

AGENDA

Board of Directors Metro Valley Study Session

May 15, 2014

**** Start Time: 9:00 a.m. ****

Location:

SANBAG Offices

1st Floor Lobby

1170 W. 3rd Street

San Bernardino, CA 92410

Board of Directors

Valley Representatives

Study Session Chair

Dick Riddell, Council Member
City of Yucaipa

Study Session Vice-Chair

Michael Tahan, Council Member
City of Fontana

Dennis Yates, Mayor
City of Chino

Ed Graham, Mayor
City of Chino Hills

Frank Navarro, Council Member
City of Colton

Walt Stanckiewitz, Mayor
City of Grand Terrace

Larry McCallon, Mayor Pro Tem
City of Highland

Rhodes "Dusty" Rigsby, Mayor
City of Loma Linda

Paul M. Eaton, Mayor
City of Montclair

Alan Wapner, Mayor Pro Tem
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Pete Aguilar, Mayor
City of Redlands

Deborah Robertson, Mayor
City of Rialto

R. Carey Davis, Mayor
City of San Bernardino

Ray Musser, Mayor
City of Upland

Mountain/Desert Representatives

Cari Thomas, Mayor
City of Adelanto

Curt Emick, Council Member
Town of Apple Valley

Julie McIntyre, Mayor
City of Barstow

Bill Jahn, Council Member
City of Big Bear Lake

Mike Leonard, Council Member
City of Hesperia

Edward Paget, Mayor
City of Needles

Jim Harris, Council Member
City of Twentynine Palms

Ryan McEachron, Mayor
City of Victorville

George Huntington, Council Member
Town of Yucca Valley

County Board of Supervisors

Robert Lovingood, First District
Janice Rutherford, Second District

James Ramos, Third District
Gary Ovitt, Fourth District

Josie Gonzales, Fifth District

Ex-Officio Member - Basem Muallem, Caltrans District 8 Director
Ray Wolfe, SANBAG Executive Director
Eileen Teichert, SANBAG General Counsel

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

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

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

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

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

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

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

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

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

**Board of Directors
Metro Valley Study Session**

**May 15, 2014
9:00 a.m.**

**LOCATION:
Santa Fe Depot
1170 W. 3rd Street, 1st Floor Lobby, San Bernardino**

CALL TO ORDER – 9:00 a.m.
(Meeting chaired by Mayor Dick Riddell)

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements
- IV. Agenda Notices/Modifications – Nessa Williams

1. Possible Conflict of Interest Issues for the SANBAG Board of Directors Metro Valley Study Session Meeting May 15, 2014. Pg. 9

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Board of Directors Metro Valley Study Session Attendance Roster Pg. 12

A quorum shall consist of a majority of the membership of the SANBAG Board of Directors.

3. Construction Contract Change Orders to on-going SANBAG Construction Contracts with KASA Construction, Natures Image, Ortiz Enterprises Inc. and Riverside Construction Company, Inc. Pg. 16

Review and ratify change orders. Garry Cohoe

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

Notes/Action

Discussion Calendar

Project Delivery

4. On Call Environmental Request For Proposals Pg. 22

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

Authorize and approve release of Request for Proposal (RFP) 14144 for On-Call Environmental Services for the support of the Major Projects Program. **Paula Beauchamp**

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

5. Declaration of Surplus Parcels for the Interstate 15 (I-15)/Interstate 215 (I-215) Interchange (Devore) Reconstruction Project Pg. 55

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

Approve determination that APN 0348-132-17, APN 0349-152-18 and 19, APN 0349-152-11, APN 0349-152-13, and 0349-111-18 are surplus parcels for the I-15/I-215 Devore Reconstruction Project and are no longer necessary for construction, staging, storage, or mitigation/exchange on the project or any other anticipated future use, and authorize disposition of said surplus parcels once necessary code compliance conditions are met.

Dennis Saylor

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this agenda item.

6. State Route 210 (SR-210) Pepper Avenue Interchange Project Pg. 57

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

Approve Amendment No. 2 to Contract No. C11002 with Civil Works Engineers for the SR-210 Pepper Avenue Interchange project for an increase of \$286,509.02, for a revised not-to-exceed contract amount of \$2,110,813.02.

Dennis Saylor

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG Contract Administrator and General Counsel have reviewed the agenda item and Amendment.

Discussion Continued...**Project Delivery**

7. **Caltrans Interstate 15 (I-15) Cajon Pass Rehabilitation Construction Project** Pg. 66

Receive information regarding upcoming pavement repair and replacement on the Cajon Pass section of I-15. **Garry Cohoe**

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

Transportation Fund Administration

8. **State Route 60 (SR-60) Archibald Avenue Interchange Memorandum of Understanding** Pg. 67

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

Approve Memorandum of Understanding No. C14137 with the City of Ontario for the development of the State Route 60 Archibald Avenue Interchange project. **Carrie Schindler**

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

9. **Funding Agreement for I-10/Tippecanoe Interchange Project** Pg. 76

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

Approve Amendment No. 1 to the I-10/Tippecanoe Interchange Right-of-Way and Construction Cooperative Agreement No. R10200 with the Inland Valley Development Agency, the City of Loma Linda and the City of San Bernardino removing the agreement termination date of June 28, 2014, and revising the total cost from \$70,508,000 to \$71,442,279, the amount of buy-down funding from \$33,684,000 to \$37,197,473, the amount of Developer Share contribution from \$12,744,000 to \$11,848,703, and the amount of Public Share contribution from \$24,081,000 to \$22,396,103 including the addition of State Proposition 1B Trade Corridor Funds. **Carrie Schindler**

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

Discussion Continued...

Regional/Subregional Planning

10. **Draft Jurisdiction-level Growth Forecasts for the 2016-2040 Regional Pg. 87 Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**

Receive information on draft jurisdiction-level growth forecasts for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. **Josh Lee**

This item is not scheduled for review by any other policy committee. The information in this item was presented to the Planning and Development Technical Forum (local planning/community development directors) on April 23, 2014, and the City/County Managers Technical Advisory Committee on May 1, 2014.

Transit/Commuter Rail

11. **Financial Commitment to the Southern California Regional Rail Pg. 93 Authority for Fiscal Year 2014/2015**

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

1. Approve Fiscal Year 2014/2015 operating assistance allocation of \$11,804,830 in Valley Local Transportation Funds to the Southern California Regional Rail Authority.
2. Provide direction to the Southern California Regional Rail Authority staff that budget cuts required as a result of Recommendation #1 above, shall not come at the expense of reduced service.
3. Approve Fiscal Year 2014/2015 capital assistance allocation of \$5,232,400 in Federal Transit Administration 5337 funds with local match to be funded from Toll Credits.
4. Approve Fiscal Year 2014/2015 Rotem car reimbursement of \$1,000,000 in Federal Transportation Administration 5337 funds and \$1,391,782 in Federal Transportation Administration 5309 fixed guideways to the Southern California Regional Rail Authority for costs associated with the purchase of Rotem cars originally funded by Orange County Transportation Authority, per the reimbursement plan approved by the Board of Directors on July 10, 2013. **Mitch Alderman**

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

Public Comments

Additional Items from Committee Members

Director's Comments

Brief Comments by General Public

Pg. 133

Additional Information

Acronym Listing

ADJOURNMENT:

**The next Board of Directors Metro Valley Study Session will be:
June 12, 2014**

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

Meeting Procedures and Rules of Conduct

Meeting Procedures

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

Accessibility

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

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting, Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Attendance.

- The Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.
- A Member/Alternate, who arrives after attendance is taken, shall announce his/her name prior to voting on any item.
- A Member/Alternate, who wishes to leave the meeting after attendance is taken but before remaining items are voted on, shall announce his/her name and that he/she is leaving the meeting.

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 "aye" votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion, shall individually and orally state the Member's "nay" vote or abstention. Members present who do not individually and orally state their "nay" vote or abstention shall be deemed, and reported to the public, to have voted "aye" on the motion.

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/she would like to amend the 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 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.



- 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: May 15, 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:

| Item No. | Contract No. | Principals & Agents | Subcontractors |
|----------|--------------|--|---|
| 3-A | C13002 | KASA Construction <i>Diana Kasbar</i> | MSL Electric, Inc. Quality Hydroseeding & Restoration Treesmith Enterprises, Inc. Turboscape, Inc. |
| 3-B | C13153 | Natures Image <i>Michelle Caruana</i> | None |

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

Check all that apply.
 MVSS1405z-gc

Board Metro Valley Study Session Agenda Item

May 15, 2014

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| | | | |
|------------|---------------|--|--|
| <p>3-C</p> | <p>C12224</p> | <p>Ortiz Enterprises, Inc. <i>Patrick A. Ortiz</i></p> | <p>Alcorn Fence Company Bithell, Inc. Cal-Stripe, Inc. CGO Construction Cooper Engineering Coral Construction Coreslab Structures Diversified Landscape Griffith Company Harber Companies Hardy & Harper Hydro Sprout Integrity Rebar Placers L. Johnson Lincoln Pacific Mahaffey Companies Rogan Concrete Coring & Sawing SRD Engineering, Inc. Statewide Traffic Safety & Signs Superior Gunitite Truesdell Corporation West Coast Welding, Inc.</p> |
| <p>3-D</p> | <p>C12196</p> | <p>Ortiz Enterprises, Inc. <i>Patrick A. Ortiz</i></p> | <p>A.C. Dike Company ACL All American Asphalt CGO Construction Co. Chrisp Company Cindy Trump Inc. DBA Lindy's Cold Planing Coral Construction Co. DC Hubbs Company Diversified Landscape Co. Dywidag Systems International EBS General Engineering, Inc. Foundation Pile Inc. Harber Companies, Inc. Hard Rock Equipment</p> |

| | | | |
|-------------|-----------|---|---|
| 3-D (Cont.) | C12196 | | High Light Electrical, Inc. Integrity Rebar Placers KEC Engineering Malcolm Drilling Co. Maneri Traffic Control R.J. Lalonde Inc. SRD Engineering Statewide Traffic Safety & Signs |
| 3-E | C13121 | Riverside Construction Inc. <i>Donald M. Pim</i> | Caliagua, Inc. C.P. Construction Crown Fence Company Griffith Company High Light Electric Integrity Rebar Placers Malcolm Drilling Match Corporation Old Castle Precast |
| 6 | C12214-01 | Civil Works Engineers, Inc. <i>Marie Marston</i> | Arellano & Associates Corridor Analysis Group Delta IBI Group ICF Jones & Stokes PQM Tatsumi & Associates VA Consulting |

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

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

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2014

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

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BOARD OF DIRECTORS METRO VALLEY STUDY SESSION 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 | | X | | | | | | | | |
| Edward Paget City of Needles | | | | X | | | | | | | | |
| Alan Wapner City of Ontario | | | X | X | | | | | | | | |
| L. Dennis Michael City of Rancho Cucamonga | | | X | X | | | | | | | | |
| Pete Aguilar City of Redlands | | X | X | X | | | | | | | | |
| Deborah Robertson City of Rialto | | X | X | | | | | | | | | |
| R. Carey City of San Bernardino | | | X | X | | | | | | | | |
| Patrick Morris City of San Bernardino | | X | | | | | | | | | | |
| Jim Harris City of Twentynine Palms | | X | X | X | | | | | | | | |
| Ray Musser City of Upland | | X | X | | | | | | | | | |
| Ryan McEachron City of Victorville | | X | X | X | | | | | | | | |
| Dick Riddell City of Yucaipa | | X | X | X | | | | | | | | |
| George Huntington Town of Yucca Valley | | | | | | | | | | | | |

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

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2013

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

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BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2013

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

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

modifications to Drainage Systems 14, 15, 16, 18, 45, 46, 47, 49 and 54 utilizing existing abandoned drainage pipe systems).

- D. CN C12196 with Ortiz Enterprises, Inc. for construction of the I-10 Tippecanoe Interchange Phase 1 reconstruction project: CCO No. 15 Supplement 6 (\$85,000.00 increase in funds to compensate contractor for additional handling and hauling of Aerial Deposited Lead (ADL) stockpile material while resolving NOPC No. 3), CCO No. 16 Supplement 2 (\$14,200.00 increase in funds for removal of 710 cubic yards of excavated material from the project site while resolving Notice of Potential Claim (NOPC) No. 4-2-26-13), CCO No. 27 Supplement 2 (\$10,332.55 increase in funds for importing and placing replacement backfill material with proper R-Value over ADL material), CCO No. 35 Supplement 2 (\$10,331.48 increase in funds for installing Class II Aggregate Base in lieu of ADL material for eastbound off ramp embankment), CCO No. 43 (no cost/no credit change for one day time extension to the contract schedule while resolving NOPC No. 21-1-14-13), CCO No. 44 (\$3,635.21 increase to compensate contractor 50% of costs for full closure of Tippecanoe/Anderson while bridge railing was demolished), CCO No. 45 (\$3,500.00 increase to compensate contractor for refreshing of temporary traffic stripe as requested by Caltrans) and CCO No. 46 (\$9,402.94 increase to compensate contractor for additional grading and concrete placement to provide for 15" concrete rock blanket base).
- E. CN C13121 with Riverside Construction Company for construction of the Laurel Street Grade Separation project: CCO No. 2 (\$10,000.00 increase for removal and disposal of buried man-made objects in accordance with the Standard Specifications), CCO No. 7 (\$109,740.02 increase to compensate contractor for AT&T costs to temporarily relocate their utility over the BNSF tracks) and CCO No. 12 (\$10,000.00 increase to compensate contractor for relocating existing SCRRRA materials within the limits of planned detention basin).

Financial Impact: This item imposes no financial impact, as all CCOs are within previously approved contingency amounts under Task No's. 0824, 0826, 0842 and 0884.

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

Responsible Staff: Garry Cohoe, Director of Project Delivery

| I-10/Cherry Interchange – Executed Change Orders | | |
|---|---|-----------------------|
| Number | Description | Amount |
| 1 | Additional Traffic Control System | \$35,000 |
| 2 | Maintain Existing Irrigation System | \$5,000 |
| 3 | Water Pollution Control Maintenance Sharing | \$20,000 |
| 4 | Additional Striping and Temporary Pavement | \$30,000 |
| 4 S-1 | Additional Striping - Supplement 1 | \$15,000 |
| 4 S-2 | Additional Striping – Supplement 1 | \$ 30,000.00 |
| 5 | SWPPP Change of Risk Level | -\$39,090 |
| 6 | Dispute Review Board | \$15,000 |
| 7 | Partnering | \$20,000 |
| 8 | Compliance with Right-of-way Obligations | \$60,000 |
| 8 S-1 | Compliance with Right-of-way Obligations – Suppl. 1 | \$60,000 |
| 9 | Graffiti removal | \$15,000 |
| 9 S-1 | Graffiti removal – Supplement 1 | \$25,000 |
| 10 | Maintain Existing Electrical System | \$10,000 |
| 10 S-1 | Maintain Existing Electrical System – Supplemental 1 | \$20,000 |
| 11 | Spillway Drainage Connection to DS-1 | \$25,000 |
| 11 S-1 | Spillway Drainage Connection to DS-1 – Sup. 1 | \$13,000 |
| 12 | Temporary Light Poles | \$20,000 |
| 13 | Remove Existing Sign Structure | \$10,260 |
| 14 | Compensation for Row Obstruction (Leach Tank) | \$10,780 |
| 15 | Revision to Contract Special Provisions for Remove Tree | \$0 |
| 16 | RW 680 Footing Modifications | -\$21,490 |
| 17 | Remove Existing Asbestos Pipe | \$10,797 |
| 20 | Driveway for Truck Stop Facility | \$0 |
| 21 | Remove Tree Item Adjustment | \$103,187.55 |
| 22 | Change in Alignment for SW 697 | \$0 |
| 23 | Modified Concrete Barrier for Light Poles | \$25,000 |
| 25 | Additional Grout at Sound wall 697 | \$5,000 |
| 26 | New Drainage System at RW 33 | \$5,199.50 |
| 27 | Modifications to Drainage System No. 1 channel wall | \$21,477.30 |
| 28 | Just-In-Time-Training | \$1,110 |
| 29 | Maintain Existing Drainage System | \$20,000 |
| 30 | Modifications to Drainage Systems | -\$115,480.50 |
| 31 | Payment to Edison | \$10,000 |
| CCO TOTAL | | \$464,750.85 |
| TOTAL CONTINGENCY AND SUPPLEMENTAL | | \$4,690,315.79 |

Bolded Construction Change Orders approved since the last reporting to the Metro Valley Study Sessions Committee

Amounts shown in parentheses represent a credit to the Agency

| I-10 Tippecanoe Avenue Phase 1 – Executed Change Orders | | |
|--|--|--------------------|
| Number | Description | Amount |
| 1 | Maintain Auxiliary Lane | \$27,010.00 |
| 2 | Removal of Trees Along Tippecanoe Avenue | \$16,753.74 |
| 3 | Traffic Control | \$10,000.00 |
| 4 | Partnering | \$15,000.00 |
| 5 | Dispute Review Board | \$15,000.00 |
| 6 | Graffiti Removal | \$4,000.00 |
| 7 | Removal of Man-Made Buried Object | \$10,000.00 |
| 8 | Expediting Construction of Pier 2 Wall and Channel Invert Per ACOE Direction | \$3,000.00 |
| 9 | Expediting Modification of RCB Connection to San Timoteo Creek Wall Per ACOE Direction | \$19,435.00 |
| 10 | Shared Maintenance of SWPPP Components | \$15,000.00 |
| 11 | Roadway Repairs Caused by Public Traffic | \$5,000.00 |
| 12 | Maintain Existing Planting and Irrigation Systems | \$10,000.00 |
| 12 S-1 | Supplement #1 to CCO #12 | \$16,000.00 |
| 13 | Modify Drainage Detail #11 | \$4,607.18 |
| 14 | Restriping Tippecanoe Ave. And Anderson St. | \$16,809.40 |
| 14 S-1 | Traffic Control Plan for Restriping | \$1,310.00 |
| 15 | Disposition of ADL Soil | \$137,620.00 |
| 15 S-1 | Traffic Control Plan | \$10,000.00 |
| 15 S-2 | Disposition of ADL Soil – Extra Work at Force Account | \$209,580.00 |
| 15 S-3 | Additional Time Related Overhead for Change Order #15 and Change Order #16 | \$73,170.00 |
| 15 S-4 | Additional Funds for SWPPP Maintenance | \$10,000.00 |
| 15 S-5 | Settlement of NOPC No. 3-2-26-13 and NOPC No. 4-2-26-13 | \$44,607.30 |
| 15 S-6 | Additional Funds - Disposition of ADL Soil | \$85,000.00 |
| 16 | Increase/Decrease in Retaining Wall Material | \$72,240.00 |
| 16-S1 | Additional Quantities for Retaining Wall Material | \$51,786.28 |
| 16 S-2 | Additional Funds | \$14,200.00 |
| 17 | Temporary Fiber Optic Change | \$20,554.27 |
| 18 | Modify Drainage Detail 18A and 18D | -\$1,386.69 |

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| | | |
|---|---|-----------------------|
| 19 | Differing Site Conditions – San Timoteo Creek Bridge – Abutment #1 | \$7,000.00 |
| 20 | Maintain Existing Electrical Systems | \$15,000.00 |
| 21 | Elimination of Item #51 | -\$3,000.00 |
| 23 | Removal of Additional Trees – Resolution of NOPC 1-11-02-13 | \$32,666.76 |
| 24 | Replacing JPCP and LCB with Rapid Set JPCP and Rapid Set LCB | \$20,005.77 |
| 25 | Revision of Staging Plans | \$9,778.20 |
| 26 | Weekend Closures on I-10 Tippecanoe EB Off-Ramp | \$0.00 |
| 27 | Mitigation of Low R-Values Inside ADL Section | \$25,000.00 |
| 27 S-1 | Supplement 1 – Mitigation of Low R-Values Inside ADL Section | \$15,000.00 |
| 27 S-2 | Additional Funds | \$10,332.55 |
| 28 | Mitigation of Low R-Values Outside ADL Section | \$80,000.00 |
| 29 | Rebar Couplers for San Timoteo Creek Bridge Closure Pour | \$32,000.00 |
| 30 | Pedestrian Push Button Assembly | \$5,000.00 |
| 31 | Replacement of Liquid Asphalt (Prime Coat) with Slow Setting Asphaltic Emulsion | \$0.00 |
| 32 | Change from LCB and JPCP to LCB RS and JPCP RS at Ramp Termini | \$35,308.60 |
| 33 | Replacement of Concrete Curb on Street and Off-Ramp | \$3,684.00 |
| 34 | Modification of DRB Agreement – Position Paper Due Dates | \$0.00 |
| 35 | Placement of Class II Aggregate Base on Tippecanoe Off-Ramp | \$38,500.00 |
| 35 S-1 | Additional Funds | \$16,000.00 |
| 35 S-2 | Additional Funds | \$10,331.48 |
| 40 | Drainage System behind Retaining Wall 220 | \$ 5,000.00 |
| 40 S-1 | Additional Funds | \$ 1,000.00 |
| 41 | Modifications to Electrical Systems | \$ 10,000.00 |
| 42 | Tree stump Removal | \$ 2,000.00 |
| 43 | One day Time Extension – NOPC No. 21-1-14-13 resolution | \$0.00 |
| 44 | Full Closure of Tippecanoe/Anderson – Bridge Demo | \$3,635.21 |
| 45 | Refreshing Temporary Strip per Caltrans request | \$3,500.00 |
| 46 | Rock Blanket additional grading and concrete | \$9,402.94 |
| CCO TOTAL | | \$1,151,039.81 |
| TOTAL CONTINGENCY AND SUPPLEMENTAL | | \$1,708,094.20 |

Bolded Construction Change Orders approved since the last reporting to the Metro Valley Study Sessions Committee

Amounts shown in parentheses represent a credit to the Agency

| SR-210 Segments 9&10 EEP – Executed Change Orders | | |
|--|------------------------------|---------------------|
| Number | Description | Amount |
| 1 | Repair Irrigation Controller | \$ 616.43 |
| CCO TOTAL | | \$ 616.43 |
| TOTAL CONTINGENCY AND SUPPLEMENTAL | | \$ 91,226.10 |

| SR-210 Segment 11 Landscaping - Executed Change Orders | | |
|---|---|----------------------|
| Number | Description | Amount |
| 2 | Additional Roadside Signs | \$ 1,955.96 |
| 3 | Increase for Water Meter Costs | \$ 41,729.38 |
| 4 | Exploratory Excavation for irrigation lines | \$ 30,000.00 |
| 5 | Installation of Irrigation Crossovers | \$ 40,000.00 |
| CCO TOTAL | | \$ 113,685.34 |
| TOTAL CONTINGENCY AND SUPPLEMENTAL | | \$ 414,031.83 |

| Laurel Street Grade Separation - Executed Change Orders | | |
|--|---|------------------------|
| Number | Description | Amount |
| 1 | Maintain Roadway and Maintain Traffic | \$ 20,000.00 |
| 2 | Removal and Disposal of Buried Man Made Object | \$ 10,000.00 |
| 3 | Revised City of Colton Electrical E-02 | \$ 9,476.14 |
| 6 | Increase TWC size of vault | \$ 4,515.00 |
| 7 | Compensate Contractor for Payment to AT&T Utility | \$ 109,740.02 |
| 8 | 36" Casing-Waterline | \$ 86,535.00 |
| 9 | DRB | \$ 22,500.00 |
| 10 | Different in cost 750mm wire in lieu of 500 mm | \$ 4,000.00 |
| 11 | Increase depth of Colton Vault | \$ 25,000.00 |
| 12 | Remove Existing SCRRA Materials | \$ 10,000.00 |
| CCO TOTAL | | \$ 301,766.16 |
| TOTAL CONTINGENCY AND SUPPLEMENTAL | | \$ 2,754,187.72 |

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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: 4

Date: May 15, 2014

Subject: On Call Environmental Request For Proposals

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

Authorize and approve release of Request for Proposal (RFP) 14144 for On-Call Environmental Services for the support of the Major Projects Program.

Background: This action will lead to a new consultant contract. In January 2009, the Board of Directors awarded a \$1.3M three-year on-call environmental contract to fulfill the need for professional environmental oversight services and for specialized professional services for the various projects within the Major Projects Program. This contract was subsequently amended twice to increase the contract value to a total of \$3.7M and to extend the contract time to the end of January 2014. More recently, it was amended to extend the duration through January 2015 at no additional cost.

Since the inception of the environmental on-call contract, many necessary services have been completed to assist in the timely delivery of SANBAG's major projects. These services include peer review of environmental documents to ensure completeness, proactively identifying potential environmental risks early

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

Check all that apply.

MVSS1405a-pb

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/ContractsWorkInProgress%20Files%20%202014/C14144.%20Att%20A.%20Scope%20of%20Work.docx>

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/ContractsWorkInProgress%20Files%20%202014/RFP14144.docx>

in a project's schedule, early integration of environmental constraints into the project's design, developing mitigation strategies prior to entering into negotiations with the resource agencies, coordination with the resource agencies, paleontological and biological monitoring, and environmental permitting. The environmental services span from the conceptual phase of a project through construction and may include post-construction regulatory permitting requirements for some projects.

SANBAG has benefitted enormously from the on-call environmental resource. The benefits have resulted in time and money savings, making delivery dates, receiving funding, and constructing projects in compliance with permits and other regulatory requirements. The peer review has effectively reduced the need for multiple Caltrans review iterations for various environmental documents, thereby saving time in the project schedule, saving SANBAG consultant resources, and optimizing the use of Caltrans' limited resources. In fact, the benefit of peer review of the environmental documents has been noted by Caltrans in high level management meetings where the District 8 Deputy of Environmental Services has noted the added quality to SANBAG's environmental technical studies. For some of SANBAG's projects the schedules have been accelerated and/or maintained to gain funding or eliminate the risk of losing funds. For example, SANBAG's I-215 Segments 1 and 2 required an accelerated environmental clearance for changes to the utility layout. The clearance needed to be accelerated to meet the requirements of the Federal American Recovery and Reinvestment Act (ARRA) program. Caltrans informed us that they did not have the resources to complete environmental tasks. Through the use of the on-call environmental contract the work was performed quickly such that we were able to achieve the environmental clearance for the utilities, which allowed for the right-of-way certification of the project and the award of \$128 million of ARRA funds. Additionally, the environmental on-call contract assisted in our success in delivering the Trade Corridor Improvement Fund (TCIF) and Corridor Mobility Improvement Account (CMIA) funded projects, which had scheduling constraints. All these projects have been completed or are under construction.

Through the use of the on-call environmental contract on two of our high profile projects, the Colton Crossing project and the Interstate 15/Interstate 215 (Devore Interchange) Improvement project were successfully delivered. The Colton Crossing achieved environmental clearance in a time frame that many said was not doable. The Devore Interchange obtained clearance in a timely manner allowing the project to receive some State Highway and Operation Program funds and to be selected for the pilot design-build program. Fast paced activities for the Devore project included peer review of environmental studies, negotiating with the United States Army Corps, the United States Department of Fish and Wildlife, and negotiating for mitigation property. This dedicated approach has

successfully contributed to moving the Devore Interchange project into construction.

Numerous environmental tasks for the many projects in the Major Projects Program have been completed. In part the list of tasks completed includes:

- Oversight and peer review for environmental documents and studies, and Project Development Team (PDT) representation.
- Processing of jurisdictional water permits.
- Researching and negotiating for mitigation property.
- Review of Initial Site Assessment (ISA) and Hazardous Materials Disclosure documents.
- Review of cultural documents.
- Processing of regulatory permits.

The vigorous Major Projects Delivery Program continues to strive for effective project delivery in conjunction with the other stakeholders such as Caltrans, regulatory agencies, and the local agencies. To meet this need, it is estimated that the on-call environmental service needs for the next five years will be \$3 million. Tasks that yield a product, and are not oversight and peer review, will be assigned by task order. Staff is recommending that the Board of Directors approve the release of a Request for Proposal for On-Call Environmental Services.

Financial Impact: This item is consistent with the proposed Fiscal Year 2014/2015 budget under the various tasks included within the Major Projects Program.

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

Responsible Staff: Paula Beauchamp, Project Delivery Manager

ATTACHMENT "A"

Scope of Work

OVERVIEW

The San Bernardino Associated Governments (SANBAG) will utilize the services of a consultant herein referred to as "CONSULTANT", to provide on-call environmental project management and technical and support services on an as-needed basis for a variety of projects in order to meet the environmental needs of SANBAG's Major Project Program.

Coordination of CONSULTANT will be accomplished through SANBAG's Project Manager or his designee.

The SANBAG Project Manager for this contract shall be:

Mr. Garry Cohoe
Director of Project Delivery

APPLICABLE STANDARDS

Deliverables and related material as requested for federal aid and on-system State Highway projects shall be prepared in accordance with current Department of Transportation (CALTRANS) regulations, policies, procedures, manuals, and standards including compliance with Federal Highway Administration (FHWA) requirements unless directed otherwise. Deliverables and related materials requested for all other agencies shall be consistent with the requirements of that agency in addition to federal, state, local agency requirements, regulations, policies, procedures, manuals, and standards.

All deliverables and supporting materials furnished under this Scope of Work shall be of a quality acceptable to SANBAG and/or other relevant agencies. The criteria for acceptance shall be a product of neat appearance, well organized, technically and grammatically correct and checked. The appearance, organization, methodology, and content of all deliverables and supporting materials shall be to applicable standards or as otherwise directed.

Qualifications of individuals performing services shall, at a minimum, meet the applicable qualifications noted in the CALTRANS Standard Environmental Reference.

