San Bernardino Associated Governments

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

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

AGENDA
Board of Directors Metro Valley Study Session

December 11, 2014

Start Time: 9:30 AM

Location

SANBAG
First Floor Lobby
1170 W. 3rd Street, San Bernardino, CA 92410

Board of Directors

Valley Representatives

Study Session Chair
Michael Tahan, Council Member
City of Fontana

Study Session Vice-Chair
Ray Musser, Mayor
City of Upland

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

Jon Harrison, Mayor Pro Tem
City of Redlands

Deborah Robertson, Mayor
City of Rialto

R. Carey Davis, Mayor
City of San Bernardino

Dick Riddell, Council Member
City of Yucaipa

Mountain/Desert Representatives

Cari Thomas, Mayor
City of Adelanto

Curt Emick, Council Member
Town of Apple Valley

Julie McIntyre, Mayor
City of Barstow

Ryan McEachron, Mayor Pro Tem
City of Victorville

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

George Huntington, Mayor Pro Tem
Town of Yucca Valley

County Board of Supervisors

Robert Lovingood, First District
Janice Rutherford, Second District
James Ramos, Third District
Curt Hagman, 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
County Transportation Commission
County Transportation Authority
County Congestion Management Agency
Service Authority for Freeway Emergencies

AGENDA

Board of Directors Metro Valley Study Session

December 11, 2014
9:30 AM
Location
First Floor Lobby
1170 W. 3rd Street, San Bernardino, CA 92410

CALL TO ORDER

(Meeting Chaired by Michael Tahan)

i. Pledge of Allegiance

ii. Attendance

iii. Announcements

iv. Agenda Notices/Modifications - Melonie Donson

Possible Conflict of Interest Issues for the Metro Valley Study Session Meeting of December 11, 2014

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

1. Information Relative to Possible Conflict of Interest

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

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

CONSENT CALENDAR

Items listed on the Consent Calendar are expected to be routine and non-controversial. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Member Request.

Consent - Project Delivery

2. Construction Contract Change Orders to on-going SANBAG Construction Contracts with KASA Construction, Inc., Ortiz Enterprises, Inc., Financial Pacific Insurance Company, Natures Image, Inc., Skanska USA Civil West, Riverside Construction Company, Inc. And Flatiron West Inc.

Receive and file change order report.
Garry Cohoe

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

DISCUSSION ITEMS

Discussion - Project Delivery

3. Major Projects Status Briefing

Receive the Major Projects Status Briefing.
Paula Beauchamp

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

4. Change Status of Express Lanes Ad Hoc Committee to a Standing Sub-Committee

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

Approve establishment of the I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and Mountain/Desert Policy Committee (I-10 and I-15 Sub-Committee) and Policy 10008 setting out policies governing the I-10 and I-15 Sub-Committee.
Garry Cohoe

This item is scheduled for review by the Mountain/Desert Policy Committee on December 12, 2014. SANBAG General Counsel has reviewed this item and the Policy draft attachment.

5. **Interstate 10 (I-10) Corridor Project Development**

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:

A. Approve Amendment No. 2 to Contract C08008 with Parsons Transportation Group (PTG) for I-10 Project Development Activities in the amount of $6,376,706 for a new not to exceed contract amount of $26,629,036 and total budget authority of $28,126,706.

B. Authorize a contract term extension through June 30, 2018.
John Meier

This item is not scheduled for review by any other policy committee or technical advisory committee. The Express Lanes Ad Hoc Committee reviewed the draft amendment on November 13, 2014 and concurred that it should advance to the Metro Valley Study Session. SANBAG General Counsel and Procurement Manager have reviewed this item and the draft amendment.

