan. Staff will be presenting the final draft 2014 Delivery Plan at the General Policy Committee in February for approval by the Board in March.

Financial Impact: This item does not impact the adopted SANBAG budget.

Reviewed By: This item has not had prior policy committee review. It is scheduled for review by the Transportation Technical Advisory Committee on February 3, 2014.

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

**AGENCY
REPORTS**



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

January 14, 2014

To: Mayors and Councilmembers

From: Dennis R. Yates
Mayor, City of Chino 
Vice Chairman, South Coast AQMD Governing Board /
Representative, Cities of San Bernardino County

Members of the Governing Board:

Chairman
Dr. William A. Burke
Speaker of the Assembly
Appointee

Vice Chairman
Dennis R. Yates
Mayor, Chino
Cities of San Bernardino County

Michael D. Antonovich
Supervisor, Fifth District
County of Los Angeles

Ben Benoit
Councilmember, Wildomar
Cities of Riverside County

John J. Benoit
Supervisor, Fourth District
County of Riverside

Joe Buscaino
Councilmember, 15th District
City of Los Angeles Representative

Michael A. Cacciotti
Councilmember, South Pasadena
Cities of Los Angeles County/
Eastern Region

Josie Gonzales
Supervisor, Fifth District
County of San Bernardino

Joseph K. Lyuu, Ph.D.
Governor's Appointee

Judith Mitchell
Mayor, Rolling Hills Estates
Cities of Los Angeles County/
Western Region

Shawn Nelson
Supervisor, Fourth District
County of Orange

Dr. Clark E. Parker, Sr.
Senate Rules Appointee

Miguel A. Pulido
Mayor, Santa Ana
Cities of Orange County

Attached is the agenda items and outcome of the January 10, 2014 SCAQMD Governing Board meeting, and a preview of the item(s) for discussion at the February 7, 2014 meeting.

PUBLIC HEARING ITEM AT JANURY 10 BOARD MEETING:

- 19A. **Present Feasibility Studies of Lowering Lead Point Source Emissions Limit in Rule 1420.1 - Emissions Standard for Lead from Large Lead-Acid Battery Recycling Facilities (Continued from December 6, 2013 Board Meeting)**
Pursuant to the adoption resolution for Rule 1420.1 – Emissions Standard for Lead from Large Lead-Acid Battery Recycling Facilities, staff will present the findings of the studies that address the technical, economic and physical feasibility of achieving a total facility mass lead emission rate of 0.003 pounds per hour from all lead point sources and seek Board guidance on whether to amend Rule 1420.1 to lower the total facility lead point source emission rate.
- 19B. **Amend Rule 1420.1 - Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities (Continued from December 6, 2013 Board Meeting)**
Proposed Amended Rule 1420.1 establishes requirements for owners or operators of large lead-acid battery recycling facilities to reduce arsenic emissions and other key toxic air contaminant emissions. PAR 1420.1 includes requirements for ambient air concentration limits for arsenic, as well as hourly emission limits of arsenic, benzene, and 1, 3-butadiene. PAR 1420.1 also contains additional administrative, monitoring and source testing requirements for stack emissions. This action is to adopt the resolution: 1) Certifying the CEQA Environmental Assessment for Proposed Amended Rule 1420.1 – Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities; and 2) Adopting Proposed Amended Rule 1420.1 – Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-Acid Battery Recycling Facilities.

Vote: 10 Yes; 0 No; 0 Abstain; 3 Absent; on both 19A and 19B

**PUBLIC HEARINGS TENTATIVELY SET FOR
FEBRUARY BOARD MEETING:**

Approve Staff Recommendation to Proceed with Rulemaking to Expedite Natural Gas Power Plant Capacities to be Permitted in SCAQMD, if Needed

As a follow-up to its presentation to the Board in October 2013, staff will discuss in more detail the recommendations that are in response to the contingency plans recommended in the Governor's Grid Reliability Task Force Report, and seek Board direction regarding future rulemaking. The proposed action would focus on what SCAQMD can and should do in siting new natural gas power capacities in the South Coast Air Basin, when deemed necessary by the state energy agencies for grid reliability, while encouraging preferred resources to be developed as envisioned in the report.