Guidance for each activity or deliverable can be found at the CALTRANS Standard Environmental Reference and within the Work Breakdown Structure (WBS) Manual located at:

Standard Environmental Reference

<http://www.dot.ca.gov/ser/>

Workplan Standards Guide, 10.2 (Dec. 2012)

http://www.dot.ca.gov/hq/projmgmt/documents/wsg/WSG_10-2.pdf

Additional guidance, in part, is below:

- Preliminary Environmental Analysis Report Handbook
- Project Development Procedures Manual (PDPM),
- Traffic Noise Analysis Protocol and Technical Noise Supplement
- Highway Design Manual (HDM)
- Storm Water Project Planning and Design Guide (PPDG)
- Guidance Papers on Implementation of NEPA/404 MOU
- Project Planning and Design Guide (PPDG),
- Traffic Volume Data
- Technical Noise Supplement
- Traffic Noise Analysis Protocol
- Storm Water Pollution Protection Plan Guidelines for Environmental Planning
- Right of Way Manual - Reference Version, Chapter 10
- Surveys Manual

ON-CALL ENVIRONMENTAL SERVICES

The CONSULTANT services may include oversight of SANBAG consultants preparing environmental studies and reports for a specific highway improvement project, and it may include completing specific environmental tasks required for the development of highway projects. The services of the consultant will vary depending on when they are providing oversight services or are responsible for the completion of the task. Environmental services may include, but not be limited to the following:

Environmental Project Management

CONSULTANT may be asked to serve as the SANBAG Environmental Project Manager (PM), on a project and serve as the single point of contact for all environmental related questions, requests, and submittals. PM shall understand the project schedule and support/conduct/coordinate/oversee any and all studies, analysis, requirements and meetings needed to successfully complete environmental requirements leading to NEPA and or CEQA compliant environmental documents such that the project schedule is not impacted negatively.

PM shall coordinate with CALTRANS and/or all other agencies involved or potentially impacted by the Project. PM shall inform SANBAG prior to all contacts, meetings, notifications, and correspondence with CALTRANS or any other agencies.

PM shall conduct ongoing reviews of consultant/subconsultant progress in performing the work and furnish comments in a timely manner.

PM shall draft and/or review certain types of correspondence to subconsultants, property owners, and/or representatives of various agencies, as necessary.

PM shall assist in the coordination of the distribution of relevant public information.

On a monthly basis, as requested by SANBAG, CONSULTANT shall prepare and submit to SANBAG a monthly status report that indicates the work progress achieved during the period. The report shall summarize the actual work progress compared with estimated progress and will identify problem areas, provide evaluations, recommendations and an outline on the process which CONSULTANT, and SANBAG will follow to rectify the problem(s). The progress report shall be submitted with the monthly invoice.

PM shall maintain a schedule of environmental activities, action items, four week look ahead, and update this information monthly. Activities shall be linked to other project specific functional activities as predecessors or successors, as appropriate.

PM shall review the subconsultants, or oversight the work of other consultants performing environmentally related tasks, Project Control or Work Plan documents submitted to ensure their understanding of the level of information required, reporting procedures and formats, stakeholders, schedule, report cycle, and the intended use of each document.

PM shall receive and review monthly progress reports from subconsultant or other consultants performing environmental related tasks.

PM shall review with subconsultant or other consultant, requests for change orders and/or extensions of time when such requests are determined to be necessary.

For subconsultants, PM shall review all contractual payments and assure consistency with the progress of the associated activity.

PM may be assigned to a single or multiple projects.

Coordination and Consultation

CONSULTANT may be consulted for guidance, options, opinions, and strategies related to environmental issues in support of SANBAG projects and the SANBAG program.

CONSULTANT may be asked to perform an independent cost estimate, review a cost proposal and/or scope of work, or otherwise assist on development of a scope of work for environmental work required in any phase of a project.

CONSULTANT may be asked to lead the effort on coordination and/or consultation with one or more resource agencies.

Peer Review

In an oversight capacity, CONSULTANT may be asked to review and comment upon any and all environmental studies, analysis, reports, and/or plans prepared by other consultants, and to attend relevant meetings in order to gain background on the topics included in the aforementioned documents. Expertise related to air quality, noise studies, hazardous waste, environmental justice, biological issues/assessments, cultural issues, water quality, visual/aesthetic resources, land use issues, regulations, storm water, and other specialties will be required.

Permits and Permit Requirements

CONSULTANT may be asked to apply for resource agency permits and/or to successfully complete activities necessary to successfully fulfill environmental permit requirements. Activities may be required to be performed prior to and/or during construction. In addition, CONSULTANT may be asked to perform mitigation and restoration monitoring on a post-construction basis.

Environmental Documents

CONSULTANT may be asked to produce NEPA and/or CEQA compliant environmental documents/studies such as Initial Studies/Environmental Assessments (IS/EA), Environmental Impact Report/Environmental Impact Studies (EIR/EIS), environmental re-evaluations, supplemental EIS and/or reassessments of existing/outdated materials. In addition to meeting federal and state requirements, the Caltrans Standard Environmental Reference shall be utilized to assure compliance with formatting and content of documents.

Studies and Reports

CONSULTANT may be asked to provide as needed environmental support, field study, technical study and the associated reporting. Expertise related to air quality, noise studies, hazardous waste, environmental justice, biological issues/assessments, cultural issues, paleontological issues, water quality, visual/aesthetic resources, land use issues, current regulations, and other specialties will be required.

Reports prepared by CONSULTANT shall be submitted in draft form, and opportunity provided for SANBAG peer review. After addressing the peer review comments the draft document shall be submitted to CALTRANS, if applicable, to review and direct revisions prior to finalizing.

CONSULTANT shall provide the reproduction services required for the projects inclusive of the number of individual sets to be delivered for the submittal tasks outlined in this Scope of Work.

Work Breakdown

The tasks that the CONSULTANT will be providing services for include, but are not limited to the task listed below. The responsibility of the CONSULTANT will vary depending on whether they are providing oversight services or are responsible for the completion of the task.

PROJECT MANAGEMENT

Environmental Project Management, Coordination and Consultation, and Peer Review will be performed under the Environmental Project Management Tasks below. Other study related activities performed by the consultant will be performed under the work break down structure following this section.

100.10 Project Management – Project Approval and Environmental Document Component

100.20 Project Management – Construction Component

100.25 Project Management – Right of Way Component

PLANNING PHASE

150.20 Preliminary Environmental Analysis Report (PEAR)

The Preliminary Environmental Analysis Report (PEAR) identifies the potential environmental impacts of each alternative, as well as potential mitigation costs. Although existing data will most frequently be used in the preparation of this report, project specific circumstances may indicate the need for or advisability of conducting more detailed investigations. Costs developed in this activity will be used for programming purposes; consequently, the analysis should be of sufficient detail to identify all potential costs. For those projects where the initiation document is combined with the project report/environmental document (such as PSSRs and PSR/PR), this activity also includes those tasks required for the environmental document.

150.20.05 Initial Noise Study

Evaluate noise and will conduct a background document review of the project vicinity and make contacts with outside agencies and individuals. Perform a windshield survey or equivalent of the project. Documentation will include the results of the background research and fieldwork. It will describe the project setting, identify and describe sensitive receptors, and discuss possible impacts, and potential abatement measures. The documentation will identify anticipated interagency coordination and permits to enter. A summary statement will be provided for inclusion in the PEAR. The summary should note issues, risks, and assumptions that might affect the alternatives, cost, schedule, or viability of the project. Include the approximate delineation of sensitive receptors on mapping. Include a resource estimate and a schedule by WBS code for completing studies for the environmental document. The following attachments will be completed:

- Noise Study portion of the PEAR Environmental Studies Checklist
- Noise Abatement portion of PEAR Environmental Commitments Cost Estimate, for standard PSRs
- Estimated Resources
- Conduct background document review
- Perform a windshield survey or equivalent
- Prepare documentation
- Project setting/sensitive receptors

- Potential impacts
- Potential abatement
- Monitoring
- Agency Coordination
- Recommendations
- Summary
- PEAR Environmental Studies Checklist
- PEAR Environmental Commitments Cost Estimate for standard PSR

150.20.10 Hazardous Waste Initial Site Assessments/Investigations

Hazardous waste Initial Site Assessments (ISA) are required for all projects. This information is required in order to complete the PEAR and PID. Additionally, for “high risk” sites, as assessed by the Hazardous Waste Technical Specialist, it is strongly recommend that a Preliminary Site Investigation (PSI) at least be started during the K Phase.

150.20.15 Scenic Resource and Landscape Architecture Review

This task includes two subtasks: a Scenic Resource Review and a Landscape Architectural Review. The Scenic Resource Review looks at the proposed project to determine if scenic resources exist within the project limits, and whether these resources will be impacted by the proposal. For projects on the State Highway System, the following information is collected:

- Verification of information from the RTP stage;
- Identification of possible scenic resources and the project’s potential visual impact(s);
- Identification of possible mitigation measures and preliminary costs to be included in the PSR estimate (e.g., special grading requirements, architectural features on bridges and walls, urban street amenities, landscape treatment, right-of way requirements)
- Identification of Officially Designated State Scenic Highways in the project area
- Public input is solicited during this phase to address local concerns and integrate appropriate design features through a ‘context sensitive solutions’ approach per Director's Policy DP-22.
- For projects off the State Highway System, a Preliminary Environmental Study (PES) form is completed. The Landscape Architectural Review typically includes recommendations regarding:
 - Design strategies that integrate the project with the surrounding environment.
 - Erosion control, slope design, and Storm Water Data Report recommendations.
 - Replacement Highway Planting and Mitigation Planting requirements
 - Integration with the Comprehensive Corridor Plan, if available
 - Traveler and Worker Safety
 - Preservation of Historic Period Landscapes

150.20.20 Initial NEPA/404 Coordination

Includes Pre-Consultation with appropriate resource agencies in order to reach consensus on need and purpose, avoidance alternatives, and feasible alternatives.

150.20.25 Initial Biology Study

Biologist will perform background research, fieldwork, evaluation and reporting. The fieldwork may be a windshield survey or equivalent, Caltrans photolog or aerial photo survey, and/or on-the-ground survey depending on the size and complexity of the project. For the documentation, summarize the background review and the survey findings. Identify the type of survey used and provide a brief description of the setting and sensitive biological resources present.

Identify specific studies or focused surveys needed for the subsequent environmental document, noting seasonal restrictions or agency protocols that need to be considered in the project schedule. Include an explanation and estimated timeline of required resource agency coordination (e.g., Section 7). Note anticipated permits, agreements or approvals (e.g., 401, 404, 1602). In the preliminary evaluation, consider whether the proposed project may require an Individual 404 permit or qualify for a nationwide permit. Include a list of contacts and sources consulted during the PEAR analysis.

Discuss the project's potential effects on biological resources: recommended avoidance, minimization, and mitigation measures and potential environmental commitments. Identify changes to the project scope or costs that could be driven by biological commitments, such as wetland mitigation, compensatory or replacement habitat acquisition, and habitat restoration. When preparing a standard PSR, provide associated cost estimates and preliminary schedules for habitat acquisition, design, construction, and monitoring. Scheduling should take into consideration the time needed by ROW to acquire permits to enter.

Conclude with a summary paragraph for inclusion in the PEAR. The summary should note potential biological resources issues, risks, and assumptions that might affect the alternatives, cost, schedule, or viability of the project. Include the approximate delineation of known sensitive biological resources on or near the project on the mapping provided by the generalist, and attach it to the documentation. Include a resource estimate and a schedule by WBS code for completing studies for the environmental document and obtaining necessary approvals to achieve PA&ED.

150.20.30 Initial Records and Literature Search for Cultural Resources

The cultural resources specialist conducts background research and fieldwork as appropriate, and prepares documentation. Background research includes literature and database searches (e.g., common references, ethnographic studies, bridge survey, photo logs or DHIPP, Sanborn maps), contacting record repositories (e.g., the appropriate regional Information Center and the Native American Heritage Commission (NAHC) regarding the Sacred Lands Inventory), and soliciting information or concerns from knowledgeable sources such as Native American contacts (tribes and interested parties), organizations (e.g. local historical societies), and individuals (e.g., local historians). In notifying tribes and interested Native American contacts of scoping efforts, ask if they have any known concerns beyond any archaeological properties that could affect the alternatives, cost, schedule, or viability of the project, while assuring the tribal representatives that this inquiry is a very early assessment of the environmental concerns for planning purposes. Fieldwork as discussed here is essentially a preliminary review of the project area, although for small projects, fieldwork may comprise on-the-ground examinations. For larger projects, a windshield survey or equivalent is more appropriate.

Following the pre-field research and fieldwork, the specialists prepare documentation of their findings. The documentation lists the records consulted, contacts made and what was learned, notes the type of survey(s) performed, briefly describes the project setting and sensitivity for cultural resources. The documentation will include a section describing each cultural resource identified during the background research and fieldwork. The documentation discusses the potential effects of the project on resources within or adjacent to the project area and notes potential effects on Section 4(f) properties. In addition the documentation notes whether the proposed project would be located on or affect tribal lands or whether a federal agency is involved. Such circumstances may affect the applicability of the Section 106 Programmatic Agreement. The regular Section 106 process must be followed if the proposed project is located on or affects tribal lands or if another federal agency would be the NEPA federal lead agency. On federal or tribal lands, federal or tribal requirements (e.g. Archaeological Resources Protection Act (ARPA) permits, Native American Graves Protection and Repatriation Act (NAGPRA) Action Plans, or Special Use permits) would also be applicable, depending on the anticipated work involved.

Explain concurrences needed in the environmental document and other coordination required such as consultation with the State Historic Preservation Officer (SHPO) for compliance with Sections 5024 and 5024.5 of the Public Resources Code (PRC) and Section 106 of the National Historic Preservation Act (NHPA).

150.20.40 Initial Community Impact Analysis, Land Use, and Growth Studies

Conduct a pre-field background search (e.g., previous environmental documents) and make contacts with outside agencies (e.g., city planning departments). In most cases, the fieldwork will be limited to a windshield survey or equivalent. The analysis may include a brief review of current census information. The preliminary analysis should identify community impact issues and set the scope of subsequent socioeconomic/community analysis. The analysis will address impacts related to economy, social considerations, environmental justice, relocation, farmlands/timberlands, and community services.

Summarize the results of the background review and fieldwork. Discuss the existing social and economic conditions in the area. Discuss number and type of structures potentially impacted and number of potential relocations, if any. Address impacts to neighborhoods, business districts, and ethnic, disabled or other minority groups. Note anticipated agency coordination, permits, and approvals. Make recommendations for environmental commitments. Include the type and magnitude of studies needed for the environmental document.

The specialist evaluating these resources will conduct a pre-field background search (e.g., previous environmental documents), GIS data-bases, and make contacts with outside agencies. In most cases, the fieldwork will be limited to a windshield survey or equivalent. The preliminary analysis should briefly consider existing and future land use, consistency with State, Regional, and Local Plans, and identify any park and/or recreational facility, equestrian trail, bikeway, or other recreational trail.

Determine if the project and/or alternatives is likely to induce growth in the project area. Identify any local government “no growth” ordinances or policies. Assess the potential for the project to facilitate planned growth, and assess the potential for unplanned growth. Identify if the project will be located along a new alignment or provide new access. Identify any indirect impacts that could result from the project. The PEAR will identify whether a formal growth-related, indirect impact analysis is needed.

150.20.45 Initial Air Quality Study

The specialist evaluating this resource will conduct a background document review of the project vicinity and make contacts, as necessary, with outside agencies and individuals. The specialist will perform a windshield survey or equivalent of the project and provide documentation that includes the results of the background research and fieldwork. The air quality documentation will discuss the attainment status of the project area, potential impacts, potential environmental commitments, and long-term monitoring that may be needed. The documentation will identify conformity, mobile source air toxics (MSATs), particulate matter (PM) 10 and PM 2.5, interagency participation and permits. A summary statement will be provided for inclusion in the PEAR. The summary should note issues, risks, and assumptions that might affect the alternatives, cost, schedule, or viability of the project.

150.20.50 Initial Water Quality Studies

Evaluate potential water quality issues and include a discussion of the various environmental permits that will be required for the project to protect water quality, including pollution from stormwater runoff, waste discharges to land or surface waters, and hazardous waste sites.

Discussion will include details of work performed to identify and remediate hazardous waste properties. Hydrology and Floodplain evaluation is also discussed.

The documentation includes a description of the setting; the findings of background research and field visit; and identifies bodies of water, drainages, rivers and streams that might be impacted. Basin plans that are in effect are reference and existing discharge conditions could affect the project design, scheduling or construction techniques are identified. In addition, anticipated agency coordination, permits, and environmental commitments are documented. This section of the PEAR should include a list of all anticipated waste discharge and dewatering requirements. Discussion is included on how minimization and avoidance of stormwater pollution impacts are to be achieved through permit and Best Management Practices (BMPs) throughout design, construction, and long-term maintenance. The report should note if the project will require structural BMPs; the project footprint may have to be revised to accommodate these features. Structural BMPs must be coordinated with the Project Engineer.

150.20.55 Initial Floodplain Study

Evaluate floodplain issues by reviewing a background document of the project area, reviewing of the Federal Emergency Management Agency (FEMA)/ National Flood Insurance Program flood maps, and contacting outside agencies and individuals as necessary. A field visit should be performed by the Hydraulic Engineer for all but the simplest projects.

The documentation includes a description of the hydraulic and floodplain setting (including any special requirements described in the Basin Plan), describes potential impacts to local hydrology, and identifies additional studies and agency coordination that will be needed for the environmental document. Floodplain criteria as defined in 23 CFR 650, Subpart A (sections

650.101 thru 650.117) may also need to be consulted. The documentation also includes constraints and recommendations that may affect project design.

150.20.60 PEAR Preparation

Prepare Preliminary Environmental Analysis Report (PEAR) or a Categorical Exemption/ Categorical Exclusion (CE/CE) for qualifying projects where the PID is combined with project report/environmental document. Reference the Caltrans PEAR Handbook for further details regarding PEAR preparation, formatting, and content.

150.20.65 Initial Paleontology Study

A paleontological identification report (PIR) may be prepared at any time during project development; however, the PIR is recommended during PEAR preparation in order to document the potential for presence or non-presence of paleontological resources in the project area. Evaluating potential paleontological resources includes a review of databases and/or a background document review, as well as contact with outside agencies, museums, universities, and individuals. Conducting a windshield survey or equivalent of the project area, if appropriate, follows this work. The preparer will describe the geologic and paleontological setting of the project area and the results of database/background/contact review. The report should also discuss tribal government, agency coordination, approvals, and permits (e.g., permits to conduct investigations on BLM, USFS, or USACOE-administered lands).

Provide a summary statement for inclusion in the PEAR. The summary should note issues, risks, and assumptions that might affect the alternatives, cost, schedule, or viability of the project.

150.20.70 Initial Native American Coordination

See WBS 150.20.30

150.20.99 Other PEAR Products

All other work, during the PEAR efforts, not defined or covered in other 150.20 activities.

150.25 Approved PID (PSR, PSSR, etc.)

This activity includes all tasks required to develop the PID text and exhibits, as well as the effort required to circulate, review and update the PID. It also includes the development and approval of any supplemental PIDs.

150.25.05 Draft PID

This activity includes peer review and submittal to Caltrans for on-system and/or federal aid projects.

150.35 Required Permits during Project Initiation Documents Development

This activity includes all work, normally prior to approval of the combined PR/PSSR, required in order to determine what permits may or may not be required. Note: This does not include coordination with resource agencies covering the scoping and NEPA/404 MOU process covered under activities of future phases of the project.

150.40 Permits during Project Initiation Documents Development (if necessary)

All work involved in obtaining permits for combined PR/PSSR, including:

- Discussions and negotiations with the permitting agency.
- Preparation of the permit and attachments such as exhibits, maps, etc.
- Obtain funds for any required permit fee.
- Submit permit application.

Possible Permits Include:

- 150.40.05 U.S. Army Corps of Engineers Permit (404)
- 150.40.10 U.S. Forest Service Permit(s)
- 150.40.20 Department of Fish and Game 1600 Agreement(s)
- 150.40.30 Local Agency Concurrence/Permit
- 150.40.35 Waste Discharge (NPDES) Permit(s) Includes all effort needed to obtain a National Pollutant Discharge Elimination System (NPDES) permit.
- 150.40.40 U.S. Fish and Wildlife Service Approval
- 150.40.45 Regional Water Quality Control Board 401 Permit
- 150.40.95 Other Permits

ENVIRONMENTAL PHASE

165.05.10 Public and Agency Scoping Process

Prepare and publish legal notices, and perform all public and agency participation tasks related to the overall environmental product prior to circulation of the Draft Environmental Document to the public. For on-system projects all documents shall be submitted to Caltrans prior to distribution and/or finalization.

- Prepare written notification of initiation of environmental studies.
- Prepare Draft Notice of Intent (NOI) (NEPA requirement -- EIS only) and submit to FHWA for Federal Register publication.
- Prepare and circulate Notice of Preparation (NOP) (CEQA requirement -- EIR only).
- Conduct and document Public and Agency environmental scoping meeting(s)
- Prepare and coordinate with SANBAG and Tribal Transportation Planning Agency a Public Participation Plan, meeting MPO, State Implementation Plan (SIP), FHWA Metropolitan Planning and tribal requirements.
- Conduct and document public and agency open house and workshop meetings during development of the environmental document.
- Conduct and document other formal and informal public participation activities such as citizen's committees, focus groups, presentations to political bodies, and media appearances, not directly related to preparation and coordination of a technical work product.
- Prepare & circulate newsletters and other public informational and press materials
- Prepare and maintain Project Mailing List

165.05.15 Alternatives for Further Study

The Project Manager, Management, and the Project Development Team select alternative(s) for further study in the Draft Environmental Document and Draft Project Report. The selection process and criteria are documented for use in later stages of the project. Alternatives are based

on those developed and documented in the Project Initiation Document, with additions or deletions as required.

- Perform preliminary alternatives analysis
- Consider public comment and participation
- Review alternatives analysis with Project Development Team
- Prepare and review alternative selection documentation
- Preliminary alternatives analysis report (used by PDT and public)
- Public and PDT Review documentation and comments
- Response to comments

165.10 General Environmental Studies

Perform environmental technical studies, other than for Biology and Cultural Resources, and prepare technical reports and other work products documenting study results.

165.10.15 Community Impact Analysis Land Use and Growth Studies

Perform all activities related to socioeconomic, land use, and growth impact technical studies for use in the environmental document, and prepare a technical report documenting study results.

- Perform ethnicity and economic studies to determine the characteristics of the communities affected by the project. This includes Environmental Justice requirements.
- Perform land use studies to determine the relationship of the project to local, regional, and other planning, and identify compatibility issues with existing land uses.
- Perform growth impact studies.
- Prepare interim reports for internal and peer review.
- Prepare technical report with mapping & other graphics.
- Prepare abstract for inclusion in Environmental Document text.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures.
- Coordinate with local and regional agencies, ethnic and community groups, and business organizations.
- Farmland Evaluation and Coordination

165.10.20 Visual Impact Assessment and Scenic Resource Evaluation

Perform all activities related to Visual Impact Assessment (VIA) and Scenic Resource Evaluation (SRE) for use in the environmental document, and prepare a technical report documenting study results.

- Perform a visual inventory of the project area.
- Prepare visual simulations and exhibits of the proposed alternatives.
- Coordinate with local agencies, citizens groups, and business groups related to community design and scenic issues.
- Prepare technical report.
- Prepare abstract for inclusion in Environmental Document.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures.

- Perform Scenic Resource Evaluation

165.10.25 Noise Study

Perform all activities related to noise impact analysis for use in the Environmental Document, and prepare a technical report documenting study results.

- Identify sensitive receptors and analysis locations.
- Collect existing noise information, including monitoring data from Air Resources Board (ARB) and Air Pollution Control District (APCD) sites.
- Perform noise modeling.
- Develop estimates of effectiveness for alternative mitigation measures.
- Prepare technical report with preliminary barrier plans.
- Prepare abstract for inclusion in Environmental Document text.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures.

165.10.30 Air Quality Study

Perform all activities related to air quality impact analysis for use in the environmental document, and prepare a technical report documenting study results.

- Identify sensitive receptors and analysis locations.
- Collect existing CO data
- Perform CO and/or other monitoring. NOTE: Scheduling of this activity should take into account appropriate study windows.
- Perform micro-scale modeling to predict future pollutant concentrations with no project and all applicable alternatives.
- Verify Federal Clean Air Act conformity status of the project; coordinate with regional and air quality agencies to obtain concurrence in the conformity status of the project, and carry out additional conformity-related activities, if necessary, including regional modeling of additional alternatives and recommendations for RTP and/or RTIP revisions.
- Develop estimates of effectiveness for alternative mitigation measures.
- Prepare monitoring and technical reports.
- Prepare abstract for inclusion in Environmental Document text.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures for use in the Environmental Document text.

165.10.35 Water Quality Studies

Perform all activities related to water quality impact analysis for use in the environmental document, and prepare a technical report documenting study results.

- Identify receiving waters, their regulatory status, and their uses.
- Collect existing water quality information, including monitoring data from other agencies as available.
- If necessary due to inadequate existing information, conduct on-site sampling and/or monitoring and prepare monitoring report.

- Perform modeling if necessary and appropriate to predict future pollutant concentrations with no project and all applicable alternatives.
- Verify applicability of Sole Source Aquifer, NPDES, and other laws and regulations to the project and design of drainage facilities.
- Develop estimates of effectiveness for alternative drainage facilities and mitigation measures.
- Prepare technical report with mapping & other graphics.
- Prepare abstract for inclusion in Environmental Document text.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures.

165.10.40 Energy Studies

Perform all activities related to energy impact analysis for use in the environmental document, and prepare a technical report documenting study results.

- Perform modeling or use other analysis methods to predict future energy use with no project and all applicable alternatives.
- Verify applicability of energy-related laws and regulations to the project and design of drainage facilities.
- Prepare technical report.
- Prepare abstract for inclusion in Environmental Document text.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures.

165.10.45 Summary of Geotechnical Report

Prepare summary of Preliminary Geotechnical Report for inclusion in the Draft Environmental Document.

- Review Preliminary Geotechnical Report
- Prepare abstract for inclusion in Environmental Document text.

165.10.55 Draft Right of Way Relocation Impact Document

Perform all activities related to relocation impact analysis for use in the Environmental Document, and prepare a technical report documenting study results.

- Prepare technical report.
- Prepare abstract for inclusion in Environmental Document text.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures.

165.10.60 Location Hydraulic & Floodplain Study Reports

Perform all activities related to preparing a Location Hydraulic Study, including structures hydraulics, for use in the environmental document and Draft Project Report, and a flood plain study for use in the Environmental Document, and prepare a technical report or reports documenting study results.

Note: These studies are usually combined into one document since they address largely the

same issues. The Location Hydraulic Study is a specific FHWA requirement where a project will encroach on a flood plain. The Flood plain Study may consider a broader range of issues than FHWA requires for the Location Hydraulic Study, and is usually part of the information required to deal with the Corps of Engineers in the 404 permit process.

- Prepare technical report.
- Prepare abstract for inclusion in Environmental Document text.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures.

165.10.65 Paleontology Study

Tasks involved with the identification and evaluation of paleontological resources within the project's study area.

- Identification of geologic strata potentially affected by project related activities (including borrow sites, cuts and haul roads) and assessment of its potential to contain significant paleontological resources.
- Literature search of paleontological resources in the region.
- Consultation with paleontologists with expertise in the region.
- Develop preliminary mitigation plan, if necessary.
- Develop summary report of conclusions for inclusion in the Environmental Document.
- Prepare Paleontological Identification Report (PIR), if not prepared for PID.
- Prepare Paleontological Evaluation Report (PER).
- Prepare Paleontological Monitoring Plan (PMP).

165.10.70 Wild and Scenic Rivers Coordination

Tasks involved with the identification and evaluation of wild and scenic rivers within the project's study area.

- Identification of all river reaches officially designated as being part of the National Wild and Scenic River System and official "study" river.
- Identification of all river reaches officially designated as "wild", "scenic", or "recreational" by the California Resources Agency.
- Prepare summary report of conclusions for inclusion in the Environmental Document.

165.10.75 Environmental Commitments Record

Prepare and/or update the Environmental Commitments Record (ECR) and its associated documentation (e.g., Mitigation Monitoring and Reporting Record (MMRR) or Permits, Agreements and Mitigation (PAM)). In the case of a CE, transmit to Design for inclusion into the PS&E package. The ECR is used as a part of the Environmental input for the RE Pending File, Environmental Certification at RTL, and the Certificate of Environmental Compliance upon completion of construction of the project.

165.10.80 Hazardous Waste Initial Site Assessments/Investigations

Hazardous waste Initial Site Assessments (ISA) are required for all projects. This information should have been acquired during the previous phase in order to properly complete the PEAR and PID. If an ISA was not completed during the planning phase, its costs should be captured here.

165.10.85 Hazardous Waste Preliminary Site Investigations

Perform all activities related to one or more Preliminary Site Investigations (PSIs) as defined under procedures, and prepare a technical report documenting study results.

- Review and, if necessary, update Initial Site Assessment.
- Prepare technical report.
- Prepare abstract for inclusion in Environmental Document text.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures.

165.10.99 Other Environmental Studies

All other work, during the General Environmental Studies efforts, not defined or covered in other 165.10 elements.

165.15 Biological Studies

Perform all activities related to preparing Biological Studies Reports necessary for the preparation of the project's Environmental Document related to the project.

- Review of project initiation package
- Conduct literature review and windshield study
- Review the Biology section of the Preliminary Environmental Assessment Report (PEAR)
- Review project documents and perform information search
- Evaluate which potential studies or surveys may be necessary
- Assess potential for biological resources to occur in project area
- Select protocols for conducting biological surveys
- Coordinate with SANBAG, Caltrans and resource agencies
- Conduct required focused surveys to determine presence/absence of federally and State-listed species within site during appropriate seasons, daytime hours, durations, and repetitions depending on the species and the protocol from the appropriate resource agency and with consideration to the project schedule.
- Resource agency and property owner notifications shall be made by the consultant, where required.
- Secure all required permits
- Record and map location of the species on an aerial photograph
- Prepare a Survey Report to include a report of findings:
 - Site location plotted on U.S. Geological Survey (USGS) 7.5-minute topographic map;
 - Description of survey methods including list of all biologists, acreage of habitat surveyed, and the number and dates of the surveys;
 - Mapping of the precise location of any sensitive plants, if observed;
 - Estimation of population numbers, if observed;
 - If required prepare morphological analysis in order to differentiate the federally species form other related species.

- If trapping occurs, all animals captured will be identified to species, sexed, assessed for reproductive condition and age, marked, weighed, and released;
- If necessary provide relocation services; and
- Completed field forms for the appropriate resource agency showing the location of the sensitive species, if observed.

165.15.05 Biological Assessment

Perform all tasks related to endangered species and other studies required to complete a Biological Assessment report.