6. **Construction Cooperative Agreement Amendment for Interstate 215 Segments 1 and 2**

That a quorum of the Board of Directors, acting as the San Bernardino County Transportation Authority:

A. Find it is in the best interests of the San Bernardino County Transportation Authority to take final action on this item at this Metro Valley Study Session;

B. Take final binding action at this Metro Valley Study Session approving Amendment 1 to Construction Cooperative Agreement C09129 between the State of California, acting through its Department of Transportation (Caltrans), and the San Bernardino County Transportation Authority (SANBAG), in the form attached, which would increase the funding by $3.0 million for a total of $213,173,787 for the construction phase of the Interstate 215 (I-215) Segments 1 and 2 project to address anticipated funding needs for resolution of final claims; and

C. Authorize the Executive Director to execute the final agreement after approval as to form by General Counsel.
Dennis Saylor

This item is not scheduled for review by any other policy committee or technical advisory committee. General Counsel and Procurement Manager will review the final agreement and approve as to form prior to Executive Director signature.

Discussion - Regional/Subregional Planning

7. Valley and Victor Valley Jurisdiction Development Impact Fee Update

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

A. Require that Valley and Victor Valley jurisdictions update their Development Impact Fee (DIF) programs to be compliant with Nexus Study development mitigation amounts (referenced in Tables 7 and 8 of the 2013 update of the Nexus Study) by either July 2015 or January 2016, according to the specified DIF update cycle listed for each jurisdiction in the Development Mitigation Nexus Study. Jurisdictions would need to demonstrate to SANBAG that their updated DIF programs would collect the identified level of funding, should the projected growth occur.

B. Provide jurisdictions with the following options for implementing their DIF adjustments.

i. Implement their full DIF updates from the 2013 Nexus Study by the dates specified above.

ii. Allow jurisdictions to phase in DIF increases over a three-year period, at their option.

iii. Allow jurisdictions to make adjustments to their Nexus Study project lists in an early biennial update to the Nexus Study in approximately May 2015. This will also allow for potential Board-directed modifications to the Valley Freeway Interchange Program (to be considered in Spring 2015) to be factored into local DIF updates.

iv. Allow for a combination of No. iii with either Options i or ii.

C. Eliminate the escalation requirement on project costs and DIF fees during even years. Going forward, adjustments to local agency DIF programs would need to be made only with the biennial Nexus Study project list and project cost updates. This will simplify the DIF update process by requiring adjustments every other year. SANBAG policy would be modified accordingly.

Timothy Byrne

This item was reviewed by the Transportation Technical Advisory Committee on November 3, 2014 and the City-County Manager Technical Advisory Committee on December 4, 2014. This item is scheduled for review by the Mountain/Desert Policy Committee on December 12, 2014.

Discussion - Transit/Rail

8. Transit and Rail Fiscal Year 2014/2015 Department Budget Amendment

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

A. Approve an expense budget amendment to the SANBAG FY 2014/2015 Budget to increase Task No. 0377 by $33,000 in Rail Assets and $19,570 in Local Transportation Funds - Rail for a new task total of $13,274,300.00

B. Approve an expense budget amendment to the SANBAG FY 2014/2015 Budget to increase Task No. 0379 by $165,660 in State Transit Assistance Funds – Rail for a new task total of $2,672,276.60

C. Approve a budget fund swap to the SANBAG FY 2014/2015 Budget to reclassify $1,233,043 from State Transit Assistance Funds – Rail to Local Transportation Funds – Rail in Task No. 0377.

D. Approve a budget fund swap to the SANBAG FY 2014/2015 Budget to reclassify $1,500,000 from San Gabriel Subdivision Line Project funds – City of Fontana to Local Transportation Fund – Article 3 Bicycle & Pedestrian in Task No. 0325.
Justin Fornelli

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

Comments from Board Members

Brief Comments from Board Members

Public Comment

Brief Comments by the General Public

ADJOURNMENT

Additional Information

Attendance

SANBAG Entities

Meeting Procedures and Rules of Conduct

General Practices for Conducting Meetings

Acronym List

Mission Statement

The next Board of Directors Metro Valley Study Session will be

January 15, 2015

Complete packages of the SANBAG 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.