c:/Docs/Remarks/Yates/Yates_110113 newsltr

**ADDITIONAL
INFORMATION**

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (Regional Council Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa) District 7 (San Bernardino, Highland) District 8 (Rialto, Fontana) District 9 (Rancho Cucamonga, Upland, Montclair) District 10 (Chino, Chino Hills, Ontario) District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley) District 65 (Adelanto, Apple Valley, Hesperia, Victorville) San Bernardino County	J. Harrison L. McCallon D. Robertson P. Eaton E. Graham B. Jahn R. McEachron G. Ovitt	J. Harrison L. McCallon B. Jahn	D, Robertson E. Graham	P. Eaton R. McEachron G. Ovitt
†SANBAG Acting as County Transportation Commission	A. Wapner			A. Wapner
SANBAG Subregional Appointees* *One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.		Julie McIntyre Ray Musser Ed Paget	Diane Williams Vacant (James Ramos)	F. Navarro B. Stanton

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Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment are two years, commencing on adjournment of the annual General Assembly in May of each year. Even-numbered District representatives' terms expire in even-numbered years; odd-numbered District representatives expire in odd-numbered years. †SANBAG's Regional Council Representative serves a two-year term from the date of appointment.

Stipend Summary

SCAG Regional Council members receive a \$120 stipend for attendance and travel to SCAG sponsored meetings. Regional Council members may also receive reimbursement for public transit expenses or a mileage reimbursement. Parking is validated at SCAG's downtown Los Angeles office for RC members. RC members are eligible to receive up to six (6) per diem stipends per month. Both RC members and Subregional Appointees, if eligible, may receive reimbursement (\$150 + taxes) for lodging (please review SCAG rules before making expenditure). Subregional Appointees shall receive a \$120 stipend for up to four Policy or Task Force meetings per month.

Meeting Information

The regular meetings of SCAG Regional Council and Policy Committees are on the 1st Thursday of each month at the SCAG offices located at 818 West 7th Street, 12th Floor in Los Angeles. Generally, the Policy Committee meetings start at 10 AM and Regional Council meetings start at 12:15 PM.

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation.

Transportation and Communications: Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>General Policy Committee Membership consists of the following: SANBAG President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County) 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County) City members shall be SANBAG Board Members elected by caucus of city SANBAG Board Members within the subarea. All Policy Committee and Board Study Session Chairs are included in this policy committee. All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives. The SANBAG Vice President shall serve as Chair of the General Policy Committee.</p>	<p>Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts in excess of \$25,000 with notification to the Board of Directors.</p>	<p>L. Dennis Michael, Rancho Cucamonga, Vice President (Chair) Bill Jahn, Big Bear Lake, President (Vice Chair) Janice Rutherford, Supervisor, Past President</p> <p><u>West Valley</u> L. Dennis Michael, Rancho Cucamonga Ed Graham, Chino Hills Dennis Yates, Chino Gary Ovitt, Supervisor</p> <p><u>East Valley</u> Pat Morris, San Bernardino (Chair - CRTG) Richard Riddell, Yucaipa (Chair – MVSS) Larry McCallon, Highland James Ramos, Supervisor</p> <p><u>Mountain/Desert</u> Edward Paget, Needles (Chair - MDC) Bill Jahn, Big Bear Lake Jim Harris, Twentynine Palms Robert Lovingood, Supervisor</p>	<p>6/30/2014 6/30/2014 6/30/2014</p>
<p>Commuter Rail & Transit Committee Membership consists of 11 SANBAG Board Members: 9 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members. 2 Mountain/Desert Board Members who serve on the Board of a Mountain/Desert transit agency. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SANBAG Board. Other members are appointed by the SANBAG President for 2-year terms.</p>	<p>Provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service. * SCRRA Primary Member ** SCRRA Alternate Member</p>	<p>Paul Eaton, Montclair* (Chair) James Ramos, Supervisor (Vice Chair) Pete Aguilar, Redlands Bill Jahn, Big Bear Lake Mike Leonard, Hesperia Larry McCallon, Highland** L. Dennis Michael, Rancho Cucamonga Pat Morris, San Bernardino Ray Musser, Upland Richard Riddell, Yucaipa Alan Wapner, Ontario**</p>	<p>Indeterminate (6/30/2014) 12/31/2014 (6/30/2014) 12/31/2014 12/31/2015 12/31/2015 Indeterminate 12/31/2015 Indeterminate 12/31/2015 12/31/2014 Indeterminate</p>