- Obtain endangered species list for project area.
- Perform presence/absence and other field studies.
- Determine effect on species.
- Perform formal and informal coordination with resource agencies and document the same.
- Prepare Biological Assessment Report.
- Prepare abstract (s) for inclusion in the Natural Environmental Study and Environmental Document
- Prepare memo discussing recommended and/or required mitigation measures

165.15.10 Wetlands Study

Perform all tasks related to identifying, studying project effects on, and determining mitigation for wetlands in the project area, and prepare a report.

- Coordinate endangered species information with Biological Assessment work.
- Delineate wetlands in the project area to Corps of Engineers standards, and obtain Corps approval of delineation.
- Evaluate, quantify, and map temporary and permanent impacts to the waters of the U.S.
- If required, prepare a hydrogeomorphic method (HGM), rapid assessment, or other reports
- Determine effect on species and amount/type of wetlands affected.
- Prepare technical report.
- Wetland Delineation materials
- Prepare abstract(s) for inclusion in Natural Environment Study and Environmental Document text.
- Memo discussing recommended and/or required mitigation measures

165.15.15 Resource Agency Permit Related Coordination

Effort involved directly with formal consultation and coordination required in order to complete the biological studies. This work may result from studies done under any of the other biological task areas and may be required in order to complete those studies. The purpose of separating this effort is to identify the workload involved with permit and mandatory consultation work in the biology field. The intent of this activity is to gain consensus with the resource agencies on the impacts and mitigation's on the proposed alternatives necessary for completion of the Draft Environmental Document (DED).

- Obtain concurrence by the Corps of Engineers with initial purpose and need and range of alternatives, per NEPA/404 MOU requirements.
- Coordinate work with Biological Assessment, Wetlands Study, and Natural Environment Study work.
- Perform Section 7 and/or Section 10 consultation with the U.S. Fish & Wildlife Service.
- Perform formal consultation and obtain concurrence in biological and wetland studies under the NEPA/404 Coordination MOU process.
- Perform early consultation with California Department of Fish and Game regarding biology issues related to possible Section 1600 permits.
- Perform formal and informal biology-related coordination with other resource agencies as needed.
- Prepare and submit preliminary Section 404 permit application to the Army Corps of Engineers per NEPA/404 Memorandum of Understanding (MOU).
- Prepare and submit Section 408 permit application to the San Bernardino County Flood Control District
- Migratory Bird Act (U.S. Fish and Wildlife Service)
- Fish and Game Code 2081 or 2080.1 (California Department of Fish and Wildlife)
- Fish and Game code 1002 and Title 14 Sections 650 and 670.1 (California Department of Fish and Wildlife)

165.15.20 Natural Environment Study (NES) Report

Based on information developed in the Biological Assessment and Wetlands Study reports, and other information as directed by technical guidance, prepare a Natural Environment Study (NES) Report. This report is the master document covering compliance with biological study and consultation requirements, and providing language and mitigation measures for use in the Environmental Document.

- Review other biological study work.
- Prepare technical report.
- Prepare abstract for inclusion in Environmental Document text.
- Prepare transmittal memo outlining study results, potential significance of impacts and significance criteria, and proposed mitigation measures.

165.15.99 Other Biological Studies

All other work, during the Biological Studies efforts, not defined or covered in other 165.15 elements.

165.20 Cultural Resource Studies

Perform studies and prepare cultural resources (archaeological, historical, and architectural reports) in order to comply with the requirements of CEQA, NEPA, Section 106 of the National Historic Preservation Act, and Section 5024 of the California Public Resources Code. Included is consultation with Native American communities. Produce documentation (e.g., from FHWA or State Historic Preservation Officer (SHPO)) that compliance with applicable Federal and/or state cultural resource laws and regulations has been achieved.

165.20.05 Archaeological Survey

Archaeological Survey Report (ASR) that details study methods and results.

165.20.05.05 Area of Potential Effects/Study Area Maps

Specialist will prepare an Area of Potential Effects (APE) maps for projects with a Federal nexus and Study Area maps for those with State-only involvement.

165.20.05.10 Native American Consultation

Consult with federally recognized tribes and California Indian traditional cultural leaders, unrecognized groups, and individuals on their concerns regarding project activities. Simultaneously, these efforts also include identifying other cultural concerns and areas of cultural significance that a proposed project may impact and that, under environmental law, may need to be addressed. Consultation includes identification, evaluation, determination of effects, and treatment of archaeological resources. In addition, consultation includes identification of areas important to Native Americans that may be unrecognized by people outside the culture. These include sacred sites, plant-gathering areas, and certain historic properties that are referred to as Traditional Cultural Properties. This activity will include the following subtasks:

- 165.20.05.15 Records and Literature Search
- 165.20.05.20 Field Survey
- 165.20.05.25 Archaeological Survey Report (ASR)
- 165.20.05.99 Other Archaeological Survey Products

165.20.10 Extended Phase I Archaeological Studies

If required, specialist may be asked to prepare an Extended Phase I (XPI) study is an extension of the identification phase for archaeological resources, meeting the requirements of 36 CFR 800.4(b), "to identify historic properties within the area of potential effects," and similar requirements under CEQA. The XPI Proposal is used to explain the reasons for the XPI study, to describe the proposed field methods, and will be used as the basis for determining when the study goals have been met and fieldwork can cease. Refer to the Standard Environmental Reference, Chapter 5, Section 5.5 for a complete discussion of Extended Phase I studies. Subtasks include:

- 165.20.10.05 Native American Consultation
- 165.20.10.10 Extended Phase 1 Proposal
- 165.20.10.15 Extended Phase I Field Investigation
- 165.20.10.20 Extended Phase I Materials Analysis
- 165.20.10.25 Extended Phase I Report

165.20.10.99 Other Extended Phase I Archaeological Study Products

All other work, during the Extended Phase I Archaeological Studies efforts, not defined or covered in other 165.20.10 elements.

165.20.15 Phase II Archaeological Studies

A Phase II report is a technical report detailing the methods and results of Phase II studies for

projects involving only one alternative or projects where all alternatives have the same impacts on all archaeological resources. Activities included are:

- 165.20.15.05 Native American Consultation
- 165.20.15.10 Phase II Proposal
- 165.20.15.15 Phase II Field Investigation
- 165.20.15.20 Phase II Materials Analysis
- 165.20.15.25 Phase II Report

165.20.15.99 Other Extended Phase II Archaeological Study Products

This task covers all other work, during the Extended Phase II Archaeological Studies efforts, not defined or covered in other 165.20.15 elements.

165.20.20 Historical and Architectural Resource Studies

Produce technical report(s) detailing the methods and results of the Historic and Architectural Resource studies. Activities included are:

- 165.20.20.05 Preliminary Area of Potential Effects/Study Area Maps for Architecture
- 165.20.20.10 Historic Resource Evaluation Reports - Archaeology
- 165.20.20.15 Historic Resource Evaluation Reports - Architecture
- 165.20.20.20 Bridge Evaluation

165.20.25 Cultural Resource Compliance Consultation Documents

Compliance documents submitted to FHWA and/or the State Historic Preservation Officer (SHPO) for concurrence regarding resource identification, significance, project effects, and mitigation measures. Activities included are:

- 165.20.25.05 Final Area of Potential Effects/Study Area Maps
- 165.20.25.10 PRC 5024.5 Consultation
- 165.20.25.15 Historic Property Survey Reports / Historic Resource Compliance Reports
- 165.20.25.20 Finding of Effect (FOE)
- 165.20.25.25 Archaeological Data Recovery Plan/Treatment Plan
- 165.20.25.30 Memorandum of Agreement (MOA)
- 165.20.25.99 Other Cultural Resource Compliance Consultation Products

165.25 Draft Environmental Document

Prepare Draft Environmental Document (DED) with all attachments or Categorical Exemption/Categorical Exclusion documentation. Conduct all necessary in-house and external reviews (NEPA and CEQA documents) and obtain U.S. DOT (Federal Highways (FHWA), FTA, or other Administration) approval to circulate NEPA Document.

165.25.05 Draft Environmental Document Analysis

Analyze technical studies and prepare DED (CEQA draft ND/IS or EIR; NEPA draft EA or EIS; typically combination CEQA/NEPA document). Activity includes the coordination of the studies required for the ED.

165.25.10 Section 4(f) Evaluation

For projects with USDOT involvement where the project “uses” public owned lands of a public park, recreation area or wildlife and waterfowl refuge of national, state, or local significance or historic or archaeological sites listed or eligible for the Nation Register of Historic Places are impacted by the project, Specialist will determine whether the “use” is de minimus or qualifies for a programmatic Section 4(f). Specialist will perform an analysis to determine there is one or more feasible and prudent avoidance alternatives to the “use” of the Section 4(f) property.

165.25.15 Categorical Exemption / Categorical Exclusion (CE) Determination

Includes review, circulation and approval.

165.25.20 Environmental Quality Control & Other Reviews

Carry out formal and informal review of DED within Consultant’s firm and as a peer review activity, including all required quality control reviews. Revise DED as required addressing any comments. Prepare Quality Control Review Certification.

165.25.25 Approval to Circulate Resolution

Includes time and effort required to resolve comments.

165.25.99 Other Draft Environmental Document Products

All other work, during the Draft Environmental Document efforts, not defined or covered in other 165.25 elements.

175.05 DED Circulation

Preparation and circulation of the DED, this effort does not include the public hearing process and responding to comments.

175.05.05 Master Distribution and Invitation Lists

Update the project’s existing mailing list and prepare the distribution list for all interested individuals, groups, and governmental agencies.

175.05.10 Notices Regarding Public Hearing & Availability of Draft Environmental Document

This includes all efforts required to prepare and issue a Notice of Availability for the DED, mail notifications of the public hearing, either the published "Notice of Opportunity" or the first published public hearing notice.

175.05.15 DED Publication and Circulation

Includes formal public circulation period, publishing/reproduction (including both paper and electronic formats) and mailing of the DED. This activity does not include the public hearing process and responding to comments. Includes providing documents to SANBAG or Caltrans for transmittal of DED to CTC and preparation of CTC agenda item.

175.05.99 Other DED Circulation Products

All other work, during the DED Circulation efforts, not defined or covered in other 175.05 elements.

175.10 Public Hearing

Perform all tasks for the purpose of preparing and holding Public Hearing for a project.

175.10.05 Need for Public Hearing Determination

Based upon the response to the "Notice of Opportunity" for a public hearing, meetings are scheduled with the interested parties to determine if a public hearing is required.

175.10.10 Public Hearing Logistics

Arrange for Public Hearing Logistic - Includes all formal arrangements for the public hearing including:

- Select and obtain public hearing officer
- Obtain hearing room
- Obtain security
- Obtain court reporter
- Obtain language interpreters
- Prepare handouts

175.10.15 Displays for Public Hearing

Preparation of any displays, exhibits, equipment, signs, models, or other physical features for use at the public hearing.

175.10.20 Second Notices of Public Hearing and Availability of DED

This includes the second published and all subsequent public hearing notice and general publicity regarding the public hearing. Including:

- Display ads
- Flyers or newsletters mailed / distributed to residents and interested parties
- Notices on bulletin boards in public places
- Press release to all media
- Distribution of notices through schools and service clubs
- Copies of the notice sent to OPPD & FHWA
- Availability of DED

175.10.25 Map Display and Public Hearing Plan

175.10.30 Display Public Hearing Maps

Includes either formal or informal display of the maps to be shown at the public hearing, prior to the public hearing.

175.10.35 Public Hearing

Includes all remaining activities relating to holding the public hearing.

175.10.40 Record of Public Hearing

Prepare record of public hearing.

175.10.99 Other Public Hearing Products

All other work, during the Public Hearing efforts, not defined or covered in other 175.10 elements.

175.15 Public Comment Responses and Correspondence

Includes the formal response to comments on the DED for the preparation of the Final Environmental Document (FED).

175.20 Project Preferred Alternative

Identify the project's preferred alternative to be carried forward in the Project Report (PR) and Final Environmental Document (FED).

- Assemble all the data needed to make the selection of the preferred alternative.
- PDT and other meetings to select the preferred alternative.
- Prepare and submit to the NEPA/404 Agencies, a request for concurrence with the Least Environmentally Damaging Practicable Alternative (LEDPA) determination and conceptual mitigation plan.

180.10.05 Approved Final Environmental Document

Includes efforts required to prepare and obtain approval of the Final Environmental Document (FED).

180.10.05.05 Draft Final Environmental Document Review

Includes reproduction of draft FED, performance of internal district and required QA/QC reviews, and documentation of comments received.

180.10.05.10 Revised Draft Final Environmental Document

Includes modification of Final Environmental Document (FED) in response to all comments received as a result of internal district and required QA/QC reviews and consideration of the following:

180.10.05.15 Section 4(f) Evaluation

180.10.05.20 Findings

180.10.05.25 Statement of Overriding Considerations

180.10.05.30 CEQA Certification

180.10.05.40 Section 106 Consultation and MOA

All technical studies, reports, coordination, and agreements associated with completing Section 106 Consultation for projects involving multiple alignments where the preferred alternative identified until after circulation of the Draft Environmental Document. Efforts may include:

- Performing Phase II Archaeological Studies for the Preferred Alternative (including Native American Consultation, proposal preparation, field investigations, analysis, and report preparation).
- Prepare and Process Supplemental Cultural Resources Compliance Documents for the Preferred Alternative (including preparation of Final Area of Potential Effect

map, Supplemental Historic Property Survey Report, Finding of Effect, Archaeological Data Recovery Plan/Treatment Plan, and Memorandum of Agreement (MOA)).

- Processing of supplemental compliance documents through FHWA and/or the State Historic Preservation Officer for concurrence on resource significance, project effects, and mitigation measures.

180.10.05.45 Section 7 Consultation

If necessary perform the following:

180.10.05.50 Final Section 4(f) Statement

180.10.05.55 Floodplain Only Practicable Alternative Finding

180.10.05.60 Wetlands Only Practicable Alternative Finding

180.10.05.65 Section 404 Compliance

If necessary, obtain a permit, achieve acceptance of stipulations, or assist in constructing/coordination of some other agreement.

180.10.05.70 Mitigation Measures

Assist in determining mitigation measures, negotiating, finding and securing mitigation measures.

180.10.10 Public Distribution of FED And Respond To Comments

Includes publication/reproduction (including both paper and electronic formats), preparation of a transmittal letter, publication of the Notice of Availability, transmittal of copies of the Federal Register, and distribution of the Final Environmental Document (FED). Includes transmittal of Final Environmental Document (FED) to CTC, preparation of CTC agenda item and respond to comments on the FED.

180.10.15 Final Right of Way Relocation Impact Document

Complete and update the draft Right of Way Impact Study done during the DED phase.

180.10.99 Other FED Products

All other work, during the FED efforts, not defined or covered in other 180.10 elements.

180.15 Completed Environmental Document

Prepare the Notice of Determination (NOD) and Record of Decision (ROD) and obtain FHWA approval of the ROD.

180.15.05 Record of Decision (NEPA)

Includes efforts required to draft and obtain Federal approval of the Record of Decision (ROD)

180.15.10 Notice of Determination (CEQA)

Includes preparation of Notice of Determination (NOD,) making and sending copies to HQ, CTC action, and filing with the Office of Planning and Research.

180.15.20 Environmental Commitments Record

Includes preparing or updating of the Environmental Commitments Record (ECR) and its associated documentation (e.g., Mitigation Monitoring and Reporting Record (MMRR) or Permits, Agreements, and Mitigation (PAM)) for transmission to Design for PS&E. The ECR is used as a part of the Environmental input for the RE Pending File, Environmental Certification at the conclusion of PS&E, and the Certificate of Environmental Compliance at the conclusion of construction.

180.15.99 Other Completed Environmental Document Products

All other work, during the Completed Environmental Document efforts, not defined or covered in other elements.

DESIGN PHASE**205.05 Required Permits**

This activity includes all work required in order to determine what permits may be required or may not be required and for assisting in all activities leading to securing permits.

205.10 Permits

All work involved in obtaining permits, including:

- Discussions and negotiations with the permitting agency.
- Preparation of the permit and attachments such as exhibits, maps, etc.
- Obtain funds for any required permit fee.
- Submit permit application.

Partial listing of Permits:

205.10.05 U.S. Army Corps of Engineers Permit (404)

205.10.10 U.S. Forest Service Permit(s)

205.10.20 Department of Fish and Game 1600 Agreement(s)

205.10.30 Local Agency Concurrence/Permit

Perform any coordination necessary with the local agency(ies) to obtain concurrence from the appropriate local agency(ies) when state highway construction impacts existing local facilities.

205.10.40 Waste Discharge (NPDES) Permit(s)

Includes all effort needed to obtain a National Pollutant Discharge Elimination System (NPDES) permit.

205.10.45 U.S. Fish and Wildlife Service Approval

Includes all effort needed to obtain Service approval.

205.10.50 Regional Water Quality Control Board 401 Permit

Includes all effort needed to obtain a 401 permit.

205.10.60 Updated ECR

Includes all efforts necessary to update the Environmental Commitments Record (ECR).

205.10.95 Other Permits

Includes all permits not listed above, such as flood control district or other permits.

CONSTRUCTION PHASE

235.05 Environmental Mitigation

All work involved in order to accomplish environmental mitigation as determined in the Final Environmental Document (FED) and associated regulatory permits and agreements.

235.05.05 Historical Structures Mitigation

All work to move, sell, rehabilitate, or provide landscape buffers for historic structures. Includes historic buildings and historic engineering features such as bridges, roads, trails, canals, and railroads.

- Marketing Plan
- Historic American Building Survey (HABS) recordation
- Historic American Engineering Record (HAER)
- Prepare mitigation report for FHWA, State Historic Preservation Office (SHPO), and Advisory Council on Historic Preservation (ACHP) submittal

235.05.10 Archaeological and Cultural Mitigation

Recover archaeological data (Phase III) and perform other research related to the site's National Register of Historic Places (NRHP) eligibility (excavation, analyses, report preparation, and distribution). This activity is only applicable when an archaeological site is eligible for the National Register of Historic Places for its research potential under Criterion "d". This activity also includes non-excavation work related to the data recovery. Publish Phase III final report on results of excavation and research, produce a curated collection, and fulfill mitigation requirements.

- Pre-excavation burial agreement with Native Americans.
- Arrangements for Native American monitors.
- Curation agreement.
- Site mapping.
- Right of Entry, if needed.
- Site visit with consultants and Native Americans.
- All field work.
- Analyses of recovered materials.
- Repatriations of human remains and sacred objects, if recovered.
- Preparation, submittal, and review of draft report on excavations
- Publish Phase III final report.
- Transfer collection and field notes and pay fees to curation facility.
- Transmit final report to FHWA, SHPO, ACHP, tribes, and the scientific community and obtain approval letters if required.
- Establish an Environmental Sensitive Area (ESA) to protect remaining portions of site.

235.05.15 Biological Mitigation

Perform the design and monitoring of all biological mitigation measures as outlined in the final environmental document and included as a part of the parent project that created the impact. In

the event that permit renewals or extensions result in new or changed requirements, the Environmental Commitments Record (ECR) and related documents (e.g., MMRR), RE Pending File, Environmental Certification at RTL, and similar documents must also be updated.

- Prepare Mitigation Monitoring Plan
- Design and delineation of mitigation measures into project plans.
- Preparation of special provisions
- Reviews by affected units and regulatory agencies.
- Prepare and distribute monitoring reports.
- Prepare and submit permit renewal and extension requests to resource agencies.
- Train field personnel

235.05.25 Paleontology Mitigation

All tasks related to the monitoring for or recovery of paleontological resources affected by the project related activities, contract (or task order) oversight, coordination and monitoring of field work, report review.

- Prepare, review and update, as necessary, the Paleontological Mitigation Plan (PMP).
- Train field personnel, if required.
- Prepare reports on mitigation work .
- Prepare a Paleontological Stewardship Summary.

235.05.99 Other Environmental Mitigation Products

All other work, during the Environmental Mitigation efforts, not defined or covered in other elements.

235.10 Detailed Site Investigation for Hazardous Waste

Perform a detailed Site Investigation (SI) through development of a task order using the District/Region's on-call contract. The investigation should fully characterize the contamination, identify appropriate and feasible cleanup alternatives, and estimate cleanup costs.

235.10.05 Right or Permit for Hazardous Waste Site Investigations (SI)

Obtain right or permit to enter, or request the same from SANBAG, to access an identified property for the purpose of conducting a hazardous waste site investigation. Adequate time should be requested in the right or permit to ensure completion of the detailed SI.

235.10.10 Hazardous Waste Sites Survey

Determine which identified sites require a detailed site investigation.

235.10.15 Detailed Hazardous Waste Site Investigation SI

Develop a workplan for conducting a Detailed Site Investigation (DSI) and feasibility studies and/or conduct the detailed SI. Consultants work under the direction and control of SANBAG with coordination of the Caltrans District 8 Hazardous Waste Coordinator or other assigned staff.

235.15 Hazardous Waste Management Plan

The remedial investigation and feasibility studies of potential mitigation strategies for the site constitute the Hazardous Waste Management Plan (HWMP). A part of the HWMP is the Remedial Action Plan (RAP). This is the actual plan necessary for implementing the remediation.

- Develop RAP
- Review RAP and determine scope of HWMP
- Develop HWMP
- Approve HWMP

235.25 Hazardous Waste Clean-up

Hazardous Waste Technical Specialists provide support and/or manage remediation during construction. Prepare work plan, coordinate with resource/regulatory agencies, perform remediation and complete a cleanup report if required by a resource/regulatory agency.

235.30 Hazardous Substances Disclosure Document (HSDD)

Hazardous Waste Technical Staff prepare and approve the HSDD, including validation of site investigation findings and cleanup completed by others. If a proposed property acquisition is located outside the boundary of previous hazardous waste studies for the project, additional investigations may be needed before acquisition. If prior studies indicate that a situation exists where some action by the existing owner is required, progress of that action (including tank removal), if any, will be assessed and further recommendations made as needed before the HSDD can be approved.

- Review of R/W Certification for consistency with prior project scope.
- Field review of site
- Verification of status of any recommended remediation (tank removal) by owner
- Preparation and approval of the Certificate of Sufficiency for acquisition

235.35 Long Term Mitigation Monitoring

Work involved in the monitoring of mitigation sites over an extended period to ensure compliance with objectives of the permit issued by the regulatory agency.

- Field review of site
- Develop and submit performance reports to the regulatory agency
- Perform remedial action to correct deficiencies

235.40 Updated Environmental Commitments Record

Includes all efforts necessary to update the Environmental Commitments Record (ECR) and its associated documentation (e.g., Mitigation Monitoring and Reporting Record (MMRR) or Permits, Agreements, and Mitigation (PAM)) prepared. The updated ECR must be coordinated with Design. The ECR is used as a part of the Environmental input for the RE Pending File, Environmental Certification at the conclusion of PS&E, and the Certificate of Environmental Compliance at the conclusion of construction.

255.15 Environmental Reevaluation

This activity is initiated when there are changes in any factors that might affect the validity of the project's Environmental Document (ED) or CE Determination. Pertinent factors include, but are not limited to, changes in the project scope, identification of new issues, and changes in laws or regulations as they apply to the project. Reevaluation is required for Federal nexus projects at each project decision point and three years after completion of the ED or CE. In the event that permit renewals or extensions result in new or changed requirements, the Environmental Commitments Record, Mitigation Monitoring and Reporting Record, RE Pending File, and similar documents must also be updated.

Note: FED's are only valid for three years; consequently this activity may be required more than once. Technical studies that may be required to assess the new impacts includes but is not limited to: biological, archaeological, visual and noise studies.

- Drafting review and approval of the reevaluation.
- Prepare and submit permit renewal and extension requests to resource agencies.

260.75 Environmental Certification at RTL

This activity includes all environmental work necessary to review the PS&E and for the Environmental Branch Chief, or designee, to complete the Environmental Certification. NOTE: This Certification is based on a "snapshot" of the Environmental Commitments Record (ECR), or similar document (e.g., Mitigation Monitoring and Reporting Record), which is also used to provide Environmental's input for the Resident Engineer's File.

195.40.30 Hazardous Waste and Hazardous Materials

Monitoring state-owned properties for potential hazardous waste and hazardous materials. Includes coordinating with the Caltrans and tenants for cleanup.

295.35 Certificate of Environmental Compliance

The purpose of the certificate is to document the Department's environmental compliance efforts for all measures specified in final environmental (or other project) documents and to inform all project stakeholders (including regulatory agencies) as to the outcome of the mitigation efforts. The information contained in this Certificate should be based on the Environmental Commitments Record (ECR), or similarly summary, initiated during PA&ED.

The ECR is also used for Environmental Certification at RTL and for input into the RE Pending File. The Certificate should contain, as a minimum, the following information summaries:

- Brief project descriptions including county, route, PM, and EA
- Impacts
- Mitigation associated with each impact
- Mitigation completed according to agreements and the agency with which that agreement was reached and the date it was completed.
- Mitigation not completed according to agreements, why it was not so accomplished, what was done instead, and when that was completed.
- Updated Environmental Commitments Records (or similar, e.g., Mitigation Monitoring and Reporting Record) to cover any on-going future commitments (copies must be provided to the impacted units (e.g., Maintenance).

295.40 Long Term Environmental Mitigation/Mitigation Monitoring After Construction Contract Acceptance

This task includes mitigation or monitoring of mitigation after Construction Contract Acceptance over an extended period to ensure compliance with resource and regulatory agency permits and agreements. The updated Environmental Commitments Records should be filed with SANBAG as evidence that SANBAG has met its obligation to fully document environmental compliance efforts for projects.



- 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: May 15, 2014

Subject: Declaration of Surplus Parcels for the Interstate 15 (I-15)/Interstate 215 (I-215) Interchange (Devore) Reconstruction Project

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

Approve determination that APN 0348-132-17, APN 0349-152-18 and 19, APN 0349-152-11, APN 0349-152-13, and 0349-111-18 are surplus parcels for the I-15/I-215 Devore Reconstruction Project and are no longer necessary for construction, staging, storage, or mitigation/exchange on the project or any other anticipated future use, and authorize disposition of said surplus parcels once necessary code compliance conditions are met.

Background: SANBAG and the State of California Department of Transportation (Caltrans) are involved in a joint agency project designed to improve public safety and alleviate traffic congestion at the I-15/I-215 Devore Interchange. Per SANBAG's right-of-way Cooperative Agreement with Caltrans, approved at the June, 2011 Board meeting and amended at the March, 2012 and April, 2013 Board meetings, SANBAG is responsible for the acquisition and payment of all right-of-way required for the project. SANBAG has been acquiring the right-of-way in Caltrans' name for their use for the project. Some of these properties that were acquired in parallel with the design-build process have now been declared by Caltrans excess to the project's needs. Design changes and optimization have now eliminated the need for these parcels. Caltrans has determined that these

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

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

Check all that apply.
 MVSS1405e-ds

Based on and subject to applicable government codes and guidelines regarding disposition of surplus property, staff recommends that the above referenced parcels be declared by the Board as surplus and approved for immediate offer.

Financial Impact: This item is consistent with the current Fiscal Year 2013/2014 budget under Task No. 0880.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this agenda item.

Responsible Staff: Dennis Saylor, Project Manager



- 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: May 15, 2014

Subject: State Route 210 (SR-210) Pepper Avenue Interchange Project

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

Approve Amendment No. 2 to Contract No. C11002 with Civil Works Engineers for the SR-210 Pepper Avenue Interchange project for an increase of \$286,509.02, for a revised not-to-exceed contract amount of \$2,110,813.02.

Background: The SR-210 Pepper Avenue Interchange project will provide freeway access for Pepper Avenue in the City of Rialto. The proposed project would provide an alternative freeway access point and reduce congestion on the existing SR-210/Riverside Avenue Interchange.

The project is currently in the final stages of the Project Approval and Preliminary Engineering (PA/ED) phase of the project. The circulation of the draft environmental document is expected to occur in May 2014, and environmental approval is anticipated in July 2014. Early activities related to the Plans, Specifications, and Estimates (PS&E) phase have begun and final design approval is expected in early 2015. Staff anticipates releasing an Invitation for Bids in the first quarter of 2015 and awarding the construction contract in mid to late 2015.

Approved
 Board Metro Valley Study Session

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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

Check all that apply.

MVSS1405a-pm

Attachment: <http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/ContractsWorkInProgress%20Files%20%202014/C11002-02.doc>

In January 2011, the SANBAG Board approved Contract No. C11002 with Civil Works Engineers for Environmental and Engineering Services for the SR-210 Pepper Avenue Interchange project in a not to exceed amount of \$2,110,514.00, including contingency. SANBAG is leading the design efforts with design oversight by the California Department of Transportation (Caltrans). Caltrans is also the lead agency for state and federal environmental compliance requirements. The first amendment to this contract was approved on December 19, 2013, by the Executive Director under SANBAG Policy No. 34509 to extend the contract termination date with no increase to the contract amount. The contract termination date was extended to allow time to complete the final design phase and provide construction bid support activities.

Since the initiation of the project, several circumstances that were not contemplated in the original contract were encountered, which will require additional work. These circumstances and additional work are described below.

Air Quality Conformity Report and federal notices: When the original contract was approved, it was assumed that the project would have to comply only with state environmental requirements because the project did not have a federal nexus. Caltrans, as the lead environmental agency, directed SANBAG to proceed with activities to comply with federal environmental requirements due to the project's connectivity with the federally funded SR-210 Corridor Project. This amendment would address the additional requirements, to prepare an Air Quality Conformity Report and preparation of a notice in the Federal Register, which were required by Caltrans to comply with federal environmental procedures.

San Bernardino Kangaroo Rat (SBKR): Because the project is adjacent to suitable habitat for the SBKR and within the boundaries of federally designated critical habitat, in order to comply with the Federal Endangered Species Act, SANBAG was directed by the United States Fish and Wildlife Service (USFWS) to perform yearly monitoring activities for SBKR within the project area through construction. In addition, support for consultation with the USFWS is also required to address the overlap of the project footprint with designated SBKR critical habitat. During the scoping phase of the project, staff expected that additional studies related to the SBKR would not be required by USFWS due to the disturbed nature of the project site and the mitigation that was already purchased related to the SR-210 Extension Project. This amendment would include SBKR monitoring and related coordination.

Retaining Walls and Erosion Control Plans: The design of the SR-210 Pepper Avenue Interchange originally assumed that the roadway cross-section underneath the existing SR-210 Pepper Avenue Bridge would be 5-lanes and only include two lanes in each direction, and back-to-back left turns for vehicles entering both

westbound and eastbound SR-210. Based on the traffic studies conducted, the stakeholders decided that dedicated left-turn lanes rather than back-to-back left-turn lanes be constructed, increasing the cross section to six-lanes, to accommodate trucks without impacting through traffic. Widening the cross-section of Pepper Avenue will require addition of a standard Caltrans Type-1 retaining wall along the existing abutment slope. This amendment would allow the design of the wall including geotechnical studies to support the design of the structure.