Governments SANBAG Working Together

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TRANSPORTATION MEASURE 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: 1

Date: December 11, 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
2-A	C13002	KASA Construction *Diana Kasbar*	MSL Electric, Inc. Quality Hydroseeding & Restoration Treesmith Enterprises, Inc. Turboscape, Inc.
2-B	C12224	Ortiz Enterprises, Inc. *Patrick A. Ortiz*	Alcorn Fence Company Bithell, Inc. Cal-Stripe, Inc. CGO Construction Cooper Engineering Coral Construction Coreslab Structure Diversified Landscape Griffith Company Harber Companies Hardy & Harper Hydro Sprout Integrity Rebar Placers L. Johnson Construction, Inc Lincoln Pacific

Entity: CMA, COG, CTA, CTC, SAFE

			Mahaffey Companies Rogan Concrete Coring & Sawing SRD Engineering, Inc. Statewide Traffic Survey Safety & Signs Superior Gunite Truesdell Corporation West Coast Welding, Inc.
2-C	C13093	Financial Pacific Insurance Company *Laurie Hants*	None
2-D	C14151	Nature's Image *Michelle Caruana*	None
2-E	C11184	Skanska *Tim Wilson*	Ace Fence Company Anderson Drilling Empire Steel J P Striping Inc. J.V. Land Clearing Marina Landscape, Inc. MCL Electric Municon Consultants Reycon Construction Inc. Statewide Safety & Signs Tipco Engineering
2-F	C13108	Skanska USA Civil West *Jeffrey Langevin*	Chrisp Company Dywidag-Systems Int. Fence Corporation, Inc. Hayward Banker Integrity Rebar Placers Josh S. Meek Company, Inc. Ferreria Construction Company, Inc. R. Dugan Construction, Inc. Rock Structures Construction Co. Sierra Landscape Development, Inc.
2-G	C13121	Riverside Construction, Inc.	Caliagua Chrisp Company C.P. Construction Crown Fence Griffith Company Golden State

			Highlight Electric Integrity Rebar Placers The J.V. Land Clearing Company, Inc. Malcom Drilling Company Matich Corporation Old Castle Precast Pacific Waterproofing Reycon Construction
2-H	C14162	Flatiron West	Advanced Concrete Sawing & Sealing All American Asphalt Coral Construction D.C. Hubbs Construction Elecnor Belco Electric, Co. Griffith Company Integrity Rebar Placers L. Johnson Construction, Inc. Malcolm Drilling Old Castle Precast, Inc. Payco Specialties, Inc. Southwest V-Ditch, Inc.
5	C08008	Parsons Transportation Group (PTG) *David Speirs*	Applied Earthworks Cogstone David Evans and Associates Earth Mechanics, Inc Ecorp Consulting Entech Iteris Paragon Partners Terry Hayes Associates

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.

Responsible Staff:
Garry Cohoe, Director of Project Delivery

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Approved
Board of Directors Metro Valley Study Session
Date: December 11th, 2014

Witnessed: _____

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TRANSPORTATION MEASURE 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: 2

Date: December 11, 2014

Subject:
Construction Contract Change Orders to on-going SANBAG Construction Contracts with KASA Construction, Inc., Ortiz Enterprises, Inc., Financial Pacific Insurance Company, Natures Image, Inc., Skanska USA Civil West, Riverside Construction Company, Inc. And Flatiron West Inc.

Recommendation:
Receive and file change order report.

Background:
Of SANBAG's thirteen on-going construction contracts in the Metro Valley, eight have had Construction Change Orders (CCO's) approved since the last reporting to the Board Metro Valley Study Session. The CCO's are listed below.

A. Contract Number (CN) C13002 with KASA Construction Company, Inc. for construction of the SR-210 Segment 11 Landscaping project: CCO No. 3 Supplement 1 ($6,515.39 increase to compensate contractor for 15 % mark up for additional cost of water meters as provided for in the Special Provisions and settlement to Notice of Potential Claim (NOPC) No. 1), CCO No. 11 ($80,000.00 increase to compensate contractor for removal and replacement of rock blanket and installation of v-ditch to allow for positive flow of rain fall from roadway surfaces to existing drainage inlet in gore area between eastbound SR-210 and the I-215 connectors), CCO No. 13 ($8,971.96 increase for installation of new 1.5" conduit required for irrigation electrical service but not shown on the plans), CCO No. 14 ($950.00 increase for sharing the cost of repairs to Fiber Optic conduit not shown on the plans damaged during trenching operations and settlement to NOPC No. 2) and CCO No. 15 ($12,000.00 increase for replacement of concrete slope paving damaged during a significant rain event and settlement to NOPC No. 3).