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SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Mountain/Desert Committee Membership consists of 11 SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, Second, and Third Districts.	Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.	Edward Paget, Needles (Chair) Ryan McEachron, Victorville, (Vice Chair) Curt Emick, Apple Valley Jim Harris, Twentynine Palms George Huntington, Yucca Valley Bill Jahn, Big Bear Lake Mike Leonard, Hesperia Robert Lovingood, Supervisor Julie McIntyre, Barstow James Ramos, Supervisor Janice Rutherford, Supervisor Cari Thomas, Adelanto	Indeterminate (6/30/2014) Indeterminate (6/30/2014) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate

Policy Committee Meeting Times

General Policy Committee	Second Wednesday, 9:00 a.m., SANBAG Office
Commuter Rail & Transit Committee	Third Thursday, 12:00 noon, SANBAG Office
Mountain/Desert Committee	Third Friday, 9:30 a.m., Apple Valley

NOTE: Policy Committee meetings will not be held in July of each year (effective 9/5/12).

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Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
Board of Directors Study Sessions for Metro Valley Issues Refer to SANBAG Policy 10007.	To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.	Board of Directors Richard Riddell, Yucapa (Chair) Michael Tahan, Fontana (Vice Chair)	6/30/2014 6/30/2014

Meeting Time: Second Thursday, 9:00 a.m., SANBAG Office

Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01.	The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation. The Authority shall hold a publicly-noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.	Richard Haller Rod Johnson Norman Orfall Craig Scott Larry Sharp Ray Wolfe, Ex-Officio In addition to the appointed members, the SANBAG Executive Director will serve as an ex officio member.	12/31/16 12/31/16 12/31/14 12/31/14 12/31/14

SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Audit Subcommittee of the General Policy Committee In November 2008, the Board approved the creation of an Audit Subcommittee of the General Policy Committee to strengthen the financial oversight function of the Board. Additional SANBAG Board Members may be appointed annually at the discretion of the Board President.</p>	<p>The responsibilities of the Audit Subcommittee shall be to:</p> <ul style="list-style-type: none"> • Provide a direct contact between the independent auditor and the Board of Directors before, during and after the annual audit. • Work with the auditor and SANBAG staff on reviewing and implementing practices and controls identified in the annual audit. 	<p>Audit Subcommittee (for FY 2012-2013 Audit)</p> <ul style="list-style-type: none"> - SANBAG President – Bill Jahn, Big Bear Lake - Vice President – L. Dennis Michael, Rancho Cucamonga - Immediate Past President – Janice Rutherford, Supervisor - Presidential Appointment – Walt Stanckiewicz, Grand Terrace
<p>Ad Hoc Committee on Litigation with San Bernardino County Flood Control District In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development. In April 2008, the role of this committee was expanded to include the Cactus Basin litigation.</p>	<p>Review and provide guidance on litigation with San Bernardino County Flood Control District regarding the Colonies Development and the Cactus Basin in Rialto.</p>	<p>Pat Morris, San Bernardino, Chair Larry McCallon, Highland Richard Riddell, Yucaipa</p>
<p>Bylaws In July 2012, the SANBAG Board President appointed this ad hoc committee to review SANBAG’s bylaws and recommend changes to modernize SANBAG’s governance document.</p>	<p>Review SANBAG’s bylaws and make recommendations to the Board on any necessary changes.</p>	<p>Rhodes “Dusty” Rigsby, Loma Linda - Chair Mike Leonard, Hesperia Larry McCallon, Highland Pat Morris, San Bernardino</p>
<p>Budget Process In July 2012, the SANBAG Board President appointed this ad hoc committee to review SANBAG’s budget preparation process and final budget document and make recommendations to help improve communication and transparency of SANBAG’s budget to elected officials and the general public.</p>	<p>Review SANBAG’s budget adoption process and final budget document and make recommendations on changes to improve the process and the final budget document to make them more useful and informative to Board Members and the public.</p>	<p>Ray Musser, Upland – Chair Mike Podegracz, P.E. – City Manager, City of Hesperia Sam Racadio – Council Member, City of Highland Kevin Ryan - Principal Transportation Planner, City of Fontana</p>
<p>Contracting Process In July 2012, the SANBAG Board President appointed this ad hoc committee to strengthen SANBAG’s procurement policies and procedures.</p>	<p>Review SANBAG’s contracting policies and procedures and make recommendations to improve them.</p>	<p>Michael Tahan, Fontana - Chair Robert Lovingood, Supervisor Julie McIntyre, Barstow Walt Stanckiewicz, Grand Terrace Alan Wapner, Ontario Dennis Yates, Chino</p>