Traffic Management Plan: The original scope of work for the project assumed that temporary night time and weekend lane closures to accommodate project construction activities occurring on the SR-210 freeway would be acceptable to Caltrans. Based on discussions with Caltrans staff, temporary lateral lane shifts should be utilized to avoid freeway traffic disruptions and to accommodate proper paving methods. The lane shifts extend the area affected by the temporary traffic control and will require additional staging and traffic handling plans. This amendment will allow additional work needed to address construction traffic along SR-210.

City Project Coordination and Utility Relocation: With the construction of Pepper Avenue through to Highland Avenue, additional design work will be required to tie in the now existing roadway to the project design. The original scope of the project did not include utility relocation as part of the work because the concept design did not impact existing utilities. As preliminary design progressed, it was determined that additional design work and coordination will be required to address relocation of utilities along Pepper Avenue because the profile of Pepper Avenue had to be lowered from the preliminary concept. In addition, the extension of Pepper Avenue through to Highland Avenue by the City of Rialto included construction of temporary street lights which will have to be relocated to their ultimate location as part of the project. This amendment will allow utility relocation design and coordination to occur.

Project Management and Meetings: Staff is anticipating additional coordination efforts from what was assumed in the original contract to ensure a streamlined and efficient delivery of the project through to completion. The need for this supplementary coordination is due to the additional project features that arose during preliminary design such as the addition of retaining walls, utility relocation, and the tie-in with the City's roadway extension. This amendment will allow for additional project team meetings and technical focused meetings with Caltrans staff to facilitate approval of the final design.

Staff has reviewed the scope and cost proposal, and negotiated the amendment amount with Civil Works Engineers. Staff recommends the approval of

Amendment No. 2 to Contract No. C11022, to allow Civil Works Engineers to complete the final design of the project for an additional cost of \$286,509.02, for a revised total contract amount of \$2,110,813.02.

Financial Impact: This item is consistent with the adopted Fiscal Year 2013/2014 budget and the draft Fiscal Year 2014/2015 budget. Funding for this contract will be provided under Task No. 0883. The funding sources are 1990 Measure I Valley Fund – Major Projects.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG Contract Administrator and General Counsel have reviewed the agenda and Amendment.

Responsible Staff: Dennis Saylor, Project Delivery Manager



CONTRACT SUMMARY SHEET

Contract No. C 11002 Amendment No. 02

By and Between

San Bernardino County Transportation Authority and Civil Works Engineers

Contract Description A&E Services for SR-210 Pepper Avenue IC for PA/ED and PS&E phases

Board of Director's Meeting Date: June 4, 2014
Overview of BOD Action: Approve Amendment No. 2 to Contract No. C11002 with Civil Works Engineers for the SR-210 Pepper Avenue Interchange project for an increase of \$286,509.02 for a revised not to exceed contract amount of \$2,110,813.02.
Is this a Sole-Source procurement? Yes No

| CONTRACT OVERVIEW | | | | | |
|---|-----------|---------------------|--|-----------|------------------------|
| Original Contract Amount | \$ | 1,824,304.00 | Original Contingency Amount | \$ | 286,200.00 |
| Revised Contract Amount <i>Inclusive of prior amendments</i> | \$ | 1,824,304.00 | Revised Contingency Amount <i>Inclusive of prior amendments</i> | \$ | 286,200.00 |
| Current Amendment Amount | \$ | 286,509.02 | Contingency Amendment | \$ | 0 |
| TOTAL CONTRACT VALUE | \$ | 2,110,813.02 | TOTAL CONTINGENCY VALUE | \$ | 286,200.00 |
| TOTAL BUDGET AUTHORITY (contract value + contingency) | | | | | \$ 2,397,013.02 |

| | | |
|--------------------------------|---|---|
| Contract Start Date 1/05/11 | Current Contract Expiration Date 1/08/16 | Revised Contract Expiration Date N/A |
|--------------------------------|---|---|

Has the contract term been amended? No Yes - please explain.
 The contract term was amended in Amendment 1 of the agreement from 1/08/14 to 1/08/16

FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 0883.
 A Budget Amendment is required.

How are we funding current FY? Funding for 0883 is with MSI 1990 Freeway Funds

Federal Funds
 State Funds
 Local Funds
 TDA Funds
 Measure I Funds

Provide Brief Overview of the Overall Funding for the duration of the Contract:
 Payable
 Receivable
 MSI 1990 Freeway Funds

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:

Retention? If yes, indicate % _____.

Disadvantaged Business Enterprise (DBE) Goal _____ %

| | | |
|--|-----------|---------|
| PAUL MELOTON | | 4/30/14 |
| Project Manager (Print Name) | Signature | Date |
| | | 5-1-14 |
| Task Manager (Print Name) | Signature | Date |
| | | |
| Dir. of Fund Admin. & Programming (Print Name) | Signature | Date |
| | | |
| Contract Administrator (Print Name) | Signature | Date |
| | | |
| Chief Financial Officer (Print Name) | Signature | Date |

AMENDMENT NO. 2

TO

CONTRACT NO. C11002

BETWEEN

**SAN BERNARDINO ASSOCIATED GOVERNMENTS/
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

AND

CIVIL WORKS ENGINEERS INC.

This AMENDMENT No. 2 to Contract No. C11002 (this "Amendment"), by and between Civil Works Engineers Inc. (hereafter called CONSULTANT) and the San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WITNESSETH:

WHEREAS, AUTHORITY, under Contract No. C11002, has engaged the services of CONSULTANT to provide professional services for preliminary engineering, environmental services, and preparation of plans, specifications, and estimates; and

WHEREAS, AUTHORITY and CONSULTANT desire to amend the aforesaid contract to include additional scope of work and associated cost.

NOW THEREFORE, the PARTIES hereto do mutually agree to amend Contract No. C11002 as follows:

1. Delete the first sentence of Paragraph 3.2 of Article 3, "Contract Price and Cost Principles", in its entirety and replace with the following:

The total cost shall not exceed two million, one hundred ten thousand, eight hundred thirteen dollars and two cents (\$2,110,813.02), and a contingency of two hundred eighty-six thousand two hundred dollars (\$286,200.00).

2. Amend Attachment A of C11002 by adding Attachment A of this amendment.
3. Except as amended by this Amendment, all other provisions of the C11002, as amended, shall remain in full force and effect.
4. This Amendment No. 2 is effective on the date executed by AUTHORITY.

IN WITNESS WHEREOF, the authorized parties have below signed:

CIVIL WORKS ENGINEERS INC.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Marie Marston
President

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

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE

By: _____
Jeffery Hill
Contract Administrator

ATTACHMENT A
State Route 210 Pepper Avenue Interchange Project
Additional Scope of Services

Project Management

Consultant will perform project management activities for an additional period of eight (8) months. Project management activities include coordinating with SANBAG and external parties, tracking the progress of work, administering contracts, coordination and supervision of project staff to facilitate the performance of work according to applicable standards and requirements. Deliverables include monthly progress reports, schedules, agendas, and meeting minutes.

Air Quality Conformity Analysis Report and Checklist

Consultant will prepare a separate Air Quality Conformity Analysis and the conformity checklist following applicable standards and requirements as published in the Caltrans SER and as directed by the Caltrans Environmental Chief.

Federal Register Notice

Consultant will prepare a notice for publication in the Federal Register by FHWA to start the federal environmental statute of limitations. This notice will be prepared in compliance with the SER and it is assumed that a Draft and Final version of the notice will be prepared and that coordination and publication of the notice will be the responsibility of Caltrans and FHWA.

San Bernardino Kangaroo Rat Studies

Consultant will perform focused San Bernardino Kangaroo Rat (SBKR) trapping as required by Caltrans and the United States Fish and Wildlife Service (USFWS) following applicable USFWS requirements and protocols. It is assumed that one (1) trapping survey shall be performed. Trapping is assumed to occur for a period of five (5) consecutive evenings to determine the presence or absence of the species within the project area. Trapping methodology shall conform to requirements by Caltrans and USFWS. Deliverables include a letter report summarizing the methodology, survey area, and results. Scope includes coordination with USFWS and other appropriate agencies as necessary.

Retaining Wall Plans

Consultant will perform work to design retaining walls for the project. It is assumed that a standard Type 1 wall can likely be utilized with a probable height of 10', and approximately 400' in length. Two walls are needed, one on each side of Pepper Avenue. Work will include foundation related studies as well as the preparation of PS&E for the walls consisting layout, profile, typical section, details, quantities, specifications, and estimates. It is assumed that the design can utilize a Caltrans standard retaining wall and therefore, will not require special calculations or processing and approval through Caltrans Division of Engineering Services (DES). Work shall conform to applicable Caltrans standards and requirements and as directed by the Caltrans Design Office Chief.

Erosion Control Plans

Consultant will prepare erosion control plans for the project. Work shall conform to applicable Caltrans standards and requirements and as directed by the Caltrans Design Office Chief.

Traffic Management Plan

Consultant will prepare additional language and exhibits in the Traffic Management Plan (TMP) to address traffic on Pepper Avenue. This information will address the maintenance of traffic along Pepper Avenue during the intersection construction, and will address the mitigation of those impacts. Consultant shall prepare the TMP to comply with Caltrans requirements and as directed by the Caltrans Design Office Chief. It is assumed that two additional exhibits will be prepared.

Plans, Specifications, and Estimates (PS&E)

Consultant will perform work necessary to reflect the extension of Pepper Avenue through to Highland Avenue and to include federal requirements in the final PS&E package. Work shall conform to applicable Caltrans standards and requirements and as directed by the Caltrans Design Office Chief. It is assumed that preparation and submittal of the Request for Authorization (RFA) package shall be the responsibility of SANBAG.

Utility Relocation Coordination

Consultant will perform work to coordinate utility relocation within the Project limits. Work includes coordination with utility companies. It is assumed that two utilities will be relocated prior to or during the project as needed for the proposed interchange.



- 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: May 15, 2014

Subject: Caltrans Interstate 15 (I-15) Cajon Pass Rehabilitation Construction Project

Recommendation:* Receive information regarding upcoming pavement repair and replacement on the Cajon Pass section of I-15.

Background: The I-15 Cajon Pass Rehabilitation Project consists of roadway pavement resurfacing and restoration. The project will extend pavement service life with minimal maintenance expenditures on I-15 between the Kenwood Avenue exit to the south and West Hesperia Overhead to the north. Additionally, the project will upgrade and install roadside safety features. Construction has recently commenced, with completion scheduled for summer 2016. Caltrans staff will be making a presentation on the project.

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

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

Responsible Staff: Garry Cohoe, Director of Project Delivery

*

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

Check all that apply.

MVSS1405c-jm



- 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: May 15, 2014

Subject: State Route 60 (SR-60) Archibald Avenue Interchange Memorandum of Understanding

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

Approve Memorandum of Understanding No. C14137 with the City of Ontario for the development of the State Route 60 Archibald Avenue Interchange project.

Background: The SR-60 Archibald Avenue Interchange is the ninth highest priority in the Measure I 2010-2040 Freeway Interchange Program. Archibald Avenue is a north-south arterial in the City of Ontario (City) and forms a tight diamond interchange with SR-60. This location has been experiencing high levels of traffic congestion resulting in substantial delays. As a result, the City has requested to move forward with improvements to the SR-60 Archibald Avenue Interchange (Project).

The purpose of this Memorandum of Understanding (MOU) No. C14137 between the San Bernardino County Transportation Authority (SANBAG) and the City of Ontario is 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

*

Approved

Board Metro Valley Study Session

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

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

Check all that apply.

MVSS1405a-cs

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/ContractsWorkInProgress%20Files%20%202014/C14137%20MOU%20Ontario%2060%20Archibald.docx>

all phases of the Project. Cooperative Agreements will be developed for each phase of the Project that will identify the specific roles and funding responsibilities.

The City has asked that SANBAG be the lead agency for project development from the project study phase through the construction phase. Upon approval of the MOU, staff will commence work on the cooperative agreement defining the roles and responsibilities, as well as funding commitments, for the planning, environmental, design, right-of-way and utility components of the project.

The termination date of the MOU is the earlier of the Project notice of completion recordation date or June 30, 2020.

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

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

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



CONTRACT SUMMARY SHEET

Contract No. C14137 Amendment No. 0

By and Between

SANBAG (as Authority) and City of Ontario

Contract Description State Route 60 at Archibald Avenue Interchange Memorandum of Understanding

| | |
|--|--|
| Board of Director's Meeting Date: May 7, 2014 | |
| Overview of BOD Action: Approve Memorandum of Understanding C14137 with the City of Ontario for the State Route 60 at Archibald Avenue Interchange project. | |
| Is this a Sole-Source procurement? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |

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

| | | |
|---|---|----------------------------------|
| Contract Start Date 05/07/2014 | Current Contract Expiration Date N/A | Revised Contract Expiration Date |
| Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain. | | |

| FINANCIAL INFORMATION | |
|--|--------------------------------------|
| <input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. 0894. | |
| <input type="checkbox"/> A Budget Amendment is required. How are we funding current FY? Budget authority will be handled in phase specific cooperative agreements | |
| <input type="checkbox"/> Federal Funds | <input type="checkbox"/> State Funds |
| <input type="checkbox"/> Local Funds | <input type="checkbox"/> TDA Funds |
| <input type="checkbox"/> Measure I Funds | |
| Provide Brief Overview of the Overall Funding for the duration of the Contract: | |
| <input type="checkbox"/> Payable <input type="checkbox"/> Receivable NOTE: This is a MOU and does not commit any funds. | |

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

| | | |
|--|-----------|---------|
| Cacie Schindler | | 3/10/14 |
| Project Manager (Print Name) | Signature | Date |
| Garry Cahoe | | 3.13.14 |
| Task Manager (Print Name) | Signature | Date |
| Andrea Zureck | | 3/11/14 |
| Dir. Of Fund Admin. & Programming (Print Name) | Signature | Date |
| Jeffery Hull | | 3/24/14 |
| Contracts Manager (Print Name) | Signature | Date |
| William Stawarski | | 3/26/14 |
| Chief Financial Officer Signature (Print Name) | Signature | Date |

CONTRACT C14137

MEMORANDUM OF UNDERSTANDING

BETWEEN THE

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND THE CITY OF ONTARIO

FOR THE DEVELOPMENT OF

THE STATE ROUTE 60 ARCHIBALD AVENUE INTERCHANGE PROJECT

I. PARTIES AND TERM

- A. This Memorandum of Understanding ("MOU") is entered by and between the SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY ("AUTHORITY" or "SANBAG") and the CITY OF ONTARIO ("PROJECT SPONSOR") (and together the "PARTIES") on the Effective Date defined later herein.
- B. The Term of this MOU will commence on the Effective Date and, unless terminated early as provided in Section V, Paragraph C, terminate upon the date a notice of completion is recorded for the State Route 60/Archibald Avenue Interchange (PROJECT) or June 30, 2020, whichever is earlier.

II. RECITALS

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

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

III. AUTHORITY'S RESPONSIBILITIES

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

IV. PROJECT SPONSOR'S RESPONSIBILITIES

- A. PROJECT SPONSOR will be responsible for the Local Share of the PROJECT costs in accordance with Measure I 2010-2040 Valley Freeway Interchange Program Strategic Plan Policy and subsequent agreements, including Loan Agreements.
- B. PROJECT SPONSOR will assign a qualified member of its staff to coordinate with AUTHORITY, as determined reasonably necessary by PROJECT SPONSOR to facilitate the delivery of the PROJECT.
- C. PROJECT SPONSOR and AUTHORITY shall consult on a funding strategy for PROJECT completion at least six months prior to completion of the design phase.

V. MISCELLANEOUS

- A. The PARTIES acknowledge that should federal funds be used in the environmental or design phases of work, Federal Highway Administration (FHWA) requires that the PROJECT must

move to a capital phase (right-of-way or construction) within ten years or the federal funds may be required to be repaid to FHWA. Responsibilities related to the federal funding will be outlined in the funding cooperative agreement(s).

- B. Recitals. The Recitals stated above are integral parts of this MOU and are hereby incorporated into the terms of this MOU.
- C. Termination. Both AUTHORITY and PROJECT SPONSOR shall have the right at any time, to terminate this MOU, with or without cause, by giving thirty (30) calendar days written notice to the other party, specifying the date of termination. Termination of the MOU will not terminate the PARTIES' continuing obligations under any Cooperative Agreements generally referenced in Section II, Paragraph I. Termination of the MOU by request of the PROJECT SPONSOR will be understood by the AUTHORITY that PROJECT SPONSOR wishes to discontinue work on the PROJECT, unless otherwise stated in an active Cooperative Agreement or in a subsequent MOU or agreement.
- D. Notification. Each Party will designate a person to be responsible for day-to-day communications regarding work under the PROJECT. For PROJECT SPONSOR, that person will be Thomas Danna, Traffic/Transportation Manager for CITY OF ONTARIO. For AUTHORITY, that person shall be Paula Beauchamp, Project Delivery Manager. All notices and communications regarding this MOU, interpretation of the terms of this MOU, or changes thereto will be provided as follows:

| | |
|--|--|
| CITY OF ONTARIO 303 East B Street Ontario, CA 91764 ATTN: Al C. Boling, City Manager | SANBAG San Bernardino Associated Governments 1170 W. 3rd Street San Bernardino, CA 92410-1715 ATTN: Executive Director CC: Andrea Zureick |
|--|--|

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

-----Signatures on the Following Page-----

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

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF ONTARIO

By: _____
W.E. Jahn
Board President

By: _____
Al C. Boling
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM AND PROCEDURE:

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
Of Best Best & Krieger, LLP
City Attorney

CONCURRENCE:

ATTEST:

By: _____
Jeffery Hill
Contract Administrator

By: _____
Mary E. Wirtes, City Clerk

Date: _____

Exhibit A

Project Scope:

The project will widen the existing northbound and southbound road to add two left turn pockets, modify the existing Archibald Avenue Bridge Undercrossing to accommodate the additional lanes, widen the on and off ramps, and add a bike lane. The CITY OF ONTARIO has requested that SANBAG be lead on project.

Project Cost Estimate and Funding Shares:

Public Share: 33.9%

Nexus Development Impact Fee Share (DIF, "Development Share" or "Local Share"): 66.1%

| Phase | Estimated Cost* | Public Share | Development Share |
|--|----------------------|---------------------|---------------------|
| Project Study Report | \$ 396,000 | \$ 134,244 | \$ 261,756 |
| Project Approval and Environmental | \$ 396,000 | \$ 134,244 | \$ 261,756 |
| Design (PS&E) | \$ 888,000 | \$ 301,032 | \$ 586,968 |
| Right-of-Way | \$ 1,258,000 | \$ 426,462 | \$ 831,538 |
| Construction (Including Construction Management) | \$ 11,125,000 | \$ 3,771,375 | \$ 7,353,625 |
| Landscape Maintenance | \$ 300,000 | \$ 101,700 | \$ 198,300 |
| SANBAG Oversight | \$ 200,000 | \$ 0 | \$ 200,000 |
| Total** | \$ 14,563,000 | \$ 4,869,057 | \$ 9,693,943 |

*Estimated Costs are based on July 2013 feasibility study.

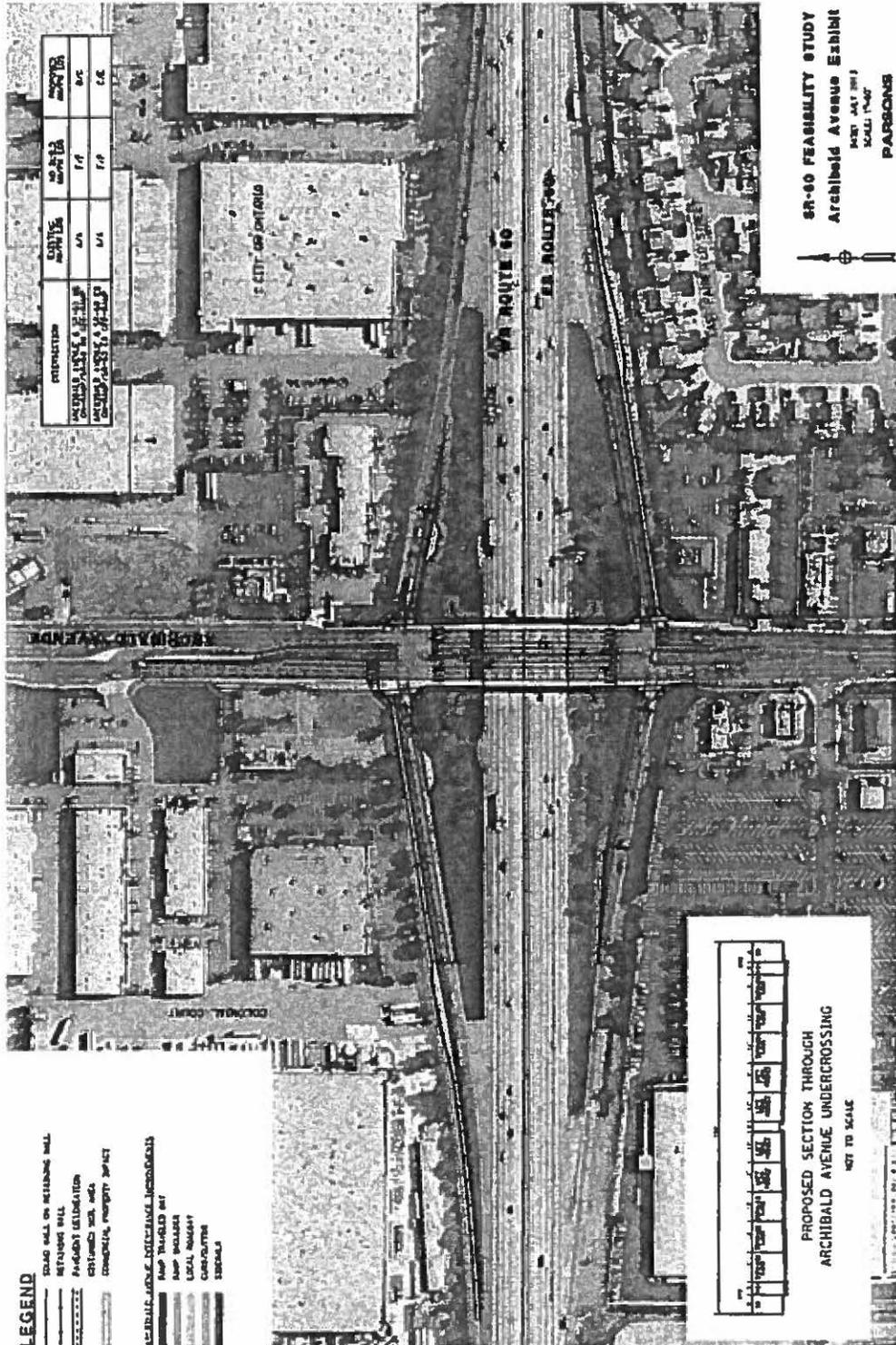
** The estimate includes a 3.5% escalation rate compounded annually.

Project Milestones:

| Milestone | Actual (Forecast) |
|--------------------------------|-------------------|
| Start of Project | (6/2014) |
| Environmental Approval | (6/2017) |
| Design Approved/ROW Certified | (6/2017) |
| Construction Notice to Proceed | (12/2017) |
| Completed for Beneficial Use | (12/2019) |

Exhibit B
State Route 60 at Archibald Avenue Interchange Modifications

Conceptual Layout



shares, party responsibilities and stipulations for the right-of-way and construction work, including designation of SANBAG as the lead agency.

Currently, right-of-way work is on-going and Phase 1 construction is underway. Phase 2 design and engineer's estimate has been finalized, and SANBAG staff is now seeking federal authorization to proceed with advertisement of Phase 2 construction, which is expected to begin in fall 2014 and take approximately two years to complete.

With the engineer's estimate for Phase 2 construction finalized and the contract termination date of June 28, 2014, identified in the original agreement approaching, SANBAG staff is recommending that an amendment to the existing agreement be approved. The proposed amendment includes the most current cost estimate information and SANBAG Board approved allocation actions, removal of the contract termination date, and clarification that although the public and development shares for a specific component of work or contract may vary from the shares identified in the Nexus Study, the total combined contribution from each agency will be consistent with the Nexus Study.

Below is a brief summary of the I-10/Tippecanoe Avenue Interchange history and table outlining the SANBAG Board approved funding decisions and the resultant changes to public and development shares that have occurred since approval of the original cooperative agreement.

- June 2010 – The SANBAG Board approved a cooperative funding agreement with Loma Linda, San Bernardino, and Inland Valley Development Agency for the right-of-way and construction phases of Tippecanoe Interchange including \$33.684 million in federal earmark funds identified as buy-down funds, \$4.91 million in federal earmark funds identified as Public Share funds, and \$2.5 million in Interregional Improvement Program (IIP) funds identified as Public Share. The \$4.91 million earmark funds were identified as Public Share because they were originally programmed on preliminary engineering and were swapped with Measure I funds from the right-of-way phase. The \$2.5 million was incorrectly identified as Public Share and should have been treated as a buy-down fund. This is proposed to be addressed in Amendment 1 to the cooperative agreement.
- April 2012 – SANBAG received \$10 million of Proposition 1B Corridor Mobility Improvement Account Funds savings. These funds were applied as a Public Share contribution reducing federal Surface Transportation Program (STP) funds that were identified as Public Share.
- September 2013 – In an effort to utilize aging federal earmark funds, the remaining balance of Inland Empire Goods Movement Gateway Project earmark funds were allocated to the I-10/Tippecanoe Avenue Interchange

project bringing the total buy-down amount to \$34,457,081, which was a slight increase in total buy-down funds from the original cooperative agreement but also helped to offset cost increases. Other projects that were programmed with these funds were I-215 University Interchange and I-215 Barton Interchange. The SANBAG Board approved replacing these earmark funds programmed on these projects with STP when the projects are ready for implementation. For the I-215 University project, these STP funds would retain buy-down status so that this fund swap would not negatively impact the agencies funding that project.

- November 2013 – The SANBAG Board approved an amendment to the right-of-way agreement with Caltrans for an additional \$500,000 of IIP funds to cover right-of-way support cost increases.
- March 2014 – The SANBAG Board allocated the remaining balance of State Proposition 1B Trade Corridor Improvement Funds (TCIF) estimated at \$10,669,955 to Phase 2 Construction, first replacing as much Public Share as possible and then replacing existing federal earmark funds and allowing those funds to retain the buy-down status of the earmark funds. Without retaining buy-down status, each funding partner would be required to increase their funding contribution to the project by \$928,698 even though the project was fully funded without the addition of TCIF. The federal earmark funds will be used to fund required landscaping on I-215 North through San Bernardino, which has limited funding sources since it is not eligible for Measure I 2010-2040 Freeway Program funding. Any earmark funds not needed for I-215 North will be programmed back to I-215 Barton Interchange.

I-10 TIPPECANOE AVENUE INTERCHANGE FUNDING HISTORY

| Year - Action | Total Cost | Total Buy-down Funds | Remaining Balance | Total Developer Share | Total Public Share | Highlights of Project Funding Change |
|--|--------------|----------------------|-------------------|-----------------------|--------------------|--|
| 2010 - Cooperative Agreement Approved | \$70,508,000 | \$33,684,000 | \$36,824,000 | \$12,741,104 | \$24,082,896 | When original cooperative agreement was developed, public share included \$2,500,000 of IIP and \$16,671,000 of Measure I. |
| 2012 - CMA Savings added to Public Share of Phase 1 Construction | \$70,508,000 | \$27,957,082 | \$42,550,918 | \$14,722,618 | \$27,828,300 | When original cooperative agreement was developed, total federal appropriation amount was assumed for earmarks. Takedowns and annual appropriation limitations reduced the actual amount available. |
| 2013 - Federal Earmarks added to Phase 2 Construction to minimize risk of rescission and IIP added for R/W cost increase | \$71,883,194 | \$34,457,082 | \$37,426,112 | \$12,949,435 | \$24,476,677 | Addition of earmarks returns developer and public shares closer to original agreement despite cost increases and aims to preserve earmarks for the county that could be subject to rescission. |
| 2014 - TCIF Savings added to Phase 2 Construction to preserve funds for county | \$71,074,279 | \$34,457,082 | \$36,617,197 | \$12,669,550 | \$23,947,647 | TCIF was added to project as the only eligible project in the county that met the funding deadline. TCIF is typically treated as public share, but staff requested an exception that any excess TCIF replace earmark funds and retain the buy-down status. Otherwise each funding partner would have been required to contribute \$928,698 more than agreed to in the original cooperative agreement. All Phase 2 Public Share costs that were eligible for replacement with TCIF were replaced to preserve the most Freeway Interchange Measure I funds for other projects. |
| 2014 - IIP corrected to buy-down status | \$71,074,279 | \$37,457,081 | \$33,617,198 | \$11,631,550 | \$21,985,648 | During analysis of the project funding, it was determined the IIP funds should have been treated as buy-down funds when the agreement was originally drafted. This error has been corrected for proposed Amendment 1 to the cooperative agreement that has been prepared for advertisement of Phase 2. At this stage, if TCIF were treated as public share, each partner would owe \$582,698 more than than agreed to in the original cooperative agreement. |

SANBAG staff is recommending an amendment to the cooperative funding agreement reflecting the programming of CMIA and TCIF, correcting the IIP funds status that was originally applied as Public Share and should have been applied as buy-down funds, and updating the project cost and resulting Public/Developer Shares.