B. CN C12224 with Ortiz Enterprises, Inc. for construction of the I-10 Cherry Avenue Interchange project: CCO No. 8 Supplement 2 ($100,000.00 additional funds for work associated with restoration work on adjacent properties affected by construction of Soundwall No. 697), CCO No. 24 Supplement 1 ($55,000.00 increase in funds for removal and disposal of man-made buried object as allowed for in the Standard Specifications) and CCO No. 51 ($71,082.80 increase for furnishing and installing traffic signal controllers and video detection equipment at the intersections with Cherry Avenue and Slover Avenue and Valley Boulevard to allow communication with Caltrans signalized ramps as requested by the City of Fontana).

C. CN C13093 with Financial Pacific Insurance Company for the construction of the I-10 Riverside Avenue Interchange Landscaping project: CCO No. 1 Supplement 2 ($18,598.88 decrease provided for returning unused change order funds to contingency balance), CCO No. 3 Supplements 1 and 2 ($2,149.31 increase for replacement of missing irrigation valve boxes and

Entity: CTA, CTC

$128.86 decrease providing for returning unused change order funds to contingency balance respectively), CCO No. 4 Supplement 1 ($2,270.96 decrease providing for returning unused change order funds to contingency balance), CCO No. 11 Supplement 1 ($7,718.45 decrease providing for returning unused change order funds to contingency balance) and CCO No. 13 and Supplement 1 ($5,000.00 increase and 17 working day extension to cover project in the event of unforeseen issues until maintenance contract could start and $5,000.00 decrease providing for returning unused change order funds to contingency balance respectively).

D. CN C14151 with Natures Image, Inc. for the I-10 Riverside Avenue Interchange four (4) year Establish Existing Planting project: CCO No. 1 ($2,500.00 increase to compensate contractor for correcting deficiencies identified during Take-over Acceptance Walk Through as required by the Special Provisions).

E. CN C11184 with Skanska USA Civil West for construction of the Hunts Lane Grade Separation project: CCO No. 55 ($7,150.00 increase for additional chain link fencing and gates to eliminate pedestrian traffic through the Colton Utility Corridor).

F. CN C13108 with Skanska USA Civil West for construction of the Palm Avenue Grade Separation project: CCO No. 8 Supplement 1 ($3,500.00 increase in funds for changes made for construction of the temporary detour), CCO No. 10 ($39,600.00 increase to compensate contractor for various changes to electrical features related to services, flashing beacons, additional lighting along existing Industrial Parkway and lockable pull boxes), CCO No. 16 ($65,686.51 decrease related to the inclusion of the Value Engineering Change Proposal (VECP) submitted by the contractor to eliminate Retaining Wall No. 136) and CCO No. 20 ($1,540.00 increase to compensate contractor for enlisting profilograph services to test surface smoothness of bridge deck as required by the Standard Specifications).

G. CN C13121 with Riverside Construction Company, Inc. for construction of the Laurel Street Grade Separation project: CCO No. 24 (no cost/no credit change for substitution of irrigation back-flow preventers for compatibility with City of Colton standards and as requested by the City of Colton).

H. CN C14162 with Flatiron West, Inc. for construction of the I-15 Base Line Road Interchange project: CCO No. 1 ($50,000.00 increase for Maintaining Traffic for convenience of the traveling public as required by the Standard Specifications), CCO No. 2 ($22,000.00 increase to establish Partnering as required by the Standard Specifications) and CCO No. 3 ($15,000.00 increase for the establishment of a Dispute Resolution Board as required by the Standard Specifications).

Financial Impact:
This item imposes no financial impact, as all CCOs are within previously approved contingency amounts under Task No's. 0824, 0826, 0841, 0870, 0874, 0884 and 0892.