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SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Legislative In March 2013, the SANBAG Board President appointed this ad hoc committee. This committee will consist of the SANBAG Board Officers.</p>	<p>Review proposed legislation at the state and federal level. Provide direction to staff on positions consistent with the Board-adopted legislative platform.</p>	<p>President – Bill Jahn, City of Big Bear Lake Vice President – L. Dennis Michael, Rancho Cucamonga Immediate Past President – Janice Rutherford, Supervisor</p>
<p>Right of Way In February 2013, the SANBAG Board President appointed this ad hoc committee.</p>	<p>Review Right of Way policies and make recommendations on changes and signature authority limits.</p>	<p>Curt Emick, Apple Valley James Ramos, Supervisor Deborah Robertson, Rialto Michael Tahan, Fontana</p>
<p>Transit Review Ad Hoc Committee In July 2013, the SANBAG Board President appointed this ad hoc committee.</p>	<p>Review transit agency efficiencies and maximize transit funding.</p>	<p>Janice Rutherford, Supervisor – Chair Jim Harris, Twentynine Palms Robert Lovingood, Supervisor Ryan McEachron, Victorville L. Dennis Michael, Rancho Cucamonga Dusty Rigsby, Loma Linda Alan Wapner, Ontario</p>

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SANBAG Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p>Transportation Technical Advisory Committee (TTAC) Committee membership consists of a primary staff representative of each SANBAG member agency designated by the City Manager or County Administrative Officer.</p>	<p>SANBAG's Transportation Technical Advisory Committee was formed by SANBAG management to provide input to SANBAG staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SANBAG Board of Directors.</p> <p>The TTAC is not a Brown Act committee.</p>	<p>Generally meets on the first Monday of each month at 1:30 PM, at SANBAG.</p>
<p>City/County Manager's Technical Advisory Committee (CCM TAC) The committee is made up of up to two representatives of the County Administrator's Office and the city manager or administrator from each city and town in the County.</p>	<p>SANBAG's City/County Manager's Technical Advisory Committee was established in the Joint Powers Authority that established SANBAG. The primary role of the committee is to provide a forum for the chief executives of SANBAG's member agencies to become informed about and discuss issues facing SANBAG. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns.</p> <p>The CCM TAC is a Brown Act Committee.</p>	<p>Meets on the first Thursday of each month at 10:00 AM, at SANBAG.</p>
<p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) Membership consists of 13 members appointed by the SANBAG Board of Directors 6 representing Public Transit Providers 1 representing County Dept. of Public Works 1 representing the Consolidated Transportation Services Agency 5 representing Social Service Providers</p>	<p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC's statutory responsibilities:</p> <ol style="list-style-type: none"> (1) Review and make recommendations to SANBAG on annual Unmet Transit Needs, Federal Transit Administration and Measure I Program applications and reports. (2) Assist SANBAG in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan and disseminate information in reference to State law and recommendations as they relate to transit and specialized transit. (3) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit. (4) Address any special issues of PASTACC voting and non-voting members. <p>The PASTACC is a Brown Act committee.</p>	<p>Meets the second Tuesday every other even month at 10:00 AM, at SANBAG.</p>
<p>Planning and Development Technical Forum (PDTF) Committee membership consists of a primary staff representative of each SANBAG member agency designated by the City Manager or County Chief Executive Officer.</p>	<p>The SANBAG Planning and Development Technical Forum was formed by SANBAG management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance.</p> <p>The PDTF is not a Brown Act Committee.</p>	<p>Meets the 4th Wednesday of each month at 2:00 p.m. at the Depot (in the SCAG Office).</p>

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SANBAG Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p>Project Development Teams</p>	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SANBAG staff.</p> <p>Teams are generally composed of technical representatives from SANBAG, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project.</p> <p>PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.</p> <p>PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.</p> <p>The PDTs are not Brown Act Committees.</p>	<p>Varies with the PDT, at SANBAG.</p>

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

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

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

San Bernardino Associated Governments



MISSION STATEMENT

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

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

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

Approved June 2, 1993
Reaffirmed March 6, 1996