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

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

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



CONTRACT SUMMARY SHEET

Contract No. R 10200 Amendment No. 1

By and Between

San Bernardino Associated Governments and City of San Bernardino, City of Loma Linda, Inland Valley Dev. Agency

Contract Description I-10 Tippecanoe Ave Interchange Right of Way and Construction Phases

| | |
|---|--|
| Board of Director's Meeting Date: June 4, 2014 | |
| Overview of BOD Action: Approve Amendment No. 1 to revise the contract value and resulting shares. | |
| Is this a Sole-Source procurement? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |

| CONTRACT OVERVIEW | | | |
|---|-----------|-------------------|--|
| Original Contract Amount | \$ | 12,744,000 | Original Contingency Amount |
| | | | \$ |
| | | | 0.00 |
| Revised Contract Amount <i>Inclusive of prior amendments</i> | \$ | | Revised Contingency Amount <i>Inclusive of prior amendments</i> |
| | | | \$ |
| | | | |
| Current Amendment Amount | \$ | -1,112,450 | Contingency Amendment |
| | | | \$ |
| | | | 0.00 |
| TOTAL CONTRACT VALUE | \$ | 11,631,550 | TOTAL CONTINGENCY VALUE |
| | | | \$ |
| | | | 0.00 |
| TOTAL BUDGET AUTHORITY (contract value + contingency) | | | \$ 11,631,550 |

| | | |
|--|---|---|
| Contract Start Date April 7, 2010 | Current Contract Expiration Date June 28, 2014 | Revised Contract Expiration Date June 30, 2017 (estimated) |
| Has the contract term been amended? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes - please explain. Termination date removed and changed to completion of project. | | |

| FINANCIAL INFORMATION | |
|---|---|
| <input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. 0842 | |
| <input type="checkbox"/> A Budget Amendment is required. | |
| How are we funding current FY? Measure I Valley Freeway IC Bond Funds, Cities of San Bernardino and Loma Linda, IVDA, CMIA, STP, and Demo | |
| <input checked="" type="checkbox"/> Federal Funds | <input checked="" type="checkbox"/> State Funds |
| <input checked="" type="checkbox"/> Local Funds | <input type="checkbox"/> TDA Funds |
| <input checked="" type="checkbox"/> Measure I Funds | |
| Provide Brief Overview of the Overall Funding for the duration of the Contract: Measure I Valley Freeway Interchange Bond (4.2%), Local (5.5% each), State (31.9%), Federal (47.5%) | |
| <input type="checkbox"/> Payable | <input checked="" type="checkbox"/> Receivable |
| Receivable is for \$3,877,183.33 from each local partner | |

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

| | | |
|--|-----------------------|---------------|
| Project Manager (Print Name) | Signature | Date |
| Task Manager (Print Name) <i>Andrea Zureick</i> | <i>Andrea Zureick</i> | <i>5/5/14</i> |
| Dir. of Fund Admin. & Programming (Print Name) | Signature | Date |
| Contract Administrator (Print Name) | Signature | Date |
| Chief Financial Officer (Print Name) | Signature | Date |

AMENDMENT NO. 1 TO

CONTRACT NO. R10200

BY AND BETWEEN

THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

THE CITY OF LOMA LINDA

AND

THE CITY OF SAN BERNARDINO

AND

INLAND VALLEY DEVELOPMENT AGENCY

FOR

**RIGHT-OF-WAY AND CONSTRUCTION PHASES FOR THE INTERSTATE 10
TIPPECANOE AVENUE INTERCHANGE**

This AMENDMENT No. 1 to Contract No. R10200 is effective on the Effective Date as defined herein, by and between the San Bernardino Associated Governments acting as the San Bernardino County Transportation Authority ("AUTHORITY"), the City of Loma Linda ("CITY OF LOMA LINDA"), the City of San Bernardino ("CITY OF SAN BERNARDINO"), and the Inland Valley Development Agency ("IVDA") individually referred to as PARTY and collectively known as PARTIES.

RECITALS:

WHEREAS, AUTHORITY, CITY OF LOMA LINDA, CITY OF SAN BERNARDINO and IVDA entered into Contract No. R10200 ("Agreement") on August 25, 2010, to set forth responsibilities and obligations of each phase as they pertain to participation and funding of the Right-of-Way Work, including property acquisition, and Construction Work, including a four year plant establishment period as required by Caltrans, for the Interstate 10 ("I-10") Tippecanoe Avenue Interchange Project, located in the San Bernardino and Loma Linda area (hereinafter referred to as "PROJECT"); and

WHEREAS, the Right-of-Way Phase is now estimated at \$34,175,194; and

WHEREAS, the Phase 1 Construction is now estimated at \$17,653,270 and the Phase 2 Construction is now estimated at \$19,245,815 and jointly the total cost of construction for Phase 1 and Phase 2 is estimated at \$36,899,085; and

WHEREAS, the final total buy down contribution is \$37,457,081 consisting of \$26,197,979 in federal earmark funds from various sources, \$3,000,000 of Interregional Improvement Program

funds allocated by Caltrans, and \$8,259,102 in State Proposition 1B Trade Corridor Funds in accordance with the SANBAG Board approved action on March 5, 2014, resulting in a remaining balance of \$33,617,198 to be funded by the PARTIES; and

WHEREAS, the total project cost has increased from \$70,508,000 to \$71,074,279 but because of the addition of buy down funds to the project the total project cost increase will not increase the total contribution of the PARTIES agreed to in the original Contract No. R10200; and

WHEREAS, the PARTIES agree to amend Contract No. R10200 to allow flexibility to move allocated funds between phases as more precise cost information becomes available so long as the individual contribution amounts do not exceed the total amount approved by each PARTY.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, the PARTIES agree as follows:

1. The AGREEMENT is amended in the following particulars:
 - a. Amend Paragraph 1 of Section I (AUTHORITY AGREES) to add the following:

“The actual cost of a specific phase may ultimately vary from the estimates provided in Table 1; however, under no circumstances is the total combined AUTHORITY contribution (Total Public Share) to exceed \$21,985,648.”
 - b. Amend Paragraph 1 of Section II (CITY OF LOMA LINDA AGREES) to add the following:

“The actual cost of a specific phase may ultimately vary from the estimates provided in Table 1; however, under no circumstances is the total combined CITY OF LOMA LINDA contribution to exceed \$3,877,183.”
 - c. Amend Paragraph 1 of Section III (CITY OF SAN BERNARDINO AGREES) to add the following:

“The actual cost of a specific phase may ultimately vary from the estimates provided in Table 1; however, under no circumstances is the total combined CITY OF SAN BERNARDINO contribution to exceed \$3,877,183.”
 - d. Amend Paragraph 1 of Section IV (INLAND VALLEY DEVELOPMENT AGENCY AGREES) to add the following:

“The actual cost of a specific phase may ultimately vary from the estimates provided in Table 1; however, under no circumstances is the total combined IVDA contribution to exceed \$3,877,183.”
 - e. Remove and replace Paragraph 14 of Section V (MUTUALLY AGREED) with:

“The Agreement shall terminate upon completion of all PROJECT Right-of-Way Work and Construction Work obligations of AUTHORITY, the delivery of the required PROJECT documents to each PARTY, and the payment of all funds to the AUTHORITY by all PARTIES, except that the indemnification provisions shall remain in effect until terminated or modified, in writing, by mutual agreement. 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 the Agreement prior to termination.”

8. Delete “Table 1” attached to Contract No. R10200 and replace it with “Table 1 – Amendment 1” which is attached to this Amendment No. 1 and by this reference incorporated herein. All references in the Agreement to Table 1 shall mean Table 1 – Amendment 1.
9. The Effective Date of this Amendment No 1 is the date that it is executed by the AUTHORITY.
10. Except as amended by this Amendment No. 1, all other provisions of Contract No. R10200 shall remain in full force and effect.
11. This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.
12. The Recitals are incorporated into the body of this Amendment No. 1.

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

IN WITNESS WHEREOF, the parties have executed this Amendment No. 1 on the day and year below written, but effective as of the day and year first set forth identified herein.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF LOMA LINDA

By: _____
W. E. Jahn, President

By: _____
Rhodes "Dusty" Rigsby, Mayor

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Eileen Monaghan Teichert
SANBAG General Counsel

By: _____

Date: _____

Date: _____

CONCURRENCE:

**INLAND VALLEY DEVELOPMENT
AGENCY**

By: _____
Jeffery Hill
Contract Administrator

By: _____
AJ Wilson,
Executive Director

Date: _____

Date: _____

CITY OF SAN BERNARDINO

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
R. Carey Davis, Mayor

By: _____

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Gary D. Saenz
City Attorney

Date: _____

TABLE 1 – AMENDMENT 1
I-10 TIPPECANOE AVENUE INTERCHANGE FUNDING PLAN

| Phase | Total Cost | Total Buy-down Funds | Remaining Balance | Total Developer Share | Total Public Share | Buy-down Funds | | | Developer Share 34.6% | | | Public Share ¹ 65.4% | | | | |
|----------------------|----------------------|----------------------|----------------------|-----------------------|----------------------|----------------------|---------------------|---------------------|--|---------------------|---------------------|---|---------------------|----------------------|---------------------|---------------------|
| | | | | | | Federal Earmarks | IIP ² | TCIF (as buy down) | Loma Linda | San Bernardino | IVDA | Measure I | TEA-21 ³ | CMIA | STP | TCIF |
| Right-of-Way | \$ 34,175,194 | \$ 20,478,712 | \$ 13,696,482 | \$ 4,738,983 | \$ 8,957,499 | \$ 17,478,712 | \$ 3,000,000 | \$ - | \$ 2,012,742 | \$ 2,012,742 | \$ 2,012,742 | \$ 2,748,257 | \$ 4,910,000 | | | |
| Construction Phase 1 | \$ 17,653,270 | \$ - | \$ 17,653,270 | \$ 6,108,031 | \$ 11,545,239 | \$ - | | \$ - | \$ 1,602,930 | \$ 1,602,930 | \$ 1,602,930 | \$ 184,428 | | \$ 10,000,000 | \$ 2,660,053 | |
| Construction Phase 2 | \$ 19,245,815 | \$ 16,978,369 | \$ 2,267,446 | \$ 784,536 | \$ 1,482,910 | \$ 8,719,268 | | \$ 8,259,102 | \$ 261,512 | \$ 261,512 | \$ 261,512 | \$ 58,678 | | | | \$ 1,424,232 |
| Total | \$ 71,074,279 | \$ 37,457,081 | \$ 33,617,198 | \$ 11,631,551 | \$ 21,985,648 | \$ 26,197,979 | \$ 3,000,000 | \$ 8,259,102 | \$ 3,877,183 | \$ 3,877,183 | \$ 3,877,183 | \$ 2,991,363 | \$ 4,910,000 | \$ 10,000,000 | \$ 2,660,053 | \$ 1,424,232 |
| | | | | | | | | | Total Developer Share \$ 11,631,550 | | | Total Public Share \$ 21,985,648 | | | | |

1. AUTHORITY's Public Share can be from eligible sources under control of AUTHORITY and can be changed without necessitating an amendment of this agreement so long as the allocation of funds has been approved by the SANBAG Board.
2. IIP funds in the original funding agreement were incorrectly identified as Public Share funds and should have been identified as Buy-down Funds.
3. TEA-21 Funds originally programmed for Preliminary Engineering phase were swapped with Measure I funds from the right-of-way phase so that the engineering phase did not have to be federalized.
4. Developer Share and Public Share are balanced over all phases of work and not by individual phase.



- 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: May 15, 2014

Subject: Draft Jurisdiction-level Growth Forecasts for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Recommendation:* Receive information on draft jurisdiction-level growth forecasts for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy.

Background: Shortly following the adoption of the 2012-2035 RTP/SCS, the Southern California Association of Governments (SCAG) initiated their growth forecast effort for the 2016-2040 RTP/SCS. The new RTP/SCS includes a 2012 base year and a 2040 forecast year, plus intermediate years (2020 and 2035).

SANBAG and SCAG staff have been holding growth forecast meetings with individual jurisdictions since November 2013 and have received a substantial amount of input. The attached Table 1 of the latest city-level household and employment growth forecasts was discussed with the Planning and Development Technical Forum members (local planning/community development directors) on April 23, 2014 and the City/County Managers Technical Advisory Committee on May 1, 2014.

*

Approved
Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

Check all that apply.

Additional adjustments may be made through early May, so that each jurisdiction can provide written approval of its own city totals to SCAG by May 31, 2014. SCAG has indicated that additional adjustments of the forecasts may be required following the May submittals as part of the development of the SCS, but these adjustments will be made in collaboration with SANBAG and local jurisdictions. These forecasts have implications for many facets of countywide and city-level planning, including land use, transportation, water, infrastructure, and education.

Table 1 provides a summary of the current status of the jurisdiction-level growth forecasts. The left side of the table shows the original draft SCAG city-level estimates released in October 2013. Population, household, and employment variables are presented for the 2012 base year and 2040 forecast year. The strategy is to settle on the 2040 forecasts first and then prepare intermediate-year forecasts for 2020 and 2035. An annualized, compounded growth rate is presented for each city and variable to provide a sense of how the rate of growth varies by jurisdiction. The 2012 city-level employment numbers were recently updated by SCAG and may be slightly different from the 2012 employment previously provided, but are virtually the same at the county level.

Overall, the original SCAG forecast resulted in a 1.08% annualized growth rate for population in San Bernardino County, 1.27% for households (essentially occupied dwelling units), and 1.86% for employment. The household growth rate is anticipated to be higher than the population growth rate because household size is projected by SCAG to decrease over time. The employment growth rate is much more aggressive than what was used for the 2012-2035 RTP/SCS (1.54%). SCAG has explained that this was due, in part, to the County “catching up” from the high unemployment rate that existed in 2012 (versus in 2008) to a 2040 unemployment rate that is closer to the historical average. That said, this is still a significant difference from the prior 2012-2035 RTP/SCS cycle.

The right side of the table shows the revised draft city-level estimates based on input from local jurisdictions. SANBAG requested that the input be split into single-family and multi-family households and into retail and non-retail employment, as these are more detailed inputs needed for SANBAG’s transportation modeling activities. The adjusted annualized growth rates are shown by jurisdiction, along with the change from the original SCAG estimates. At a county level, both the households and

employment were reduced: households from 1.27% growth per year (SCAG) to 1.16% (local input) and employment from 1.86% (SCAG) to 1.60% (local input). Part of the reason for the reductions is that the growth rates seemed unusually high compared with historical averages and/or the jurisdiction could not identify physical locations for the growth to be added through their General Plan build-out, even considering redevelopment policies and plans.

Planning staff from several jurisdictions have yet to confirm their local input numbers, so there is a possibility of additional changes to the table. Based on discussions at the Planning and Development Technical Forum meeting and City/County Managers Technical Advisory Committee, it is possible that the growth in employment may be reduced further. This anticipated result is based, in part, on SANBAG's modeling of growth at the transportation analysis zone (TAZ) level, as it will be difficult to fit the total employment growth into actual, physical locations in some cities.

Jurisdictions must approve either SCAG's original set of growth forecasts or an alternate set based on local input by May 31, 2014. Each jurisdiction has its own approval process and designates the individual authorized to approve the forecasts for SCAG's purposes. SANBAG's role is to coordinate these forecasts at the county-level so that the jurisdiction-level and county-level forecasts are reasonable and perceived to be feasible. Initial indications from SCAG staff are that they should be able to accommodate these changes even though this would mean a change in the countywide control total. SCAG normally prefers to maintain the county totals and to work out the balance through increases in growth estimates from one jurisdiction balanced by reductions in others. In this case, it has been clear that there was substantially more forecast growth to "donate" than there were jurisdictions to absorb it, particularly for employment. Even after the local downward adjustments to the employment forecast, the annualized employment growth rate is higher than the countywide growth rate in the 2012-2035 RTP/SCS.

Additional coordination has been required on the forecasts for the City of Big Bear Lake. Big Bear Lake is unique in that the full-time population and associated employment is small (about 5000 and 3800 respectively), but the population and employment increase substantially in the peak season, particularly on weekends. SCAG 2012 base year demographic data are generally based on mid-year statistics for a typical weekday.

They do not account for heavy seasonal or weekend influences in areas such as Big Bear Lake. The Coachella Valley in Riverside County has similar issues.

As a result of discussions with SCAG and the City, SANBAG proposed that two sets of data be included for Big Bear Lake in the RTP/SCS, one representing the normal mid-year weekday data (off-peak for Big Bear Lake) and a second table representing a peak season weekday. Estimates of visitors are included. (See Tables 2A and 2B)

An estimate of 60,000 peak season visitors has been used, based on information provided by the Big Bear Lake planning department. Forecasts to 2040 are provided for both peak season and off-peak season.

The concept of the two sets of numbers is that SCAG would use the off-peak table (2A) in their standard growth forecast numbers being used for San Bernardino County and the Region, but that Table 2B would be used when dealing with peak season analyses. It is anticipated that a similar set of tables would be prepared for the remainder of the Mountain Subarea, but these peak-season data still need to be worked out with County staff. The County does not need to approve growth forecasts at a subarea level (only the county level), but the subarea needs to be looked at carefully for planning purposes. These discussions will be undertaken in the next several weeks.

Table 2. Draft Peak and Off-Peak Season Demographic Data for the City of Big Bear Lake

A. City of Big Bear Lake Demographic Data - Off-Peak Weekday

| | 2012 | 2020 | 2035 | 2040 |
|------------|--------|--------|--------|--------|
| Population | 5,095 | 5,600 | 6,650 | 7,000 |
| Households | 2,198 | 2,400 | 2,850 | 3,000 |
| Employment | 4,215 | 4,739 | 5,647 | 5,775 |
| Visitors | 10,000 | 11,458 | 13,411 | 14,063 |

Annualized % Increases from 2012

| | 2020 | 2035 | 2040 |
|------------|-------|-------|-------|
| Population | 1.19% | 1.16% | 1.14% |
| Households | 1.11% | 1.14% | 1.12% |
| Employment | 1.48% | 1.28% | 1.13% |
| Visitors | 1.72% | 1.28% | 1.23% |

B. City of Big Bear Lake Demographic Data - Peak Season Weekday

| | 2012 | 2020 | 2035 | 2040 |
|------------|--------|--------|--------|--------|
| Population | 5,095 | 5,600 | 6,650 | 7,000 |
| Households | 2,198 | 2,400 | 2,850 | 3,000 |
| Employment | 5,840 | 6,400 | 7,150 | 7,400 |
| Visitors | 60,000 | 65,753 | 73,459 | 76,027 |

Annualized % Increases from 2012

| | 2020 | 2035 | 2040 |
|------------|-------|-------|-------|
| Population | 1.19% | 1.16% | 1.14% |
| Households | 1.11% | 1.14% | 1.12% |
| Employment | 1.15% | 0.88% | 0.85% |
| Visitors | 1.15% | 0.88% | 0.85% |

*Visitors would generally include hotel guests and other temporary residents not counted in census tabulations.

In addition to the above, SCAG, SANBAG, and Big Bear Lake staff discussed the relationship of these numbers to transportation modeling and analysis needs. Neither the SCAG Regional Model nor SANBAG's SBTAM model (San Bernardino County Transportation Analysis Model) are capable of analyzing unique situations with heavy tourism such as Big Bear. Some observations from the recent discussions include:

1. There is a need for enhanced analytical tools to capture Big Bear's unique travel patterns and needs.
2. The San Bernardino Mountain (SBM) Model was developed in the mid-1990s and updated in the early 2000s. It may provide a good example of a possible modeling approach, as it addressed the peak roadway demands on Fridays and Sundays, for both summer and winter seasons. Some elements of the modeling approach used for the Big Bear Modal Alternatives Analysis (2011) may also apply.
3. All relevant parties need to be involved to find a solution (Caltrans, SANBAG, County, Big Bear, and SCAG). Visitation levels affect all mountain communities and mountain infrastructure.
4. Good data is the key to analyzing growth in the mountain subarea. Big Bear Lake will need to continue working with SANBAG and SCAG to better quantify visitors and related activities.
5. SCAG has committed to put together a short statement of need and possible analytical approach. The City will need to be the lead on assembling the data, particularly seasonal and weekend visitation levels.

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 is not scheduled for review by any other policy committee. The information in this item was presented to the Planning and Development Technical Forum (local planning/community development directors) on April 23, 2014, and to the City/County Managers Technical Advisory Committee on May 1, 2014.

Responsible Staff: Josh Lee, Transportation Planning Analyst

TABLE 1 - COMPARISON OF CITY-LEVEL GROWTH FORECASTS FOR THE SCAG 2016-2040 RTP/SCS - ORIGINAL SCAG DATA vs. LOCAL INPUT

As of May 7, 2014

NOTE: Includes updated 2012 Employment Numbers

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U |
|-----------------------|--|------------------|--------------------|----------------|----------------|--------------------|----------------|------------------|--------------------|---|---------------|----------------|----------------|--------------------|------------------|--------------------|----------------|----------------|------------------|--------------------|------------------|
| Jurisdiction | Original Draft SCAG City-Level Estimates | | | | | | | | | Revised Draft City-Level Estimates with Local Input | | | | | | | | | | | |
| | Population | | | Households | | | Employment | | | Growth (2012-2040) | | | Total | Annual Growth Rate | | Growth (2012-2040) | | | Total | Annual Growth Rate | |
| | 2012 | 2040 | Annual Growth Rate | 2012 | 2040 | Annual Growth Rate | 2012 | 2040 | Annual Growth Rate | SF | MF | Total | 2040 | % | Change From SCAG | Retail | Non-Retail | Total | 2040 | % | Change From SCAG |
| | Adelanto | 31,146 | 80,390 | 3.44% | 7,923 | 21,080 | 3.56% | 4,337 | 11,500 | 3.54% | 8,105 | 2,092 | 10,197 | 18,120 | 3.00% | -0.56% | 886 | 2,982 | 3,868 | 8,205 | 2.30% |
| Apple Valley | 70,162 | 113,150 | 1.72% | 23,706 | 39,410 | 1.83% | 15,736 | 30,570 | 2.40% | 7,252 | 3,828 | 11,080 | 34,786 | 1.38% | -0.45% | 8,596 | 3,551 | 12,147 | 27,883 | 2.06% | -0.34% |
| Barstow | 23,070 | 33,940 | 1.39% | 8,150 | 12,430 | 1.52% | 8,229 | 12,860 | 1.61% | 3,235 | 1,499 | 4,735 | 12,885 | 1.65% | 0.13% | 2,339 | 6,311 | 8,650 | 16,879 | 2.60% | 0.99% |
| Big Bear Lake | 5,095 | 6,520 | 0.88% | 2,198 | 2,820 | 0.89% | 4,215 | 5,060 | 0.65% | 640 | 162 | 802 | 3,000 | 1.12% | 0.22% | 442 | 1,118 | 1,560 | 5,775 | 1.13% | 0.48% |
| Chino | 79,447 | 108,930 | 1.13% | 20,997 | 30,130 | 1.30% | 42,569 | 66,190 | 1.59% | 6,974 | 5,979 | 12,953 | 33,950 | 1.73% | 0.43% | 3,811 | 4,177 | 7,988 | 50,557 | 0.62% | -0.97% |
| Chino Hills | 75,765 | 88,600 | 0.56% | 22,999 | 29,610 | 0.91% | 11,775 | 18,580 | 1.64% | 4,447 | 2,164 | 6,611 | 29,610 | 0.91% | 0.00% | 2,217 | 4,892 | 7,109 | 18,884 | 1.70% | 0.06% |
| Colton | 52,769 | 69,070 | 0.97% | 14,993 | 20,810 | 1.18% | 17,453 | 29,200 | 1.86% | 2,329 | 3,488 | 5,817 | 20,810 | 1.18% | 0.00% | 2,026 | 10,348 | 12,374 | 29,827 | 1.93% | 0.08% |
| Fontana | 200,228 | 283,880 | 1.25% | 49,646 | 74,870 | 1.48% | 47,820 | 83,760 | 2.02% | 10,599 | 13,789 | 24,388 | 74,034 | 1.44% | -0.04% | 10,552 | 13,252 | 23,804 | 71,624 | 1.45% | -0.57% |
| Grand Terrace | 12,201 | 13,340 | 0.32% | 4,417 | 5,360 | 0.69% | 2,203 | 3,690 | 1.86% | 443 | 856 | 1,299 | 5,716 | 0.92% | 0.23% | 1,108 | 2,080 | 3,188 | 5,391 | 3.25% | 1.39% |
| Hesperia | 91,122 | 136,510 | 1.45% | 26,436 | 41,440 | 1.62% | 15,255 | 29,360 | 2.37% | 11,740 | 881 | 12,621 | 39,057 | 1.40% | -0.21% | 5,344 | 8,090 | 13,434 | 28,689 | 2.28% | -0.08% |
| Highland | 53,740 | 67,090 | 0.80% | 15,497 | 20,700 | 1.04% | 6,081 | 10,500 | 1.97% | 4,209 | 925 | 5,134 | 20,631 | 1.03% | -0.01% | 1,734 | 2,939 | 4,674 | 10,755 | 2.06% | 0.09% |
| Loma Linda | 23,409 | 31,310 | 1.04% | 8,763 | 12,680 | 1.33% | 16,857 | 31,900 | 2.30% | 1,386 | 1,623 | 3,009 | 11,772 | 1.06% | -0.27% | 1,047 | 3,435 | 4,482 | 21,339 | 0.85% | -1.46% |
| Montclair | 37,199 | 43,230 | 0.54% | 9,564 | 11,700 | 0.72% | 16,520 | 24,550 | 1.42% | 129 | 1,868 | 1,997 | 11,561 | 0.68% | -0.04% | 803 | 1,691 | 2,494 | 19,014 | 0.50% | -0.92% |
| Needles | 4,898 | 7,030 | 1.30% | 1,920 | 2,820 | 1.38% | 2,317 | 3,790 | 1.77% | 458 | 442 | 900 | 2,820 | 1.38% | 0.00% | 295 | 1,260 | 1,555 | 3,872 | 1.85% | 0.08% |
| Ontario | 166,328 | 289,490 | 2.00% | 45,112 | 84,030 | 2.25% | 102,088 | 166,280 | 1.76% | 7,343 | 22,112 | 29,455 | 74,567 | 1.81% | -0.44% | 5,426 | 66,651 | 72,077 | 174,165 | 1.93% | 0.17% |
| Rancho Cucamonga | 170,105 | 180,630 | 0.21% | 55,362 | 63,990 | 0.52% | 71,207 | 104,620 | 1.38% | 3,849 | 4,779 | 8,628 | 63,990 | 0.52% | 0.00% | 6,188 | 28,531 | 34,719 | 105,926 | 1.43% | 0.04% |
| Redlands | 69,586 | 85,540 | 0.74% | 24,821 | 32,430 | 0.96% | 32,046 | 53,400 | 1.84% | 4,905 | 2,704 | 7,609 | 32,430 | 0.96% | 0.00% | 4,235 | 17,433 | 21,668 | 53,714 | 1.86% | 0.02% |
| Rialto | 100,836 | 122,010 | 0.68% | 25,365 | 34,510 | 1.11% | 21,557 | 36,080 | 1.86% | 3,037 | 3,108 | 6,145 | 31,510 | 0.78% | -0.33% | 2,097 | 7,356 | 9,453 | 31,010 | 1.31% | -0.55% |
| San Bernardino (City) | 211,943 | 257,410 | 0.70% | 59,321 | 77,110 | 0.94% | 84,345 | 145,170 | 1.96% | 11,336 | 6,453 | 17,789 | 77,110 | 0.94% | 0.00% | 10,102 | 29,946 | 40,048 | 124,393 | 1.40% | -0.56% |
| Twentynine Palms | 25,876 | 43,760 | 1.89% | 8,341 | 14,510 | 2.00% | 4,322 | 8,510 | 2.45% | 2,859 | 247 | 3,106 | 11,447 | 1.14% | -0.86% | 724 | 3,450 | 4,174 | 8,496 | 2.44% | -0.01% |
| Upland | 74,661 | 88,860 | 0.62% | 25,882 | 31,590 | 0.71% | 31,687 | 51,790 | 1.77% | 1,136 | 1,890 | 3,026 | 28,908 | 0.40% | -0.32% | 3,736 | 8,051 | 11,787 | 43,474 | 1.14% | -0.63% |
| Victorville | 119,596 | 209,370 | 2.02% | 33,079 | 63,700 | 2.37% | 29,777 | 55,700 | 2.26% | 22,052 | 8,569 | 30,621 | 63,700 | 2.37% | 0.00% | 4,659 | 18,247 | 22,906 | 52,683 | 2.06% | -0.20% |
| Yucaipa | 52,271 | 64,250 | 0.74% | 18,365 | 25,040 | 1.11% | 8,334 | 15,020 | 2.13% | 3,903 | 2,364 | 6,267 | 24,632 | 1.05% | -0.06% | 1,776 | 5,068 | 6,844 | 15,178 | 2.16% | 0.04% |
| Yucca Valley | 20,952 | 26,330 | 0.82% | 8,289 | 12,160 | 1.38% | 6,173 | 10,030 | 1.75% | 2,978 | 893 | 3,870 | 12,159 | 1.38% | 0.00% | 638 | 3,339 | 3,977 | 10,150 | 1.79% | 0.04% |
| Unincorporated County | 295,588 | 340,360 | 0.50% | 94,243 | 110,080 | 0.56% | 56,279 | 96,870 | 1.96% | 12,884 | 3,144 | 16,028 | 110,271 | 0.56% | 0.01% | 5,241 | 28,521 | 33,762 | 90,041 | 1.69% | -0.27% |
| Total | 2,067,993 | 2,791,000 | 1.08% | 615,389 | 875,010 | 1.27% | 659,182 | 1,104,980 | 1.86% | 138,228 | 95,859 | 234,087 | 849,476 | 1.16% | -0.11% | 86,024 | 282,718 | 368,742 | 1,027,924 | 1.60% | -0.26% |

Summary Statistics - County and Regional Draft SCAG Estimates

| | 2012 | 2040 |
|---------------|------|------|
| Pop/HH County | 3.36 | 3.19 |
| Emp/HH County | 1.07 | 1.26 |
| Pop/HH Region | 3.12 | 2.99 |
| Emp/HH Region | 1.27 | 1.32 |

Column Legend:

- A: SCAG draft 2012 city-level population estimate
- B: SCAG draft 2040 city-level population estimate
- C: Annual population growth rate from 2012 (Col A) to 2040 (Col B)
- D: SCAG draft 2012 city-level HH estimate
- E: SCAG draft 2040 city-level HH estimate
- F: Annual HH growth rate from 2012 (Col D) to 2040 (Col E)
- G: Revised (4.23.14) SCAG draft 2012 city-level employment estimate
- H: Revised (4.23.14) SCAG draft 2040 city-level employment estimate
- I: Annual employment growth rate from 2012 (Col G) to 2040 (Col H)
- J: Local input growth in single family HH from 2012 to 2040
- K: Local input growth in multi family HH from 2012 to 2040
- L: Local input growth in total HH from 2012 to 2040 (Col J + Col K)
- M: Revised 2040 total HH after consideration of local input
- N: Annual HH growth rate after local input from 2012 (Col D) to 2040 (Col M)
- O: Annual HH growth rate change from SCAG draft annual growth rate (Col N - Col F)
- P: Local input growth in retail employment from 2012 to 2040
- Q: Local input growth in non-retail employment from 2012 to 2040
- R: Local input growth in total employment from 2012 to 2040 (Col P + Col Q)
- S: Revised 2040 total employment after consideration of local input
- T: Annual employment growth rate after local input from 2012 (Col G) to 2040 (Col S)
- U: Annual employment growth rate change from SCAG draft annual growth rate (Col T - Col I)



- 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: May 15, 2014

Subject: Financial Commitment to the Southern California Regional Rail Authority for Fiscal Year 2014/2015

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

1. Approve Fiscal Year 2014/2015 operating assistance allocation of \$11,804,830 in Valley Local Transportation Funds to the Southern California Regional Rail Authority.
2. Provide direction to the Southern California Regional Rail Authority staff that budget cuts required as a result of Recommendation #1 above, shall not come at the expense of reduced service.
3. Approve Fiscal Year 2014/2015 capital assistance allocation of \$5,232,400 in Federal Transit Administration 5337 funds with local match to be funded from Toll Credits.
4. Approve Fiscal Year 2014/2015 Rotem car reimbursement of \$1,000,000 in Federal Transportation Administration 5337 funds and \$1,391,782 in Federal Transportation Administration 5309 fixed guide-ways to the Southern California Regional Rail Authority for costs associated with the purchase of

*

Approved
 Board Metro Valley Study Session

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

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

Check all that apply.