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

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Approved
Board of Directors Metro Valley Study Session
Date: December 11th, 2014

Witnessed: _____

I-10 Citrus Interchange – Executed Change Orders		
Number	Description	Amount
001	TRAFFIC CONTROL	$ 35,000.00
001 S-1	TRAFFIC CONTROL, ADD'L FUNDS	$ 35,000.00
001 S-2	TRAFFIC CONTROL, ADD'L FUNDS	$ 30,000.00
002	MAINTAIN IRRIGATION AND LANDSCAPING	$ 8,000.00
003	WATER POLLUTION CONTROL MAINTENANCE SHARING	$ 25,000.00
004	PARTNERING	$ 10,000.00
004 S-1	Additional Funds	10,000.00
005	DISPUTE REVIEW BOARD	$ 15,000.00
005 S-1	Additional Funds	$ 5,000.00
006	MAINTAIN EXISTING ELECTRICAL SYSTEMS	$ 20,000.00
006 S-1	Additional Funds	$ 5,000.00
006 S-2	Additional Funds	$8,100.00
007	GRAFFITI REMOVAL	$ 5,000.00
008	DS-10 REDESIGN AND ALIGN	$ (143,397.00)
009	REPLACE LOOP DETECTION WITH VIDEO DETECTION	$ 18,645.00
010	SEWER CONNECTION ON SOUTH CITRUS	$ 7,945.48
011	REPLACE RSC AND RSLCB IN WB OFF-RAMP TERMINI WITH STANDARD JPCP	$ (164,877.00)
011 S-1	REPLACE RSC AND RSLCB IN WB OFF-RAMP TERMINI WITH STANDARD JPCP SUPPLEMENT 1	$ 46,674.75
012	OVER-EXCAVATE AND RE-COMPACT UNDER OH ABUTMENTS AND WW	$ 11,483.50
013	REPLACE RSC AND RSLCB IN WB OFF-RAMP GORE	$ (41,180.48)
014	SEPTIC SYSTEM FOR 76 GAS STATION	$ 36,783.25
015	ROW DELAY FOR ALCORN FENCE	$ 1,500.00
016	DS-15 CONNECTION TO DS-1	$ 2,911.33
017	REVISE DWY APPROACHES AND DWYS AT BOYLE CUL-DE-SAC	$ 11,130.00
017 S-1	REVISE DWY APPROACHES AND DWYS AT BOYLE CUL-DE-SAC, ADDITIONAL FUNDS	$ 27,000.00
018	REPLACE RSC WITH STANDARD JPCP – WB ON-RAMP GORE	$ (32,840.80)
019	REPLACE RSC WITH STANDARD JPCP – EB OFF-RAMP GORE	$ (62,956.58)
020	REPLACE RSC WITH STANDARD JPCP AT WB OFF-RAMP GORE	$ (21,153.30)
021	NON-COMPENSABLE EXCUSABLE DELAY	$ 0.00
022	LONGITUDINAL TINING	$ 8,500.00
023	PAYMENT ADJUSTMENTS FOR PRICE INDEX FLUCTUATIONS	$161,000.00
024	PARAPET HEADWALL HEIGHT CHANGE	$ 4,000.00
025	76 GAS STATION IMPROVEMENTS	$ 38,000.00
026	NON-COMPENSABLE EXCUSABLE DELAY – 4 DAYS	$ 0.00
027	ELECTRICAL WORK	$ 54,000.00
028	DEMO AND GRADE ON CITRUS AVENUE	$ (28,022.88)
028 S-1	ADDITIONAL FUNDS FOR TRAFFIC CONTROL	$ 28,022.88
029	REMOVAL AND DISPOSAL OF MAN-MADE OBJECTS	$ 26,000.00
029 S-1	Additional Funds	$ 49,800.00

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

Attachment: CCO Logs (1484 : Construction Contract Change Orders MVSS1412)