MVSS1405b-jrf

<http://portal.sanbag.ca.gov/mgmt/committee/mvss/mvss2014/mvss1405/AgendaItems/MVSS1405b3-jrf.pdf>

<http://portal.sanbag.ca.gov/mgmt/committee/mvss/mvss2014/mvss1405/AgendaItems/MVSS1405b1-jrf.pdf>

<http://portal.sanbag.ca.gov/mgmt/committee/mvss/mvss2014/mvss1405/AgendaItems/MVSS1405b2-jrf.pdf>

Rotem cars originally funded by Orange County Transportation Authority, per the reimbursement plan approved by the Board of Directors on July 10, 2013.

Background: The Southern California Regional Rail Authority (SCRRA) Joint Powers Agreement requires that a preliminary budget be presented to the member agencies by May 1st of each year. On April 25, 2014 the SCRRA Board authorized the release of the Fiscal Year 2014/2015 preliminary budget. Adoption of the final SCRRA budget is scheduled in June and is contingent upon each of the five member agencies, which includes SANBAG, the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the Ventura County Transportation Commission (VCTC).

The proposed preliminary SCRRA budget for the Fiscal Year 2014/2015, included as Attachment A, "SCRRA Preliminary FY2015 Budget", totals \$273 million, consisting of \$222.9 million for operations and \$50.1 million for capital/rehabilitation projects. Of that total preliminary budget amount transmitted by SCRRA, SANBAG's subsidy equates to \$12,467,000 for operations and \$7,624,182 for capital/rehabilitation, including the Rotem reimbursement.

SANBAG staff recommends allocating an operating subsidy of \$11,805,000 and a capital/rehabilitation subsidy of \$7,624,182. Staff's recommendation amount for the operating subsidy is significantly less than what is being requested by SCRRA; corresponding to a 3% increase over last year's budget as opposed to an 8.8% increase as currently being requested by SCRRA.

The operating budget items with the largest increases over last year's budget are:

| ITEM | COST INCREASE | % INCREASE |
|-------------------------------|---------------|------------|
| Train Operations | \$1,479,000 | 3.6% |
| Equipment Maintenance | \$4,483,000 | 17.9% |
| Security – Sheriff | \$838,000 | 18.8% |
| Ticket Vending Machine Maint. | \$697,000 | 14.1% |
| Maintenance of Way | \$3,719,000 | 10.5% |
| Staff Salaries | \$815,000 | 7.6% |
| Indirect Admin. Expenses | \$833,000 | 6.7% |
| Liability Insurance | \$807,000 | 5.5% |

Operating Subsidy

The SANBAG Board of Directors adopted a Valley Transit and Rail Conceptual Funding Strategy in May 2013 that identifies funding through 2020 for planned transit services based on current revenue projections. The funding Strategy includes a combination of federal, state, and local funding sources that total just under \$1.5 billion for 2013 through 2020. Based on a Comprehensive Operational Analysis (COA) completed for Omnitrans, which was adopted by the SANBAG Board of Directors on November 6, 2013 and the Omnitrans Board of Directors on December 4, 2013, SANBAG staff identified an annual operating deficit for both Omnitrans and SCRRA attributed to operating expenses growing at a faster rate than projected revenue.

The largest source of flexible funding available for operating expenses in the San Bernardino Valley is Local Transportation Funds (LTF). Historically, LTF has been used to fund both capital and operating expenses. As a result of the COA, SANBAG determined that LTF should be reserved for funding operations; and a sustainable rate of allocation should be adhered to in an effort to maintain current levels of transit service throughout the Valley. The Valley Transit and Rail Conceptual Funding Strategy included approximately 80% of the annual Valley LTF allocations being made to Omnitrans and 20% to Metrolink for their annual operating subsidy. In order to have a sustainable rate of LTF expenditures, and to plan for fiscal years when LTF revenues decline, SANBAG plans to maintain the LTF allocation to Omnitrans at a 3% annual growth rate and the combined LTF and State Transit Assistance Fund – Operator allocation to Metrolink at the same 3% annual growth rate, as shown in Table 1, “Constrained Operating Cost versus Operating Revenue”. It should be noted that the 8% from Measure I (Metrolink/Rail Service) cannot be used to fund Metrolink operations for the existing service. It can however be used to fund capital improvements on the existing Metrolink system and for operations and capital on the Downtown San Bernardino Passenger Rail Project as well as the Redlands Passenger Rail Project and for extending the Gold Line from the county line to the Montclair Transit Center.

Based on the COA and the Conceptual Funding Strategy, the Omnitrans Board of Directors directed Omnitrans staff to prepare an operating budget that did not exceed the 3% revenue increase over last year’s budget. Specific direction was provided requiring that cuts to the budget could not affect service levels. On May 7, 2014 the Omnitrans Board of Directors adopted the Fiscal Year 2014/2015 Annual Budget, which met the 3% annual increase of revenues. Budget savings were primarily realized by finding efficiencies within the organization, reducing Omnitrans core staff by eight positions, consolidating four departments into two, and reclassifying four other core staff positions.

If the preliminary SCRRA budget is approved at the amounts requested by SCRRA, at an increase of 8.8% over last year's budget and annual operating expenditures continue to rise above 3%, as they have the last three years, SANBAG will not be able to sustain funding for SCRRA or Omnitrans operations. In the spirit of equitable funding for all of SANBAG area transit operators, should SANBAG elect to provide funding to SCRRA at a substantially higher level than 3%, the other operators in the County may request the same level of funding for their respective operations. This potential increased funding would further exacerbate the issue of expenditures increasing faster than projected revenues, as depicted in Table 2, "Unconstrained Operating Expenses versus Operating Revenues".

Based on the revenue projections for LTF, SANBAG staff recommends an operating subsidy increase of 3% over last year's SCRRA Budget, equating to \$11,805,000. This would require SCRRA to make budgetary and/or structural changes. Similar to Omnitrans, SANBAG staff feels that these cuts should not come at the expense of reduced service levels. Since funding of SCRRA by the five member agencies (SANBAG, LACMTA, RCTC, OCTA, and VCTC) is derived by formulae, the reduced funding by one or more of the member agencies would create a complex issue that has never occurred in the 20-year history of SCRRA.

Capital Subsidy / Rotem Reimbursement

SANBAG staff recommends a total capital/rehabilitation subsidy of \$7,624,182 which matches SCRRA's request and includes \$2,391,782 be allocated to SCRRA to pay for reimbursements for the purchase of Rotem cars. A reimbursement plan, included as Attachment B was originally approved by the SANBAG Board of Directors in July 2013, totaling \$6 million, paid over six years. SANBAG contributed \$1 million last year as part of the Fiscal Year 2013/2014 capital subsidy to SCRRA. This fiscal year's reimbursement includes \$1 million as laid out in the reimbursement plan and an additional \$1,391,782 of Federal Transportation Administration 5309 fixed guide-ways fund that were recently identified by the FTA as SANBAG funds, resulting in a balance of \$2,649,594 remaining.

At OCTA's request, FTA completed a reconciliation for Section 5309 funds under SAFETEA-LU. During this process, FTA informed SANBAG and SCRRA that \$1,391,782 had not been expended. In order to spend these funds before they lapse, SCRRA will submit a grant application to FTA. If the grant is awarded then the funding will be used towards the Rotem repayment. If the grant is denied

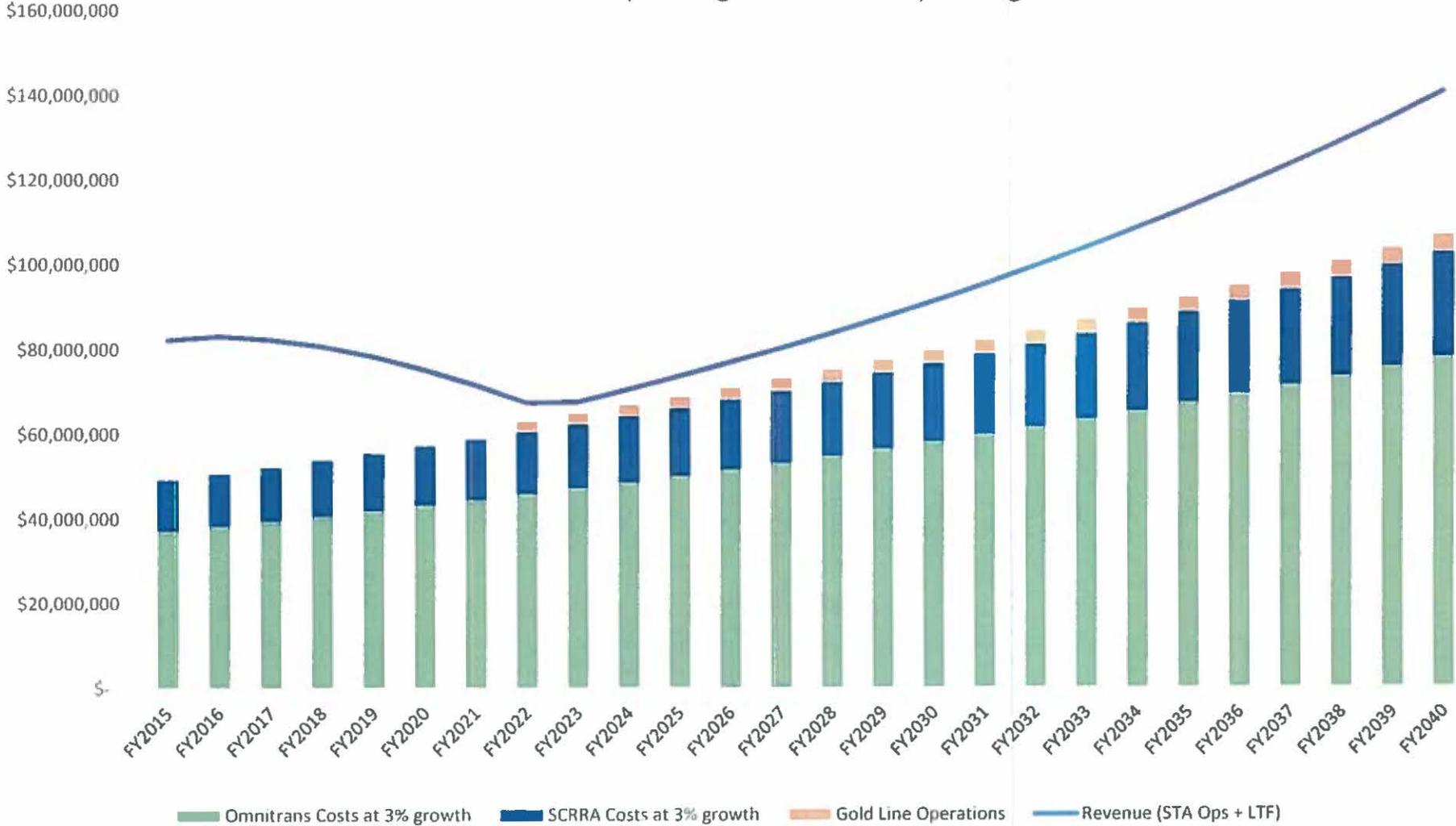
then neither SANBAG nor SCRRA projects will suffer from the loss of these funds.

Financial Impact: This item as recommended by SANBAG staff is consistent with the proposed SANBAG Fiscal Year 2014/2015 budget. The capital/rehabilitation and Rotem reimbursement subsidy totaling \$7,624,182 of FTA 5337 and 5309 funds will not pass through SANBAG financials as we are not currently a FTA grantee. These monies will be transferred from FTA to SCRRA directly with SANBAG responsible for allocation of the funds to SCRRA and programming of the funds in the Federal Transportation Improvement Program.

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

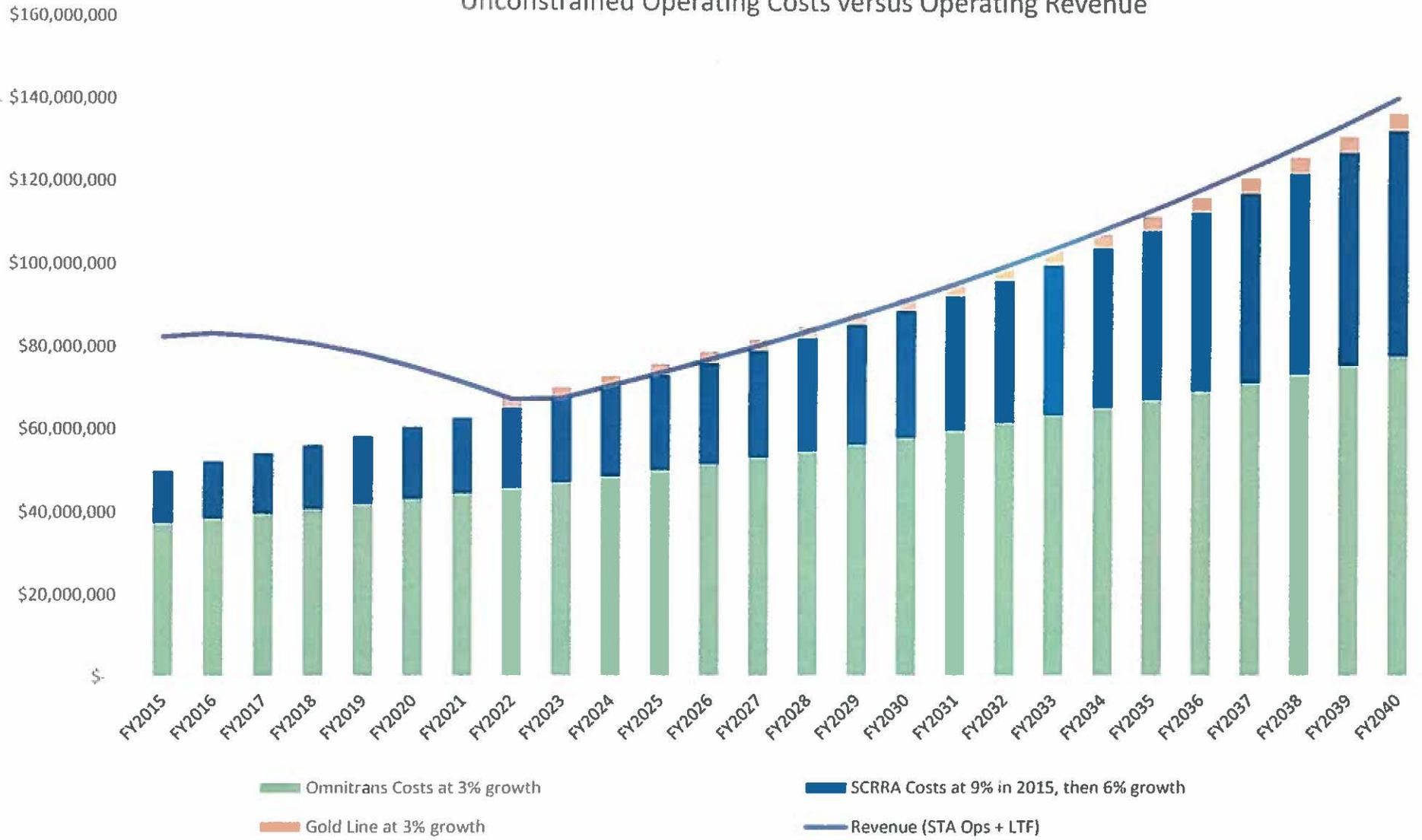
Responsible Staff: Mitch Alderman, PE
Director of Transit and Rail Programs

TABLE 1
 Constrained Operating Costs versus Operating Revenue



86

TABLE 2
Unconstrained Operating Costs versus Operating Revenue



METROLINK

Southern California Regional Rail Authority

May 1, 2014

TO: Darrell Johnson, *Chief Executive Officer, OCTA*
Darren Kettle, *Executive Director, VCTC*
Art Leahy, *Chief Executive Officer, Metro*
Anne Mayer, *Executive Director, RCTC*
Dr. Raymond Wolfe, *Executive Director, SANBAG*

FROM: Michael P. DePallo
Chief Executive Officer, SCRRA

SUBJECT: SCRRA Preliminary FY2015 Budget

The SCRRA Board of Directors acted on April 25, 2014, to authorize the transmittal to our Member Agencies the Preliminary FY 2014-15 (FY15) SCRRA Budget. After Member Agency Boards have acted on the Preliminary Budget, staff will go back to the SCRRA Board in a special meeting on June 27, 2014, for adoption of the final FY15 Budget.

The first draft of the Preliminary FY15 budget was discussed with members of the Technical Advisory Committee (TAC) at a meeting held on March 19, 2014. Based on comments received from the TAC, staff was able to achieve further reductions that were included in the budget presented to the Board on April 11, 2014. A subsequent meeting with the TAC, on April 15, 2014, and a meeting with Member Agency CEO's, on April 18, 2014, resulted in additional changes.

Preliminary FY15 Budget

The Preliminary FY15 Budget, as authorized for transmittal to Member Agencies by the Board at a special meeting on April 25, 2014, and subsequently revised as a result of small changes to incremental service requests for 2015, is requesting a total budget authority of \$273.0 million, consisting of \$222.9 million in Operating Budget authority (Attachment A), \$42.8 million in Rehabilitation Projects authority (Attachment B), and \$7.3 million in New Capital Projects authority (Attachment C). Operating Revenue for FY15 is estimated at \$110.5 million. Therefore, the resultant Member Agency Subsidies are budgeted at \$112.4 million.

The Board, in the special meeting on April 25, 2014, took action as outlined below. All these actions are reflected in the Preliminary FY15 Budget that is being transmitted herewith.



- As a potential cost-saving measure, staff presented certain service reductions of specific trains that have low ridership. However, staff did not recommend the service reductions. The Board voted against reducing service.
- As a potential increase in revenue, staff presented two scenarios, a 3% and a 5% fare increase. Staff did not recommend any fare increase given that the fare was increased by 7% and 5% in July 2012 and July 2013, respectively. The Board voted against the fare increase.
- Staff presented the option of adding four deputy sheriffs needed to patrol trains, stations, and right-of-way. This is to deter the increased level of violence our customers are being subjected to. These four deputies were eliminated from the FY14 budget. The Board voted to add the four deputies to the Preliminary FY15 Budget and requested a detailed justification and scope of work for the increase in the Sheriff's services. This will be addressed at a future Board meeting. If not satisfied, the Board reserved the option to remove the four deputies that were added to the Preliminary FY15 Budget, before adoption of the budget.
- Staff outlined two potential salary increase scenarios, the first a 3% merit increase and the second a cost of living adjustment (COLA). For the latter, the Los Angeles-Riverside-Orange County Consumer Price Index increase as published by the Bureau of Labor Statistics was used, which was 1.14% for calendar year 2013. The Board voted to include COLA in the Preliminary FY15 Budget.
- Two additional positions for the Internal Audit Department were presented as an option. These were additional to the two positions approved by the Board at the February 14, 2014, Board meeting. As an alternative, an on-call contracted audit service was presented. The Board voted not to include either item in the Preliminary FY15 Budget.
- There was also a request for staff to provide SCRRA employee vacancy information and identify positions that have been vacant for one year.
- It was also decided to review, at a different time, SCRRA's policy that allows law enforcement personnel to ride Metrolink trains for free.

SCRRA Budget Priorities for FY15

- Continue the implementation of ongoing safety improvements, with Positive Train Control (PTC) as the centerpiece of the effort.
- Improve reliability and on-time performance by enhancing the rehabilitation program and reducing major failures. This should increase customer retention through improved performance and service.

- Increase sheriff's patrol of trains, stations, and right-of-way to enhance safety and reduce accidents and suicides. This should also result in improved performance and the customer experience.

Train Operations and Maintenance-of-Way (MOW)

The Train Operations component of the budget consists of those costs necessary to provide Metrolink commuter rail services across the six-county service area, including the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to assure the reliable, safe operation of trains and safety of the public. The FY15 budgeted amount for Train Operations is \$134.6 million, MOW is \$39.9 million, Administration & Services is \$30.2 million, and Insurance/Claims is \$17.7 million.

The Preliminary FY15 Budget assumes the operation of a total of 2.9 million revenue service miles through the operation of 171 weekday trains and 86 weekend trains. The proposed budget includes the incremental services requested by Member Agencies this year. Orange County Transportation Authority requested the elimination of four week day trains (two round-trips) running between Laguna Nigel and Fullerton and added one weekday round-trip between Laguna Nigel and Los Angeles Union Station. Riverside County Transportation Commission requested the addition of two weekday round-trips on the 91 Line and two weekend round-trips also on the 91 Line. Subsequent to the April 25, 2014, special Board meeting, changes to the 91 Line service resulted in some expense and revenue modifications.

Operating Expense Drivers

The largest dollar increases within the operating budget are the contractual escalations for the four major vendors. Increases attributable to these escalations total approximately \$3.1 million. PTC is another significant item. The main cost drivers for PTC are associated with placing the federally mandated PTC system in service and the resulting transition of PTC from a grant-funded capital project cost to a recurring Operations and Maintenance cost. Increases in Inventory Materials are the result of the increased repair costs of an aging fleet.

Operating Revenues

Operating revenues include fare box, dispatching, Maintenance of Way revenues, interest income and other minor miscellaneous revenues, and are currently estimated to equal \$111.0 million.

Fare revenues, the largest operating revenue of the budget, are estimated at \$91.6 million. This reflects a 2% ridership growth from the 2014 estimate.

Maintenance of Way revenues from the freight railroads and Amtrak are budgeted at \$15 million.

Capital Budget

Capital Rehabilitation projects replace assets with like or improved assets and thus preserve and extend the useful life of these capital assets.

New Rehabilitation authorization requests for FY15 were identified as necessary for efficient and safe rail operations. These projects total \$42.8 million and are represented in Attachment B. This information was disseminated to the TAC members.

The total rehabilitation program includes Track and Structures upgrades totaling \$18.4 million; Locomotive and Rolling Stock upgrades of \$15.1 million; Signal system improvements of \$3.1 million; Information Technology solutions to improve data management and integrity for \$1.0 million; Communications/CIS signage upgrades of \$2.2 million; facilities improvements of \$2.5 million; and other system-wide asset investments of \$.5 million.

New Capital authorization requests for FY15 were identified as necessary for efficient and safe rail operations. These projects total \$7.3 million and are represented in Attachment C. This information was also disseminated to the TAC members.

The New Capital program includes additions to the Tier 4 Locomotive Program of \$2.1 million and additions the Positive Train Control Program of \$5.2 million.

Next Steps

As in the past, our staffs will continue to work together throughout the adoption process to ensure all concerns you may have are addressed in anticipation of adoption of the budget by the SCRRRA Board of Directors on June 27, 2014.

If you have any questions, comments or concerns, please do not hesitate to contact me directly at (213) 452-0258 or have any member of your staff contact Sam Joumblat, Chief Financial Officer at (213) 452-0285.

Sincerely,



Michael P. DePallo
Chief Executive Officer

cc: Technical Advisory Committee (TAC) Members

ATTACHMENT A

FY2014-15 PROPOSED OPERATING BUDGET

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 15 PROPOSED BUDGET
OPERATING FUNDING ALLOCATION BY MEMBER AGENCY
(\$000s)**

| | Total FY 14-15 | Metro Share | OCTA Share | RCTC Share | SANBAG Share | VCTC Share |
|---|-----------------------------|---------------------------|---------------------------|--------------------------|---------------------------|------------------------|
| Expenses | | | | | | |
| Train Operations & Services | \$134,588 | \$69,633 | \$32,220 | \$11,543 | \$15,525 | \$5,668 |
| Maintenance-of-Way | \$39,926 | \$23,201 | \$7,963 | \$1,251 | \$4,894 | \$2,617 |
| Administration & Services | \$30,742 | \$15,653 | \$5,674 | \$3,070 | \$3,291 | \$3,054 |
| Insurance | \$17,678 | \$9,431 | \$4,197 | \$1,263 | \$2,201 | \$586 |
| Total Expenses Incl. MOW | \$222,935 | \$117,917 | \$50,054 | \$17,128 | \$25,911 | \$11,925 |
| Revenues | | | | | | |
| Gross Farebox | 91,571 | 46,056 | 23,450 | 7,268 | 12,111 | 2,687 |
| Dispatching | 3,596 | 1,781 | 1,295 | - | 56 | 464 |
| Other Operating | 398 | 191 | 88 | 43 | 53 | 23 |
| Maintenance-of-Way | 14,974 | 10,206 | 2,955 | 0.1 | 1,224 | 588 |
| Total Revenues | \$110,539 | 58,235 | 27,788 | \$7,311 | \$13,444 | \$3,762 |
| Total County Allocation | \$112,397 | \$59,683 | \$22,267 | \$9,817 | \$12,467 | \$8,163 |
| FY 2013-14 Budget (Over)/Under | 100,803 (11,594) | 52,602 (7,081) | 20,527 (1,740) | 8,609 (1,208) | 11,461 (1,006) | 7,604 (559) |
| Percentage Change | 11.5% | 13.5% | 8.5% | 14.0% | 8.8% | 7.3% |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2015 PROPOSED ANNUAL OPERATING BUDGET
Distribution by Cost Component
FY 14 Budget vs FY 15 Budget
(\$000s)

Attachment A
Page 2 of 7

| | FY 14 Adopted Budget | FY15 Proposed Budget | Favorable / (Unfavorable) | |
|---|-------------------------|-------------------------|---------------------------|---------------|
| | | | \$ Variance | % Variance |
| EXPENSES | 211,166 | 222,935 | (11,769) | -5.6% |
| REVENUES | 110,363 | 110,539 | 176 | 0.2% |
| NET LOCAL SUBSIDY | 100,893 | 112,397 | (11,594) | -11.5% |
| OPERATIONS | | | | |
| Revenues | | | | |
| Farebox Revenue | 93,203 | 91,571 | (1,632) | -1.8% |
| Dispatching | 2,699 | 3,596 | 897 | 33.2% |
| Other Revenues | 595 | 398 | (197) | -33.1% |
| MOW Revenues | 13,867 | 14,974 | 1,107 | 8.0% |
| Member Agency Revenues | 83,501 | 94,719 | 11,218 | 13.4% |
| Total Revenues | 193,865 | 205,257 | 11,393 | 5.9% |
| Operations & Services | | | | |
| Train Operations | 41,081 | 42,560 | (1,479) | -3.6% |
| Equipment Maintenance | 25,023 | 29,506 | (4,483) | -17.9% |
| Contingency (Train Ops) | - | - | - | - |
| Fuel | 25,857 | 25,518 | 339 | 1.3% |
| Non-Scheduled Rolling Stock Repairs | 50 | 252 | (202) | -404.0% |
| Operating Facilities Maintenance | 1,063 | 1,381 | (318) | -29.9% |
| Other Operating Train Services | 641 | 540 | 101 | 15.8% |
| Rolling Stock Lease | - | 541 | (541) | - |
| Security - Sheriff | 4,466 | 5,304 | (838) | -18.8% |
| Security - Guards | 1,870 | 2,010 | (140) | -7.5% |
| Supplemental Additional Security | 699 | 687 | 12 | 1.7% |
| Public Safety Program | 270 | 275 | (5) | -1.8% |
| Passenger Relations | 1,620 | 1,643 | (23) | -1.4% |
| Holiday Trains | - | - | - | - |
| TVM Maintenance/Revenue Collection | 4,947 | 5,644 | (697) | -14.1% |
| Marketing | 954 | 1,024 | (70) | -7.4% |
| Media & External Communications | 620 | 424 | 196 | 31.6% |
| Utilities/Leases | 2,677 | 2,780 | (103) | -3.8% |
| Transfers to Other Operators | 7,269 | 5,900 | 1,369 | 18.8% |
| Amtrak Transfers | 1,367 | 1,400 | (33) | -2.4% |
| Station Maintenance | 1,307 | 1,512 | (205) | -15.7% |
| Rail Agreements | 5,494 | 5,688 | (194) | -3.5% |
| Subtotal Operations & Services | 127,275 | 134,588 | (7,314) | -5.7% |
| Maintenance-of-Way | | | | |
| MoW - Line Segments | 35,258 | 38,977 | (3,719) | -10.5% |
| MoW - Extraordinary Maintenance | 999 | 949 | 50 | 5.0% |
| Subtotal Maintenance-of-Way | 36,257 | 39,926 | (3,669) | -10.1% |
| Administration & Services | | | | |
| Staff | | | | |
| Salaries & Fringe Benefits | 10,696 | 11,511 | (815) | -7.6% |
| Non-Labor Expenses | 5,436 | 4,875 | 561 | 10.3% |
| Indirect Administrative Expenses | 12,398 | 13,231 | (833) | -6.7% |
| Professional Services | 1,301 | 625 | 676 | 52.0% |
| Subtotal Administration & Services | 29,831 | 30,242 | (411) | -1.4% |
| Contingency (Non-Train Ops) | 500 | 501 | (1) | -0.2% |
| Total Expenses Including MoW | 193,863 | 205,257 | (11,393) | -5.9% |
| RISK MANAGEMENT | | | | |
| Revenues | | | | |
| Member Agency Revenues | 17,302 | 17,678 | 376 | 2.2% |
| PL/PD Revenues | - | - | - | - |
| Total Revenues | 17,302 | 17,678 | 376 | 2.2% |
| Insurance | | | | |
| Liability/Property/Auto | 14,590 | 15,397 | (807) | -5.5% |
| Claims | 1,000 | 1,000 | - | 0.0% |
| Claims Administration | 1,712 | 1,281 | 431 | 25.2% |
| Subtotal Insurance | 17,302 | 17,678 | (376) | -2.2% |
| Total Expenses | 17,302 | 17,678 | (376) | -2.2% |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FISCAL YEAR 2015 PROPOSED ANNUAL OPERATING BUDGET
 Distribution by Cost Component
 Allocation by Member Agency
 (\$000s)

| | Proposed FY 15 Budget | Metro | OCTA | RCTC | SANBAG | VCTC | Total |
|---|-----------------------------|----------------|---------------|---------------|---------------|---------------|----------------|
| EXPENSES | 222,935 | 117,917 | 50,054 | 17,129 | 25,910 | 11,925 | 222,935 |
| REVENUES | 110,539 | 58,234 | 27,787 | 7,312 | 13,444 | 3,762 | 110,539 |
| NET LOCAL SUBSIDY | 112,397 | 59,683 | 22,267 | 9,817 | 12,467 | 8,163 | 112,397 |
| OPERATIONS | | | | | | | |
| Revenues | | | | | | | |
| Farebox Revenue | 91,571 | 46,056 | 23,450 | 7,268 | 12,111 | 2,687 | 91,571 |
| Dispatching | 3,596 | 1,781 | 1,295 | - | 56 | 464 | 3,596 |
| Other Revenues | 398 | 191 | 88 | 43 | 53 | 23 | 398 |
| MOW Revenues | 14,974 | 10,206 | 2,955 | 0 | 1,224 | 588 | 14,974 |
| Member Agency Revenues | 94,719 | 50,252 | 18,070 | 8,554 | 10,266 | 7,577 | 94,719 |
| Total Revenues | 205,257 | 108,486 | 45,857 | 15,865 | 23,709 | 11,339 | 205,257 |
| Operations & Services | | | | | | | |
| Train Operations | 42,560 | 23,517 | 9,460 | 3,075 | 4,959 | 1,548 | 42,560 |
| Equipment Maintenance | 29,506 | 15,069 | 7,075 | 2,472 | 3,563 | 1,327 | 29,506 |
| Contingency (Train Ops) | - | - | - | - | - | - | - |
| Fuel | 25,518 | 13,724 | 5,948 | 1,940 | 3,070 | 836 | 25,518 |
| Non-Scheduled Rolling Stock Repairs | 252 | 134 | 60 | 18 | 31 | 8 | 252 |
| Operating Facilities Maintenance | 1,381 | 737 | 328 | 99 | 172 | 46 | 1,381 |
| Other Operating Train Services | 540 | 272 | 98 | 55 | 57 | 57 | 540 |
| Rolling Stock Lease | 541 | 257 | 107 | 60 | 78 | 39 | 541 |
| Security - Sheriff | 5,304 | 3,054 | 1,209 | 328 | 580 | 132 | 5,303 |
| Security - Guards | 2,010 | 1,013 | 366 | 206 | 212 | 212 | 2,010 |
| Supplemental Additional Security | 687 | 345 | 176 | 55 | 91 | 20 | 687 |
| Public Safety Program | 275 | 139 | 50 | 28 | 29 | 29 | 275 |
| Passenger Relations | 1,643 | 854 | 399 | 118 | 223 | 49 | 1,643 |
| Holiday Trains | - | - | - | - | - | - | - |
| TVM Maintenance/Revenue Collection | 5,644 | 2,609 | 1,233 | 664 | 759 | 379 | 5,644 |
| Marketing | 1,024 | 540 | 237 | 75 | 141 | 33 | 1,024 |
| Media & External Communications | 424 | 214 | 77 | 43 | 45 | 45 | 424 |
| Utilities/Leases | 2,780 | 1,402 | 507 | 285 | 293 | 294 | 2,780 |
| Transfers to Other Operators | 5,900 | 2,353 | 1,980 | 764 | 659 | 143 | 5,899 |
| Amtrak Transfers | 1,400 | 445 | 890 | - | - | 65 | 1,400 |
| Station Maintenance | 1,512 | 927 | 226 | 81 | 204 | 74 | 1,512 |
| Rail Agreements | 5,688 | 2,027 | 1,793 | 1,177 | 359 | 331 | 5,688 |
| Subtotal Operations & Services | 134,588 | 69,633 | 32,220 | 11,543 | 15,525 | 5,668 | 134,588 |
| Maintenance-of-Way | | | | | | | |
| MoW - Line Segments | 38,977 | 22,655 | 7,733 | 1,241 | 4,792 | 2,556 | 38,977 |
| MoW - Extraordinary Maintenance | 949 | 546 | 230 | 10 | 101 | 61 | 949 |
| Subtotal Maintenance-of-Way | 39,926 | 23,201 | 7,963 | 1,251 | 4,893 | 2,617 | 39,926 |
| Administration & Services | | | | | | | |
| Staff | | | | | | | |
| Salaries & Fringe Benefits | 11,511 | 5,806 | 2,105 | 1,175 | 1,214 | 1,211 | 11,511 |
| Non-Labor Expenses | 4,875 | 2,608 | 952 | 425 | 563 | 326 | 4,875 |
| Indirect Administrative Expenses | 13,231 | 6,671 | 2,412 | 1,355 | 1,394 | 1,398 | 13,231 |
| Professional Services | 625 | 315 | 114 | 64 | 66 | 66 | 625 |
| Subtotal Administration & Services | 30,241 | 15,400 | 5,583 | 3,019 | 3,238 | 3,001 | 30,241 |
| Contingency (Non-Train Ops) | 501 | 253 | 91 | 51 | 53 | 53 | 501 |
| Total Expenses Including MoW | 205,257 | 108,486 | 45,858 | 15,864 | 23,710 | 11,339 | 205,257 |
| RISK MANAGEMENT | | | | | | | |
| Revenues | | | | | | | |
| Member Agency Revenues | 17,678 | 9,431 | 4,197 | 1,263 | 2,201 | 586 | 17,678 |
| PL/PD Revenues | - | - | - | - | - | - | - |
| Total Revenues | 17,678 | 9,431 | 4,197 | 1,263 | 2,201 | 586 | 17,678 |
| Insurance | | | | | | | |
| Liability/Property/Auto | 15,397 | 8,214 | 3,655 | 1,100 | 1,917 | 510 | 15,397 |
| Claims | 1,000 | 533 | 237 | 71 | 125 | 33 | 1,000 |
| Claims Administration | 1,281 | 683 | 304 | 92 | 160 | 42 | 1,281 |
| Subtotal Insurance | 17,678 | 9,431 | 4,197 | 1,263 | 2,201 | 586 | 17,678 |
| Total Expenses | 17,678 | 9,431 | 4,197 | 1,263 | 2,201 | 586 | 17,678 |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FISCAL YEAR 2015 PROPOSED ANNUAL OPERATING BUDGET

Attachment A
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 - Sheet 1 of 2 -

MAINTENANCE-OF-WAY EXPENSE DETAIL BY LINE SEGMENT/TERRITORY
 (\$000s)

| Line Segment/Territory | FY12 Expenditure Actual | FY 13 Expenditure Budget | FY 14 Expenditure Budget | FY 15 Expenditure Budget | Variance FY15 vs. FY14 Increase % | |
|---|-------------------------------|--------------------------------|--------------------------------|--------------------------------|---|---------------|
| Operating Lines | \$23,529 | \$26,187 | \$34,361 | \$ 38,089 | \$3,728 | 10.8% |
| LA - San Bernardino | 5,033 | 5,638 | 7,597 | 8,221 | 624.02 | 8.2% |
| Track | 857 | 918 | 1,318 | 1,253 | (65.63) | (5.0%) |
| Signal & Communications | 1,949 | 2,116 | 2,568 | 2,791 | 222.89 | 8.7% |
| Structures | 187 | 200 | 195 | 189 | (6.02) | (3.1%) |
| Procurement | 321 | 384 | 269 | 260 | (8.56) | (3.2%) |
| Other | 937 | 1,227 | 1,404 | 1,587 | 182.78 | 13.0% |
| Agency Costs | 782 | 793 | 1,843 | 2,141 | 298.56 | 16.2% |
| LA - Ventura (Burbank Jct to Mod) | 3,120 | 3,727 | 4,942 | 5,825 | 883.13 | 17.9% |
| Track | 732 | 774 | 946 | 1,139 | 193.52 | 20.5% |
| Signal & Communications | 1,012 | 1,187 | 1,359 | 1,579 | 219.81 | 16.2% |
| Structures | 73 | 140 | 129 | 236 | 107.33 | 83.3% |
| Procurement | 110 | 157 | 175 | 186 | 10.99 | 6.3% |
| Other | 598 | 895 | 1,003 | 1,133 | 129.56 | 12.9% |
| Agency Costs | 595 | 573 | 1,330 | 1,552 | 221.92 | 16.7% |
| LA - Lancaster | 4,934 | 5,755 | 7,783 | 8,266 | 482.79 | 6.2% |
| Track | 1,162 | 1,155 | 1,198 | 1,311 | 113.43 | 9.5% |
| Signal & Communications | 1,465 | 1,417 | 1,887 | 2,070 | 182.88 | 9.7% |
| Structures | 192 | 329 | 288 | 189 | (98.65) | (34.3%) |
| Procurement | 142 | 204 | 306 | 319 | 12.79 | 4.2% |
| Other | 983 | 1,628 | 1,734 | 1,763 | 28.63 | 1.7% |
| Agency Costs | 989 | 1,021 | 2,370 | 2,614 | 243.72 | 10.3% |
| Fullerton - San Diego County Line | 4,780 | 5,273 | 7,279 | 7,531 | 251.75 | 3.5% |
| Track | 1,051 | 1,059 | 1,476 | 1,133 | (343.14) | (23.2%) |
| Signal & Communications | 1,823 | 1,911 | 2,275 | 2,473 | 198.02 | 8.7% |
| Structures | 214 | 205 | 194 | 189 | (4.93) | (2.5%) |
| Procurement | 161 | 169 | 227 | 262 | 35.37 | 15.6% |
| Other | 779 | 1,135 | 1,265 | 1,357 | 92.03 | 7.3% |
| Agency Costs | 751 | 794 | 1,843 | 2,117 | 274.40 | 14.9% |
| Olive Subdivision | 423 | 547 | 787 | 1,014 | 227.19 | 28.9% |
| Track | 83 | 74 | 59 | 126 | 67.45 | 114.9% |
| Signal & Communications | 222 | 291 | 444 | 488 | 44.20 | 10.0% |
| Structures | 7 | 19 | 20 | 47 | 27.41 | 138.2% |
| Procurement | 6 | 17 | 19 | 24 | 5.21 | 27.1% |
| Other | 31 | 88 | 109 | 129 | 20.67 | 19.0% |
| Agency Costs | 74 | 59 | 137 | 199 | 62.26 | 45.6% |
| Riverside Layover Facility | 75 | 65 | 109 | 258 | 149.48 | 137.1% |
| Track | 35 | 16 | 11 | 120 | 108.87 | 998.0% |
| Signal & Communications | 7 | 6 | 10 | 13 | 2.86 | 28.4% |
| Structures | - | 2 | 3 | 8 | 4.55 | 151.4% |
| Procurement | 1 | 1 | 4 | 6 | 1.70 | 38.6% |
| Other | 15 | 22 | 40 | 61 | 20.72 | 51.8% |
| Agency Costs | 17 | 17 | 41 | 51 | 10.78 | 26.6% |
| River Corridor | 3,861 | 4,092 | 4,865 | 6,024 | 1,159.39 | 23.8% |
| Track | 856 | 790 | 862 | 1,202 | 339.74 | 39.4% |
| Signal & Communications | 1,992 | 2,095 | 2,265 | 2,484 | 219.27 | 9.7% |
| Structures | 43 | 69 | 54 | 172 | 117.86 | 217.8% |
| Procurement | 177 | 226 | 111 | 140 | 29.01 | 26.2% |
| Other | 455 | 533 | 691 | 995 | 303.48 | 43.9% |
| Agency Costs | 339 | 380 | 882 | 1,032 | 150.03 | 17.0% |
| Extraordinary Maintenance | \$1,304 | \$1,090 | \$999 | \$949 | (50.16) | (5.0%) |
| (Derailments, Storm Damage, Gate Knockdowns, Vandalism) | | | | | | |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 FISCAL YEAR 2015 PROPOSED ANNUAL OPERATING BUDGET
 Maintenance of Way Expense Detail by Line Segment/Territory
 FY 15 Proposed Budget
 (\$000s)

Attachment A
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 - Sheet 2 of 2 -

| Line Segment/Territory | FY 12 Expenditure Actual | FY 13 Expenditure Budget | FY 14 Expenditure Budget | FY 15 Expenditure Budget | Variance FY 15 vs. FY 14 | |
|--|--------------------------------|--------------------------------|--------------------------------|--------------------------------|-----------------------------|---------------|
| | | | | | Increase | % |
| Non-Operating Lines | \$926 | \$1,500 | \$1,896 | 1,838 | (\$59) | (3.1%) |
| Sierra Madre - Claremont (Pasa. Sub.) | 815 | 1,344 | 1,700 | 1,616 | (84) | (5.0%) |
| Track | 94 | 269 | 186 | 237 | 51 | 27.1% |
| Signal & Communications | 309 | 373 | 435 | 452 | 17 | 3.8% |
| Structures | 25 | 109 | 123 | 94 | (29) | (23.4%) |
| Procurement | 22 | 46 | 58 | 58 | (0) | (0.2%) |
| Other | 180 | 347 | 432 | 333 | (100) | (23.1%) |
| Agency Costs | 184 | 200 | 464 | 442 | (23) | (4.9%) |
| Rialto Subdivision (San Bernardino Co.) | 111 | 155 | 196 | 222 | 26 | 13.1% |
| Track | 24 | 35 | 24 | 33 | 10 | 40.6% |
| Signal & Communications | 38 | 36 | 53 | 60 | 7 | 13.4% |
| Structures | 2 | 10 | 10 | - | (10) | (100.0%) |
| Procurement | 3 | 6 | 9 | 10 | 1 | 15.8% |
| Other | 21 | 42 | 41 | 50 | 9 | 22.6% |
| Agency Costs | 23 | 26 | 60 | 68 | 8 | 13.8% |

| Line Segment/Territory | FY 11-12 Expenditure Actual | FY 12-13 Expenditure Budget | FY 13-14 Expenditure Budget | FY 14-15 Expenditure Budget | Variance FY14-15 vs. FY13-14 | |
|---------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---------------------------------|--------------|
| | | | | | Increase | % |
| Total Maintenance-of-Way | \$24,456 | \$27,686 | \$36,257 | \$39,926 | \$3,669 | 10.1% |
| Track | 4,894 | 5,092 | 6,081 | \$6,555 | 474.45 | 7.8% |
| Signal & Communications | 8,817 | 9,433 | 11,296 | \$12,409 | 1,113.59 | 9.9% |
| Structures | 743 | 1,082 | 1,016 | \$1,124 | 108.73 | 10.7% |
| Procurement | 944 | 1,211 | 1,178 | \$1,266 | 87.80 | 7.5% |
| Other | 3,999 | 5,916 | 6,719 | \$7,407 | 687.45 | 10.2% |
| Extraordinary Maintenance | 1,304 | 1,090 | 999 | \$949 | (50.16) | (5.0%) |
| Agency Costs | 3,754 | 3,861 | 8,969 | \$10,216 | 1,247.08 | 13.9% |

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2015 PROPOSED ANNUAL OPERATING BUDGET**

Attachment A
Page 5 of 7

**Fare Revenue and Ridership
FY 13 Actual FY 14 Budget FY 15 Budget
(\$000s)**

2% Increase in ridership over estimated 2014 Actuals

| FY 2014-15 Fare Revenue and Ridership Operating Line | Average Daily Ridership | | | | Revenue/Rider (\$'s) | | | Fare Revenue (\$000's) | | | | |
|--|-------------------------|---------------|---------------|----------------------|----------------------|-------------|-------------|------------------------|---------------|---------------|----------------------|--|
| | FY13 Actual | FY14 Budget | FY15 Budget | % Incr over FY14 Bud | FY13 Actual | FY14 Budget | FY15 Budget | FY13 Actual | FY14 Budget | FY15 Budget | % Incr over FY14 Bud | |
| San Bernardino | | | | | | | | | | | | |
| Weekday | 11,817 | 12,299 | 11,941 | (2.9%) | 7.24 | 7.62 | 7.40 | 21,828 | 23,882 | 22,519 | (5.7%) | |
| Weekend | 8,237 | 8,235 | 8,158 | (0.9%) | 5.37 | 5.81 | 5.43 | 2,302 | 2,490 | 2,302 | (7.6%) | |
| Ventura County | 4,147 | 4,248 | 4,264 | 0.4% | 6.34 | 6.73 | 6.40 | 6,707 | 7,293 | 6,963 | (4.5%) | |
| Antelope Valley | | | | | | | | | | | | |
| Weekday | 6,211 | 6,511 | 5,816 | (10.7%) | 7.01 | 7.36 | 7.02 | 11,100 | 12,218 | 10,410 | (14.8%) | |
| Weekend | 5,386 | 6,299 | 5,663 | (10.1%) | 4.95 | 5.45 | 4.92 | 1,386 | 1,786 | 1,449 | (18.9%) | |
| Riverside | 4,911 | 5,056 | 5,193 | 2.7% | 7.52 | 8.02 | 7.67 | 9,422 | 10,335 | 10,153 | (1.8%) | |
| Orange County | | | | | | | | | | | | |
| Weekday | 9,110 | 9,555 | 10,349 | 8.3% | 7.88 | 8.30 | 8.06 | 18,299 | 20,222 | 21,260 | 5.1% | |
| Weekend | 4,056 | 3,998 | 4,352 | 8.9% | 5.36 | 5.74 | 5.51 | 1,131 | 1,192 | 1,248 | 4.7% | |
| OC MSEP | 257 | 100 | 64 | (36.3%) | 7.52 | 7.50 | 7.52 | 492 | 191 | 122 | (36.1%) | |
| IEOC | | | | | | | | | | | | |
| Weekday | 4,317 | 4,385 | 5,101 | 16.3% | 6.30 | 6.64 | 6.45 | 6,934 | 7,423 | 8,392 | 13.1% | |
| Weekend | 1,849 | 1,653 | 1,796 | 8.6% | 4.74 | 5.09 | 4.73 | 456 | 438 | 442 | 0.9% | |
| 91 | | | | | | | | | | | | |
| Weekday | 2,388 | 3,037 | 3,169 | 4.3% | 7.01 | 7.35 | 7.15 | 4,305 | 5,734 | 5,779 | 0.8% | |
| Weekend | n.a. | n.a. | 2,163 | n.a. | n.a. | n.a. | 4.75 | n.a. | n.a. | 534 | n.a. | |
| Totals | | | | | | | | | | | | |
| Weekday | 43,158 | 45,190 | 45,897 | 1.6% | | | | 79,086 | 87,297 | 85,597 | (1.9%) | |
| Weekend | 19,528 | 20,185 | 22,131 | 9.6% | | | | 5,274 | 5,905 | 5,974 | 1.2% | |
| Total | 62,686 | 65,375 | 68,028 | | | | | 84,360 | 93,203 | 91,571 | (1.8%) | |

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2015 PROPOSED ANNUAL OPERATING BUDGET
Non-Fare Operating Revenues
FY12 Actual FY13 Actual FY14 Budget FY15 Budget
(\$000s)

DISPATCHING AGREEMENTS

| Agreement/Territory | FY12 Actual | FY13 Actual | FY14 Budget | FY15 Budget | Change from FY14 Budget |
|---|--------------|--------------|--------------|--------------|-------------------------|
| Amtrak Intercity | 1,904 | 2,849 | 1,951 | 2,853 | 46.2% |
| Coast & Saugus Shared Use (UPRR/SPTC) | 257 | 257 | 257 | 257 | 0.0% |
| East Bank Joint Facility (UPRR/SPTC) | 90 | 91 | 90 | 91 | 1.1% |
| Mission Tower (UPRR/SPTC) | 281 | 282 | 290 | 285 | (1.7%) |
| San Diego & Olive Subdivision Shared Use (BNSF) | 48 | 46 | 48 | 47 | (2.1%) |
| Pasadena Subdivision Shared Use (BNSF) | 63 | 63 | 63 | 63 | 0.0% |
| North County Transit District (NCTD) | 315 | - | - | - | N/A |
| Total | 2,957 | 3,588 | 2,699 | 3,596 | 33.2% |

OTHER REVENUES

| Revenue Source | FY12 Actual | FY13 Actual | FY14 Budget | FY15 Budget | Change from FY14 Budget |
|------------------------|-------------|-------------|-------------|-------------|-------------------------|
| Marketing Revenues | 52 | 56 | - | - | N/A |
| Amtrak TVM Revenues | 230 | 250 | 225 | 312 | 38.7% |
| Insurance Recoveries | 32 | 40 | - | - | N/A |
| Interest | | 5 | 300 | 36 | (88.0%) |
| Miscellaneous Revenues | 26 | 66 | 70 | 50 | (28.6%) |
| Total | 340 | 417 | 595 | 398 | -33.1% |

MAINTENANCE-OF-WAY (MOW) REVENUE

| Agreement/Territory | FY12 Actual | FY13 Actual | FY14 Budget | FY15 Budget | Change from FY14 Budget |
|--|---------------|---------------|---------------|---------------|-------------------------|
| Amtrak Intercity | 1,223 | 1,831 | 1,271 | 1,830 | 44.0% |
| LAUS Rail Yard Operations & Maintenance (Amtrak) | 503 | 588 | 500 | 590 | 18.0% |
| Azusa Branch Shared Use (UPRR/SPTC) | 185 | 129 | 135 | 130 | (3.7%) |
| Baldwin Park Branch Shared Use (UPRR/SPTC) | 412 | 290 | 295 | 295 | 0.0% |
| Coast & Saugus Shared Use (UPRR/SPTC) | 6,201 | 6,268 | 6,350 | 6,350 | 0.0% |
| East Bank Joint Facility (UPRR/SPTC) | 765 | 1,278 | 780 | 1,200 | 53.8% |
| Mission Tower (UPRR/SPTC) | 89 | 139 | 92 | 140 | 52.2% |
| San Diego & Olive Subdivision Shared Use (BNSF) | 1,553 | 1,619 | 1,750 | 1,627 | (7.0%) |
| Pasadena Subdivision Shared Use (BNSF) | 2,338 | 2,437 | 2,432 | 2,447 | 0.6% |
| State Grade Crossing (CPUC) | 161 | 161 | 162 | 158 | (2.5%) |
| Crossing Maintenance Fees | - | 346 | - | 107 | N/A |
| Federal/Other Funds | - | - | 100 | 100 | 0.0% |
| Total | 13,434 | 15,086 | 13,867 | 14,974 | 8% |

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2015 PROPOSED ANNUAL OPERATING BUDGET**

**Comparison of Net Local Subsidy
FY 13 - FY 15
(\$000s)**

| | Net Local Subsidy |
|--------------------------------|-------------------|
| FY 13 ACTUAL - Adjusted | 88,237 |
| FY14 BUDGET | 100,803 |
| FY15 BUDGET | 112,397 |

| Metro | OCTA | RCTC | SANBAG | VCTC | Total |
|--------|--------|-------|--------|-------|---------|
| 46,332 | 17,023 | 7,649 | 10,451 | 6,782 | 88,237 |
| 52,602 | 20,527 | 8,609 | 11,461 | 7,604 | 100,803 |
| 59,683 | 22,267 | 9,817 | 12,467 | 8,163 | 112,397 |

Year over Year Change

| | | |
|-----------------------|--------------------|---------------|
| FY 13 vs FY 14 | \$ Increase | 12,566 |
| | % Increase | 14.2% |
| FY14 vs FY 15 | \$ Increase | 11,594 |
| | % Increase | 11.5% |

| | | | | | |
|-------|-------|-------|-------|-------|--------|
| 6,270 | 3,504 | 960 | 1,010 | 822 | 12,566 |
| 13.5% | 20.6% | 12.6% | 9.7% | 12.1% | 14.2% |
| 7,081 | 1,740 | 1,208 | 1,006 | 559 | 11,594 |
| 13.5% | 8.5% | 14.0% | 8.8% | 7.4% | 11.5% |

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ATTACHMENT B
FY2014-15 REHABILITATION PROJECTS

FY 2014-15 NEW AUTHORITY REHABILITATION PROJECTS
 PROJECTS by SUBDIVISION (\$ Thousands)

| Subdivision | Project Type | REHABILITATION PROJECT DESCRIPTION | TOTAL BUDGET | LACMTA | OCTA | RETC | SANBAG | VCTC | UPRR |
|-------------|--------------|---|--------------|-----------|------|------|--------|-----------|------|
| Ventura VC | Comm | Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and wayside Comm. shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at stations, crossings, key CPs, or microwave end points (E. Ventura, Moorpark), or Ven mt. top sites. Repair any deficient comm. paths from Ven Sub to TCOSF, MOC. (VEN Cty) | \$137.5 | | | | | \$137.5 | |
| Ventura VC | Signal | Rehab worn and defective signal cables | \$100.0 | | | | | \$100.0 | |
| Ventura VC | Structures | Take 30% Design to 100%; Construction of bridge replacements of (1) bridge on the Ventura Subdivision at MP 438.62. | \$1,054.8 | | | | | \$1,054.8 | |
| Ventura VC | Track | Ground Penetrating Radar Testing - Ventura Sub in Ven County | \$19.5 | | | | | \$19.5 | |
| Ventura VC | Track | Rehab crossing @ Tapo Street (Ven County). The project will replace rail, ties, paving, and striping, and will replace old crossing panels with concrete panels. | \$300.0 | | | | | \$300.0 | |
| Ventura LA | Comm | Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and wayside Comm. shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at stations, crossings, key CP's, or microwave end points (Burbank), or Ven/LA mt. top sites. Repair any deficient comm. paths from Ven/LA Sub to TCOSF, MOC. (LA Cty) | \$187.0 | \$187.0 | | | | | |
| Ventura LA | Signal | Rehab worn and defective cables. Rehab/Replace crossing gates/savers, predictors, batteries, other equip, etc. (LA County) | \$400.0 | \$400.0 | | | | | |
| Ventura LA | Structures | Design & construction of replacement slabs for Bridge 461.65. | \$304.6 | \$304.6 | | | | | |
| Ventura LA | Structures | Grading and ditching on the Ventura sub in LA County. | \$174.1 | \$174.1 | | | | | |
| Ventura LA | Track | Ground Penetrating Radar Testing - Ventura Sub in LA County | \$25.9 | \$25.9 | | | | | |
| Valley | Signal | Rehab worn and defective signal cables | \$100.0 | \$100.0 | | | | | |
| Valley | Structures | 1) Construction of bridge replacements of (1) bridge on the Valley Subdivision at MP 26.42. 2) Design and construction of bridge replacements of (1) bridge on the Valley Sub at MP 48.21. 3) Replace (2) wooden culverts with reinforced concrete pipe at MP 51.93 and 54.17 | \$1,975.3 | \$1,975.3 | | | | | |
| Valley | Structures | ROW grading, hydrology design. | \$130.0 | \$130.0 | | | | | |
| Valley | Track | Ground Penetrating Radar Testing - Valley Sub | \$82.2 | \$82.2 | | | | | |
| San Gabriel | Comm | Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and wayside Comm. shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at stations, crossings, key CP's, or fiber/microwave end points (EMF) or SG mt. top sites. Repair any deficient comm. paths from SG Sub to TCOSF, MOC. | \$237.5 | \$142.5 | | | \$95.0 | | |
| Valley | Comm | Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and wayside Comm. shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at stations, crossings, key CP's, or fiber/microwave end points (CP Hood), or Valley Mt. Tops sites. Repair any deficient comm. paths from VL Sub to TCOSF, MOC. | \$200.0 | \$200.0 | | | | | |