030	ROCK BLANKET CREDIT	$ (74,957.08)
032	LANE CLOSURE CHARTS CHANGE	$ 0.00
033	DS-25 MODIFICATIONS	$ 38,500.00
034	ADJUSTMENT OF ITEM OVERRUNS	$ 27,111.10
036	Change in Retaining Wall Type	$29,883.70
038	Claim Settlement for Differing Site Conditions	$ 26,400.00
040	DS-1 MODIFICATIONS	$ 14,000.00
041	TREE REMOVAL AND WATER LINE	$ 8,500.00
042	RELOCATION OF GAS AND WATER SERVICES	$ 12,200.00
043	ADA Requirements on Bridge Sidewalk	$ 26,000.00
043 S-1	Time Adjustment	$ 0.00
044	Eliminate Rapid-Set Concrete on # 4 lanes	$ 86,614.00
045	Additional Concrete Swale along RW 795	$ 9,200.00
046	Fencing and Gates along Residential Properties	$ 27,247.00
047	Additional Rock Blanket at Bridge Abutment	$27,000.00
048	Curb and Sidewalk at SW corner Valley/Citrus	$ 5,200.00
050	MULBERRY CHANNEL ACCESS RAMP	$ 45,778.00
051	STREET LIGHT POLE BASES	$ 8,159.00
052	Revise Curb ramps, sidewalks & Ped Buttons for ADA	$15,000.00
054	I-10 MEDIAN PAVING	$ 44,500.00
056	Misc. work not covered by contract items	$40,000.00
057	Concrete Pavement Just-In-Time Training	$ 1,500.00
058	NOPC No. 6 Resolution	$ 63,000.00
059	TRAFFIC SIGNAL EQUPMENT AT SLOVER & VALLEY	$ 59,787.00
060	Caltrans Safety comments EB on ramp	$ 35,000.00
061	Remove Pedestrian Crossing features	$35,000.00
	CCO TOTAL	**$ 860,690.87**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$5,726,000.00**

I-10 Cherry Interchange – Executed Change Orders		
Number	Description	Amount
1	Additional Traffic Control System	$35,000.00
2	Maintain Existing Irrigation System	$5,000.00
2 S-1	Additional Funds	$25,000.00
3	Water Pollution Control Maintenance Sharing	$20,000.00
4	Additional Striping and Temporary Pavement	$30,000.00
4 S-1	Additional Striping - Supplement 1	$15,000.00
4 S-2	Additional Striping – Supplement 1	$ 30,000.00
5	SWPPP Change of Risk Level	($39,090.00)
6	Dispute Review Board	$15,000.00
7	Partnering	$20,000.00
8	Compliance with Right-of-way Obligations	$60,000.00
8 S-1	Compliance with Right-of-way Obligations – Suppl. 1	$60,000.00
8 S-2	**Compliance with Right-of-way Obligations – Suppl. 2**	**$100,000.00**
9	Graffiti removal	$15,000.00
9 S-1	Graffiti removal – Supplement 1	$25,000.00
10	Maintain Existing Electrical System	$10,000.00
10 S-1	Maintain Existing Electrical System – Supplemental 1	$20,000.00
11	Spillway Drainage Connection to DS-1	$25,000.00
11 S-1	Spillway Drainage Connection to DS-1 – Sup. 1	$13,000.00
11 S-2	Additional Funds	$18,000.00
12	Temporary Light Poles	$20,000.00

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

Attachment: CCO Logs (1484 : Construction Contract Change Orders MVSS1412)