| Subdivision | Project Type | REHABILITATION PROJECT DESCRIPTION | TOTAL BUDGET | LACMTA | OCTA | RCTC | SANBAG | VCTC | UPRR |
|-------------|--------------|--|--------------|-----------|-----------|-----------|---------|-------|------|
| San Gabriel | Signal | Rehab/replace worn grade crossing gate assemblies and predictors, add gate savers. Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. | \$2,000.0 | \$1,200.0 | | | \$800.0 | | |
| San Gabriel | Structures | ROW grading, ditching and hydrology design. | \$80.0 | \$48.0 | | | \$32.0 | | |
| San Gabriel | Track | Ground Penetrating Radar Testing - San Gabriel Sub | \$64.9 | \$39.0 | | | \$26.0 | | |
| San Gabriel | Track | Replace Rail - MT Curve 1 (MP 1.0- 1.16), Marengo Siding (MP 1.21- 1.26), Curve 7 (MP 2.45- 2.7), Curve 12 (4.05- 4.15), Curve 15 (6.0- 6.25), Curve 16 (MP 6.3- 6.4), Curve 23 (11.75- 11.95), Curve 72 (MP 30.72- 30.89 MT2), Curve 96 (MP 55.07- 55.27), Curve 97 (MP 55.32- 55.40), Curve 98 (MP 55.48 - 55.60). | \$883.1 | \$529.8 | | | \$353.2 | | |
| Pasadena | Signal | Rehab and replace worn pole line components and underground cables. | \$100.0 | \$100.0 | | | | | |
| Pasadena | Track | Rehab grade crossing with ties and paving - Pasadena sub. | \$375.0 | \$375.0 | | | | | |
| Orange | Comm | Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and Wayside Comm. Shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at stations, crossings, key CP's, or fiber/microwave end points (MP207.4) or DC mt. top sites. Repair any deficient comm. paths from OC Subs to TCOSF or MOC. | \$125.0 | | \$125.0 | | | | |
| Orange | Signal | Selectively replace corroded signal and grade crossing equipment along the beach (from CP Serra to County Line). Rehab worn and defective cables. Add crossing gate savers, rehab entrance gates, rehab predictor units, batteries and other misc. crossing equipment. | \$300.9 | | \$300.9 | | | \$0.0 | |
| Orange | Structures | ROW grading ditching and hydrology design. | \$150.0 | | \$150.0 | | | | |
| Orange | Structures | 1) Design and rehabilitation of the existing Santiago Creek bridge (MP 173.6). 2) Design and construction for repair of floor beams on bridge 200.2. 3) Replace (2) wooden culverts with reinforced concrete pipe on the Orange Subdivision at MP 171.8 and 201.96. 4) Replace culvert. Construct new headwall, wingwalls, and concrete apron on both ends of 2-48" pipes on the Orange Subdivision at MP 205.40. 5) Replace culvert. Construct new headwall, and wingwalls, for 2-48" pipes on the Orange Subdivision at MP 206.05. 6) Replace existing wood deck with concrete slab on Br 199.80 on the Orange Subdivision. 7) Replace 24" reinforced concrete pipe at MP 201.00 on the Orange Subdivision. 8) Design and construction of the replacement of the steel span of Br 179.3 on the Orange Sub. | \$5,600.0 | | \$5,600.0 | | | | |
| Orange | Structures | Design and construction for rehabilitation and repair of end floor beams on the San Juan Creek bridge 197.90 to increase the E-load rating. Drainage, retaining walls and grading between Irvine and San Juan Capistrano. | \$1,324.5 | | \$1,324.5 | | | | |
| Orange | Track | Ground Penetrating Radar Testing - Orange Sub | \$67.3 | | \$67.3 | | | | |
| Orange | Track | Rehab crossties on the Orange Sub. Funding for this project is also contained in the FY 2012-13 and FY 2013-14 Rehab budgets. | \$395.0 | | \$395.0 | | | | |
| Olive | Structures | Replace (2) wooden culverts with reinforced concrete pipe on the Olive Subdivision at MP 3.8 and 5.01. Install tension rod on prestressed concrete girder bridge 1.70 on the Olive Sub. | \$693.4 | | \$693.4 | | | | |
| Olive | Track | Ground Penetrating Radar Testing - Olive Sub | \$6.6 | | \$6.6 | | | | |
| Riverside | Facilities | Engineering and design for improvements to the existing Riverside Layover facility to add a second track, sewer connections, potable water stations, and paving. | \$1,000.0 | | | \$1,000.0 | | | |

| Subdivision | Project Type | REHABILITATION PROJECT DESCRIPTION | TOTAL BUDGET | LACMTA | OCTA | RTIC | SANBAG | VCTC | UPRR |
|---|--------------|--|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|
| River | Comm | Renew or replace obsolete or deficient Fiber, Microwave, ATCS, VHF, PBX or MPLS Comm. Equipment (hardware or software), antennas and wayside Comm. shelters. Replace or renew batteries, standby power, air conditioning. Fill gaps and correct poor comm. coverage at crossings, key CPs, or fiber/microwave end points (MTA bldg). Repair any deficient comm. paths from River Sub to TCOSF, MOC or relocated MOC to LAUS Core site. | \$200.0 | \$95.0 | \$39.6 | \$22.2 | \$28.8 | \$14.4 | |
| River | Signal | Rehab worn and defective signal cables | \$100.0 | \$47.5 | \$19.8 | \$11.1 | \$14.4 | \$7.2 | |
| River | Structures | ROW grading | \$77.0 | \$36.6 | \$15.2 | \$8.5 | \$11.1 | \$5.5 | |
| River | Track | Ground Penetrating Radar Testing - River Sub | \$23.0 | \$10.9 | \$4.6 | \$2.6 | \$3.3 | \$1.7 | |
| River | Track | Replace Rail River Sub- Lead 5 (MP 0.46-0.73), Lead 4 (MP 0.63-0.69), Lead 3 (MP 0.49 - 0.65) | \$341.0 | \$162.0 | \$67.5 | \$37.9 | \$49.1 | \$24.6 | |
| River | Track | East Bank - Relay rail & 25% crossties in Zones 2 & 3. Partially recollectable from UPRR under East Bank Agreement. | \$3,409.0 | \$483.0 | \$201.3 | \$112.9 | \$146.4 | \$73.2 | \$2,392.3 |
| Systemwide | Facilities | Upgrade Sanding system at CMF to allow locomotives to be sanded and fueled at the same location on the S&I tracks. Project will upgrade sanding towers, and install a compressed air powered system. | \$1,500.0 | \$712.5 | \$297.0 | \$166.5 | \$216.0 | \$108.0 | |
| Systemwide | IT | Financial Planning & Forecasting solution - Phase 2 | \$1,035.0 | \$491.6 | \$204.9 | \$114.9 | \$149.0 | \$74.5 | |
| Systemwide | Mechanical | Rail car battery change out (26 Gen 3 cars @ \$20K/car) | \$572.0 | \$271.7 | \$113.3 | \$63.5 | \$82.4 | \$41.2 | |
| Systemwide | Mechanical | EMD PH/PHI Locomotive Overhauls to next highest Tier (4 locomotives @ estim \$2.6M ea). The project will upgrade trucks, traction motors, main generators, air compressors, auxiliary generators, dynamic braking system, and HEP. Project also includes body work, paint and basic cab refurbishment. Upgrades to higher tier EPA standards will be dependent upon funding availability. | \$11,437.5 | \$5,432.8 | \$2,264.6 | \$1,269.6 | \$1,647.0 | \$823.5 | |
| Systemwide | Mechanical | Locomotive component PM and overhaul to change out aging and high-use components. | \$2,500.0 | \$1,187.5 | \$495.0 | \$277.5 | \$360.0 | \$180.0 | |
| Systemwide | Mechanical | LED Lighting Upgrade for Bombardier Gen 1 cars - 10 cars | \$242.0 | \$115.0 | \$47.9 | \$26.9 | \$34.8 | \$17.4 | |
| Systemwide | Mechanical | Rail Car Rehab - HVAC Overhaul - 12 cars | \$277.2 | \$131.7 | \$54.9 | \$30.8 | \$39.9 | \$20.0 | |
| Systemwide | Mechanical | Rail Car Rehab - Door Operator Overhaul - 12 cars | \$92.4 | \$43.9 | \$18.3 | \$10.3 | \$13.3 | \$6.7 | |
| Systemwide | PTC, C+S | Renew or replace UPS, batteries, electrical systems, cooling, standby power other critical support systems at MOC Consolidate and centralize existing remote monitoring/CCTV and NMS systems at TCOSF. Perform technology refresh to hardware and software for CAD, NMS, CIS, PTC, or other MOC /TCOSF train traffic control data center systems to keep current and in compliance with ITC and Federal requirements including migrations to I-ETMS Rung 2, and 3. Relocate some CAD, PTC, CIS, NMS and other MOC data center hardware (with software) to secondary/disaster site at CORE site LAUS. | \$1,100.0 | \$522.5 | \$217.8 | \$122.1 | \$158.4 | \$79.2 | |
| Systemwide | Security | Procure Lex-Ray system to allow for remote monitoring of existing and future security cameras. | \$500.0 | \$237.5 | \$99.0 | \$55.5 | \$72.0 | \$36.0 | |
| Systemwide | Track | Track Measurement and testing (machine vision tie inspection and ballast profile scanning). | \$300.0 | \$142.5 | \$59.4 | \$33.3 | \$43.2 | \$21.6 | |
| Systemwide | Track | Systemwide Rail Grinding | \$500.0 | \$237.5 | \$99.0 | \$55.5 | \$72.0 | \$36.0 | |
| TOTAL REHABILITATION PROJECT BUDGET | | | \$42,800.2 | \$16,375.0 | \$12,981.8 | \$3,421.3 | \$4,447.4 | \$3,182.4 | \$2,392.3 |
| OCTA ROTEM SETTLEMENTS (Year 3) | | | \$0.0 | \$4,000.0 | -\$6,741.8 | \$0.0 | \$2,391.8 | \$350.0 | \$0.0 |
| TOTAL FY 2014-15 REHABILITATION BUDGET | | | \$42,800.2 | \$20,375.0 | \$6,240.0 | \$3,421.3 | \$6,839.2 | \$3,532.4 | \$2,392.3 |

| Subdivision | Project Type | REHABILITATION PROJECT DESCRIPTION | TOTAL BUDGET | LACMTA | OCTA | RCTC | SANBAG | VCTC | UPRR |
|-------------|--------------|------------------------------------|--------------|--------|------|------|--------|------|------|
|-------------|--------------|------------------------------------|--------------|--------|------|------|--------|------|------|

FUNDING NOTES:

- 1) LACMTA rehab funding is PC-10. OCTA Rotem settlement is Measure R.
- 2) \$1.7M of Valley Sub project funding will be transferred to the Vincent Siding project, and will be backfilled with PTMISEA in the fall of 2014.
- 3) OCTA rehab funding is FTA 5337.
- 4) RCTC rehab funding is FTA 5337 and 5309. RCTC will be the grant applicant.
- 5) SANBAG rehab funding is FTA 5337. OCTA Rotem settlement is FTA 5337 and 5309.
- 6) VCTC Rehab funding is FTA 5337. VCTC Swap is FTA 5337 and 5307. OCTA Rotem settlement is FTA 5337.

ATTACHMENT C

FY2014-15 NEW CAPITAL PROJECT

ATTACHMENT C
FY 2014 -15 New Capital Projects
(\$ Thousands)

| Project Description | Total Budget | LACMTA | OCTA | RCTC | SANBAG | VCTC | LEASE | UPPR & OTHER | STATE | FEDERAL |
|---|----------------|---------------|------------|------------|------------|------------|------------|--------------|---------------|---------------|
| Tier 4 Locomotive Program (1) | 2,115 | - | - | - | - | - | - | - | 2,115 | - |
| Positive Train Control (2) | 5,207 | 4,096 | - | - | 785 | 326 | - | - | - | - |
| TOTAL FY 2014-15 NEW FUNDING | 7,322 | 4,096 | - | - | 785 | 326 | - | - | 2,115 | - |
| TOTAL FY2014-15 AUTHORITY Including CARRYFORWARD | 162,497 | 44,427 | 709 | 119 | 785 | 326 | 747 | 4,819 | 93,039 | 17,526 |

Notes:

(1): This is the last increment of PTMISEA funds programmed for this project. It is expected to be received in FY 15, pending a bond sale.

(2): SANBAG amount of \$785K will come in two tranches, \$620K available now, \$165K available in the next allocation of PTMISEA expected in the fall. That still leaves the PTC project short by \$245K.



San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
 Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov



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

Minute Action

AGENDA ITEM: 27

Date: July 10, 2013

Subject: Reimburse the Orange County Transportation Authority for purchase of Southern California Regional Rail Authority rolling stock, Rotem passenger cars

Recommendation: Reimburse the Orange County Transportation Authority (OCTA) \$6,041,376 for Rotem cars purchased by the Southern California Regional Rail Authority (SCRRA) by assuming responsibility for approximately \$1 million of OCTA's annual member share of the SCRRA capital budget from Fiscal Year 2013/14 through 2018/2019.

Background: Beginning in 2003, Southern California Regional Rail Authority (SCRRA) began the process of ordering new passenger and cab cars for Metrolink trains. After some contractual changes and re-bidding, SCRRA awarded a contract to Rotem on March 14, 2006. The base order included 54 coach cars and 33 cab cars for a total of 87. Four (4) additional contract options were exercised bringing the total number of cars purchased to 137 (57 cabs and 80 coaches).

Of the 137 cars purchased, Orange County Transportation Authority (OCTA) directly paid for 59 cars for their Fullerton to Laguna Niguel expansion project; Riverside County Transportation Commission (RCTC) paid for 17 cars for their Perris Valley Line expansion project; and SANBAG paid for 3 cars for non-specific uses. The balance of cars purchased was paid for using the SCRRA "All-share Formula", which distributes costs amongst the member agencies for system-

Approved Consent

Approved
Board of Directors

Date: July 10, 2013

Moved: Eaton Second: Rutherford

In Favor: 28 Opposed: 0 Abstained: 0

Witnessed: Anne Aldana

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

Check all that apply.
BRD1307b-jrf

Attachments:

<http://portal.sanbag.ca.gov/mgmt/committee/commuter/crtc2013/crtc1306/AgendaItems/CRTC1306b1-jrf.pdf>

wide expenses. The member agencies contributed various local, state, and federal funds for a total of \$273.8 million with Los Angeles County Metropolitan Transportation Authority (LACMTA) paying Ventura County Transportation Commission's (VCTC) share. SANBAG's share, including the 3 cars purchased for non-specific uses, was approximately 16% (\$44 million).

In October 2005, the OCTA Board directed SCRRA to purchase 59 Rotem cars to support expanded service between Fullerton and Laguna Niguel, known as the Metrolink Service Expansion Project (MSEP). However, as a result of economic conditions and reduced transit demand, SCRRA is operating fewer trains than originally anticipated between Fullerton and Laguna Niguel, resulting in 22 excess Rotem cars in the SCRRA fleet. OCTA has requested that the other SCRRA member agencies pay for a share of these excess cars. The total amount of these 22 cars equals \$41.9 million and is distributed to each of the other member agencies based on the All-share Formula. The proposed distribution is as follows:

Rotem Car Reconciliation – Distribution of Costs

| Agency | All-share Formula Distribution | Cost Distribution |
|--------------|--------------------------------|---------------------|
| SANBAG | 14.4% | \$6,041,376 |
| LACMTA | 47.5% | \$19,928,150 |
| OCTA | 19.8% | \$8,306,892 |
| RCTC | 11.1% | \$4,656,894 |
| VCTC | 7.2% | \$3,020,688 |
| Total | | \$41,954,000 |

To date, RCTC has paid their reconciliation share in full; VCTC has paid nearly \$2 million of their reconciliation share; and LACMTA has committed to paying their reconciliation share contingent upon all other member agencies commitment to reconcile. Based on a staff report recommendation and MOU between SCRRA and OCTA, approved at the October 14, 2011 SCRRA Board Meeting (included as Attachment A), the member agencies have agreed that the reconciliation can come from direct contributions to specific shared projects or simply by member agencies assuming portions of OCTA's annual capital budget contribution.

For each weekday, SCRRA operates 37 consists with a total of 195 cars, that make up 169 trains. A consist is the make-up of each train. Rotem cars are safer as compared to the Bombardier cars previously purchased, due mostly to crash energy management systems. Generally, this is a system within each car that absorbs impact energy. Due to these additional safety features, each consist, at a minimum, is comprised of one (1) Rotem cab car at the end of the each train and one (1) Rotem coach car behind the locomotive. (A cab car is used in the "push" mode with a compartment and duplicate train controls for the engineer.) In general, all Metrolink trains run in the "pull" mode coming out of Los Angeles

Union Station with the locomotive in the lead and in the “push” mode with the cab car running at the front of the train headed towards Los Angeles. Since there are no plans or funding to purchase additional Rotem cars, and once all 137 Rotem cars are put into service, 58 of the existing Bombardier cars will be needed to complete train consists. As a result of purchasing the Rotem cars and restrictions on selling most of the equal amount of Bombardier cars, SCRRA has begun to store the Bombardier cars throughout the Metrolink system. SCRRA is also exploring leasing as many Bombardier cars as possible.

The reconciliation for the purchase of 22 Rotem cars is based on the core concept that the Metrolink service is a partnership and that all cars purchased are part of the entire 512 mile Metrolink system. A train that starts the day in Riverside may travel to Los Angeles, then through Orange County, then through the Inland Empire ultimately terminating in San Bernardino. The next day that same train set will travel on different routes. These “cycles” are choreographed to meet the service commitments of the schedule and to also make sure the equipment is properly cleaned and maintained. In addition, the number of Rotem cars within a train consist are not always the same, other than the basic requirement of two (2) Rotem cars per consist. Individual cars are also “cycled” out of service depending on maintenance and inspection requirements. Thus the concept that one (1) member agency funds a discrete asset is counter to how that asset is utilized.

SANBAG staff completed an analysis to determine the number of Rotem cars utilized by the County of San Bernardino, taking into account the system wide “cycling” of train consists and cars as discussed above. Based on this analysis, the County of San Bernardino uses 17 Rotem cars on any given weekday. To date, SANBAG has only paid for 13 Rotem cars, 3 directly and 10 through the All-share Formula. Reconciliation of \$6.04 million to OCTA, based on the All-share Formula distribution for reconciliation of the 22 cars, will add three additional cars paid by SANBAG, bringing the total to 16.

Based on the analysis discussed above, staff recommends that SANBAG reimburse OCTA in an amount of \$6,041,376 for Rotem cars purchased by SCRRA. Reconciliation will occur by SANBAG assuming responsibility for approximately \$1 million of OCTA’s annual member share of the SCRRA capital budget from Fiscal Year 2013/14 through 2018/19.

Financial Impact: Reimbursement to OCTA for Rotem cars will cost a total of \$6,041,376 and will be reconciled by assuming an annual portion of approximately \$1 million per year of OCTA’s contribution to SCRRA’s capital budget over six (6) years. Pending approval of the reimbursement plan, the specific allocation will be presented to the Board with the overall SCCRA fiscal year budget allocations.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Commuter Transit and Rail Committee on June 20, 2013.

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



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

TRANSMITTAL DATE: October 7, 2011
MEETING DATE: October 14, 2011 **ITEM 8**
TO: Board of Directors
FROM: Chief Executive Officer
SUBJECT: Rotem Car Reconciliation

Issue

Board approval is required to enter into an agreement with the Orange County Transportation Authority (OCTA) and subsequently agreements with the other Member Agencies (MA) for reconciliation of costs associated with the Rotem Car procurement.

Recommendation

Staff recommends the Board authorize the Chief Executive Officer (CEO) to complete negotiations and execute an agreement with OCTA for the reconciliation of costs for Rotem Cars (see attached document). Additionally, delegate authority to the CEO to enter supporting agreements, if needed, with each Member Agency and to track progress on overall reconciliation for 22 Rotem cars.

Alternative

The Board can recommend an alternate approach to document and reconcile Rotem Car procurement costs between Member Agencies.

Background

SCRRA awarded a contract to Rotem for the procurement of 137 passenger rail cars. The base order of the contract was for 87 cars (54 Trailers and 33 Cabs). This quantity of cars was to provide a cab car for every consist and would also provide additional trailer cars for over-crowded trains or proposed new services. The contract also contained options that have been executed and bring the total procurement to 57 cabs and 80 trailers. The first three options were funded by specific member agencies that were procuring additional cabs and trailers for future expansion needs. The final option was for 20 trailers and was funded by bond funds designated to Metrolink.

Metrolink Service is provided by train consists that run all over the 512 mile system. A train that starts in Riverside may travel to Los Angeles, then Oceanside, then spend the

night in San Bernardino. The next day that same train set will travel on the different routes, receive mid-day service at the Central Maintenance Facility, then will end the day at the Oceanside layover. These "cycles" are choreographed to meet the service commitments of the schedule and to also make sure that the equipment is properly cleaned and maintained. Thus the concept that one member agency funds a discrete asset is counter to how that asset is utilized. While acknowledging that OCTA contributed funds for too many cars, the proposed reconciliation agreement documents and preserves the system-wide use of Metrolink assets.

OCTA took board action in October 2005 that committed \$137 million for the purchase of 59 cars. This quantity of cars was to support levels of service that are no longer anticipated. OCTA has been pursuing reconciliation for cars in excess of their current needs. The MAs started work on this issue in mid-2010. The initial concern was to document which agency contributed what funds and to identify what was the proposed purpose of those assets. Some cars were designated for expansion while others were designated for over-crowding or for spares. The next step was to determine how many cars were subject to the reconciliation. It was determined with the guidance of the MA CEOs that the correct number of cars in question was 22. It was also determined that because the OCTA contributions went to the original base order the reconciliation amount was guided by the cost of the cars in the base order.

The reconciliation can come from direct MA contributions to specific shared projects or simply by one MA assuming a portion of OCTA's annual rehab contribution. The agreement is to be flexible so reconciliation can occur with operating, capital or rehab funds. The reconciliation time period is recommended to start with next fiscal year's rehab budget, as explained in the attached letter and draft agreement, and to be complete within 5 years.

It should be noted that other agencies have contributed additional ROTEM cars and this contribution is recognized and credited towards the funding agency so that service expansion and future rehab costs are equitably distributed. Each agency has contributed a mix of funds to support the future service needs.

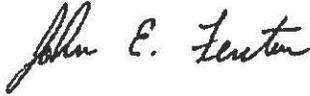
This is of primary concern to RCTC in regard to the future Perris Valley Line service which is slated to begin in 2013. RCTC contributed funds for 10 Rotem cars and 2 locomotives to support that service. This report is intended to memorialize the agreement of all parties that once the new Perris Valley Line service is ready to start the rail cars needed to run the service will be available without additional cost to RCTC for either the purchase of new ROTEM cars or the rehabilitation of existing equipment.

This agreement is entered into with OCTA but ultimately needs the other MA's participation and agreement to fulfill.

Budget Impact

This agreement does not impact the current year operating or rehab budget. Future rehab budgets may be impacted by reconciliation contributions.

Prepared by: Gray Crary, Chief Strategic Officer



JOHN E. FENTON
Chief Executive Officer



September 2, 2011

Mr. Will Kempton
Chief Executive Officer
Orange County Transportation Authority
550 South Main Street/ P.O Box 14184
Orange, CA 92863-1584

Dear Mr. Kempton,

Metrolink and its Member Agencies have been working to reconcile equity issues related to the Rotem Car procurement. SCRRA has contracted to purchase 137 cars, two-thirds of which have already been delivered. The core issue has been a concern over who contributed to the purchase of the cars and how the cars are utilized in the Metrolink system. After much discussion it was agreed that there are twenty-two (22) cars of this purchase that are in service throughout the system and are assets utilized at the discretion of the SCRRA Board. In order to keep those cars in general system use it was agreed that OCTA would be reimbursed for the cost of the 22 cars.

Given the proposed time to reconcile these costs there are several ways that a Member Agency can reimburse OCTA. Agencies can provide a cash contribution, pick up the OCTA share for a specific project or contribute on behalf of OCTA annual rehab costs. Reconciliation is proposed to begin in FY12/13 and it will be SCRRA's obligation to track and report progress by the other Member Agencies.

This reconciliation between SCRRA and OCTA is built on the core concept that the Metrolink service is a partnership and that all cars purchased are part of the system. The attached proposed Reconciliation Worksheet shows all Member Agency's share of the cost of the 22 cars in question. The cars have an agreed upon value of nearly \$42 million. The shares of the cost have been calculated using the "All-Share Formula" currently used for many of the system wide costs. The columns of the Work Sheet identify whether the reconciliation will occur with a cash contribution, allocation of annual rehab costs or reconciliation for a specific purpose. SCRRA will administer how the other member agencies handle the settlement of their shares.

Also attached is a proposed draft Memorandum of Understanding (MOU) for your comments. This MOU solidifies the concept that the system-wide deployment of vehicles is a benefit to the service as it provides flexibility and the ability to defer immediate rehab costs of the existing fleet. In order to

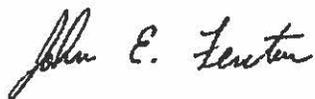


maintain such flexibility, this reconciliation must occur. The following sequence should bring this matter to conclusion:

1. Review Memorandum of Understanding and proposed reconciliation projects;
2. Take MOU to SCRRA Board of Directors in October (This item is slated to go to the September 23rd Planning and Finance Committee);
3. Seek annual rehabilitation and capital project reconciliation
4. Begin Reconciliation in FY 12/13, complete reconciliation in FY 16/17

I look forward to discussing this with you and the other Member Agencies.

Sincerely,



JOHN E. FENTON
Chief Executive Officer

cc: Member Agency CEOs
Richard Katz

Rotem Car Reconciliation

(All Cars In System Service)

| Rotem Trailer Cars | |
|--|-----------------|
| Base Price | \$1.840 |
| Insurance | \$0.020 |
| Freight Cost | \$0.047 |
| Total per car | \$1.907 |
| Total Reimbursement for 22 Cars | \$41.954 |

| All-Share Ratio | |
|-----------------|-------------|
| LACMTA | 47.50% |
| OCTA | 19.80% |
| SANBAG | 14.40% |
| RCTC | 11.10% |
| VCTC | 7.20% |
| Total | 100% |

<-----Values From All-Share %----->

| Member Agency | Total Due | Cash (a) | Rehab Costs (b) | EMF Phase II - (C) | Express Trains | fn4 | Total Paid |
|---------------|-----------------|----------------|-----------------|--------------------|----------------|-----------------|-----------------|
| VCTC | \$3.022 | \$2.000 | \$1.022 | \$0.000 | | \$0.000 | \$3.022 |
| OCTA | \$8.306 | | | | | | |
| LACMTA | \$19.929 | | \$8.125 | \$0.744 | | \$11.060 | \$19.929 |
| SANBAG | \$6.041 | | \$3.180 | \$0.573 | | \$2.288 | \$6.041 |
| RCTC | \$4.657 | | \$4.413 | \$0.244 | | \$0.000 | \$4.657 |
| Total | \$41.955 | \$2.000 | \$16.740 | \$1.561 | | \$13.348 | \$33.649 |

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(a) VCTC cash contribution to Option 4 moves like amount for FY 16 PTMISEA funds for OCTA discretion.

(b) Combination of Passenger Cars, Locomotives, & Other Rehab

(c) Cost share formula for EMF Phase II: LA 47.68%, SB 36.72%, RS 15.58%.

Shares relate to train miles by agency over affected segments (minus OCTA).

(d) LACMTA contribution for trailer cars for express service to Antelope Valley (3 Trailer 1 spare) -AND- 60% of 3 SB Express Trailers

(e) SANBAG 40% of 3 SB Express Trailers.

5-Year Payback
(all values given in millions of dollars)

| Member Agency | FY 11-12 | FY 12-13 | FY 13-14 | FY 14-15 | FY 15-16 | FY 16-17 |
|-------------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|
| VCTC | \$3.022 | \$1.022 | \$0.818 | \$0.613 | \$0.409 | \$0.204 |
| Cash | \$2.000 | | | | | |
| Rehab | | \$0.204 | \$0.204 | \$0.204 | \$0.204 | \$0.204 |
| EMF Phase II | | | | | | |
| Express Trains | | | | | | |
| Declining Balance | \$1.022 | \$0.818 | \$0.613 | \$0.409 | \$0.204 | \$0.000 |
| LACMTA | \$19.929 | \$19.929 | \$15.943 | \$11.957 | \$7.972 | \$3.986 |
| Cash | | | | | | |
| Rehab | | \$1.625 | \$1.625 | \$1.625 | \$1.625 | \$1.625 |
| EMF Phase II | | \$0.149 | \$0.149 | \$0.149 | \$0.149 | \$0.149 |
| Express Trains | | \$2.212 | \$2.212 | \$2.212 | \$2.212 | \$2.212 |
| Declining Balance | \$19.929 | \$15.943 | \$11.957 | \$7.972 | \$3.986 | \$0.000 |
| SANBAG | \$6.041 | \$6.041 | \$4.833 | \$3.625 | \$2.416 | \$1.208 |
| Cash | | | | | | |
| Rehab | | \$0.636 | \$0.636 | \$0.636 | \$0.636 | \$0.636 |
| EMF Phase II | | \$0.115 | \$0.115 | \$0.115 | \$0.115 | \$0.115 |
| Express Trains | | \$0.458 | \$0.458 | \$0.458 | \$0.458 | \$0.458 |
| Declining Balance | \$6.041 | \$4.833 | \$3.625 | \$2.416 | \$1.208 | \$0.000 |
| RCTC | \$4.657 | \$4.657 | \$3.726 | \$2.794 | \$1.863 | \$0.931 |
| Cash | | | | | | |
| Rehab | | \$0.883 | \$0.883 | \$0.883 | \$0.883 | \$0.883 |
| EMF Phase II | | \$0.049 | \$0.049 | \$0.049 | \$0.049 | \$0.049 |
| Express Trains | | | | | | |
| Declining Balance | \$4.657 | \$3.726 | \$2.794 | \$1.863 | \$0.931 | \$0.000 |

| Project | Paid Over |
|----------------|-----------|
| Cash | 1 Year |
| OCTA Rehab | 5 Years |
| EMF Phase II | 5 Years |
| Express Trains | 5 Years |

DRAFT

MEMORANDUM OF UNDERSTANDING

BETWEEN

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

AND

ORANGE COUNTY TRANSPORTATION AUTHORITY

AND

FOR

ROTEM RAIL CARS REIMBURSEMENT

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THIS MEMORANDUM OF UNDERSTANDING, is effective this ____day of _____ 2011, by and between Southern California Regional Rail Authority (SCRRA), and the Orange County Transportation Authority (OCTA). The OCTA, San Bernardino Associated Governments, Ventura County Transportation Commission, Riverside County Transportation Commission and Los Angeles County Metropolitan Transportation Authority make up the MEMBER AGENCIES of the Southern California Regional Rail Authority.

RECITALS:

WHEREAS, SCRRA HAS PURCHASED 137 Rotem Cab and Trailer Passenger Cars and uses them as directed by its Board of Directors; and

WHEREAS, OCTA's Board of Directors, on June 9, 2005, approved the Metrolink Service Expansion Program (MSEP), to offer increased Metrolink service in Orange County; and

WHEREAS, in 2005 OCTA committed \$137 million to purchase 59 new rail cars to support existing and expanded Metrolink service, including the MSEP; and

WHEREAS, OCTA has scaled back the MSEP service roll out to align with available revenues; and

WHEREAS, it was determined that 37 of the 59 railcars independently funded by OCTA will be required for the expanded service, leaving 22 rail cars for available system-wide utilization; and

WHEREAS, MEMBER AGENCIES and SCRRA mutually desire to utilize the available 22 railcars for system-wide service within the Metrolink system; and

DRAFT

IN WITNESS WHEREOF, the parties hereto have caused this MOU to be executed on the date first above written.

**SOUTHERN CALIFORNIA REGIONAL
RAIL AUTHORITY**

ORANGE COUNTY TRANSPORTATION AUTHORITY

By: _____
John E. Fenton
Chief Executive Officer

By: _____
Will Kempton
Chief Executive Officer

DRAFT

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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.

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| 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 |

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

San Bernardino Associated Governments



MISSION STATEMENT

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

- Improve cooperative regional planning

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

- Strengthen economic development efforts

- Exert leadership in creative problem solving

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

Approved June 2, 1993
Reaffirmed March 6, 1996