13	Remove Existing Sign Structure	$10,260.00
14	Compensation for Row Obstruction (Leach Tank)	$10,780.00
15	Revision to Contract Special Provisions for Remove Tree	$0.00
16	RW 680 Footing Modifications	($21,490.00)
17	Remove Existing Asbestos Pipe	$10,797.00
19	Regular PCCP in lieu of Rapid Set Concrete	($152,296.00)
20	Driveway for Truck Stop Facility	$0.00
21	Remove Tree Item Adjustment	$103,187.55
22	Change in Alignment for SW 697	$0.00
23	Modified Concrete Barrier for Light Poles	$25,000.00
24	Removal and Disposal of Man-made Buried Objects	$5,000.00
24 S-1	**Additional Funds**	**$55,000.00**
25	Additional Grout at Sound wall 697	$5,000.00
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	$1,110.00
29	Maintain Existing Drainage System	$20,000.00
29 S-1	Additional Funds	$30,000.00
30	Modifications to Drainage Systems	($115,480.50)
31	Payment to Edison	$10,000.00
32	Various Unforeseen Additional Work	$30,000.00
32 S-1	Additional Funds	$30,000.00
33	Electrical Revisions for MSE wall	$46,447.28
35	Increase in Various Items	$73,234.66
36	Joint Armor for Bridge Sidewalks	$13,000.00
37	Revisions to Rock Blanket Thickness	($154,335.02)
37 S-1	Replace Rock Blanket with 2 1/2 " Gravel	($23,100.00)
38	Revise SP's for Payment for Removal of Temp. Striping	$20,000.00
40	Rush Truck Center Parking Lot	$45,000.00
42	Pedestrian Access to Bridge	$20,000.00
43	Type 60C Barrier and Shotcrete along W/B off ramp	$35,000.00
45	Lower Fiber Optics & Drainage Systems for Roadway	$60,461.12
46	Temp. Electrical feed for Street Lighting for Stage 1A	$17,000.00
51	**Traffic Signal Equipment for Slover and Valley**	**$71,082.80**
	CCO TOTAL	**$829,245.69**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$5,282,319.79**

Palm Avenue Grade Separation – Executed Change Orders		
Number	Description	Amount
1	Delayed Start	$ 0.00
1 S-1	Partial Suspension of Work due to Utility Delays	$ 0.00
2	Additional Hoop rebar for CIDH Piles	$ 1,310.00
3	Additional SWPPP Measures and SWPPP Maintenance	$ 50,000.00
4	Additional Traffic Control	$ 25,000.00
5	Modify Contract language to remove Barstow	$ 0.00
6	Modification to City Water Line	($ 8,750.00)
6 S-1	Modification to City Water Line	$ 0.00
6 S-2	Additional Funds	$ 14,922.14

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Attachment: CCO Logs (1484 : Construction Contract Change Orders MVSS1412)

7	Temporary Drainage System	$ 10,000.00
8	Revisions to Denny's, Cross Slope and Detour	$ 71,027.00
8 S-1	**Additional Funds**	**$3,500.00**
9	Relocate Existing Pole Gate	$ 4,242.00
10	**Various Electrical Changes**	**$39,600.00**
11	Wrought Iron Fence Substitution	$ (5,000.00)
12	Water Meter Installation	$ 24,514.00
13	Dispute Resolution Advisor	$ 15,000.00
14	Cable Railing for Headwalls & Wing-walls	$ 3,750.00
15	Electrical Services	$ 50,000.00
16	**VECP for Retaining Wall Elimination**	**$(65,686.51)**
17	Transition Barrier Railing @ BNSF R/W	$ 5,263.25
18	Curb & Gutter near Edison Pole	$ 30,000.00
19	Chain Link Fence Details on Bridge	$ 1,050.50
20	**Bridge Deck Profilograph**	**$1,540.00**
	CCO TOTAL	**$ 271,282.38**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$ 1,254,317.50**

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
3 S-1	Additional Funds	$ 13,385.35
3 S-2	Additional Funds	$3,934.77
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
8 S-1	Additional Funds	$4,635.53
9	Expediting Modification of RCB Connection to San Timoteo Creek Wall Per ACOE Direction	$19,435.00
9 S-1	Additional Funds	$7,430.43
9 S-2	Additional Funds	$8,584.51
10	Shared Maintenance of SWPPP Components	$15,000.00

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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
12 S-2	Additional Funds	$20,000.00
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	Time Extension and TRO Costs	$44,607.30
15 S-6	Final Determination of ADL Costs	$85,000.00
16	Increase/Decrease in Retaining Wall Material	$72,240.00
16 S-1	Additional Quantities for Retaining Wall Material	$51,786.28
17	Temporary Fiber Optic Change	$20,554.27
18	Modify Drainage Detail 18A and 18D	($1,386.69)
18 S-1	Additional Funds	$271.69
18 S-2	Additional Funds	$723.56
19	Differing Site Conditions – San Timoteo Creek Bridge – Abutment #1	$7,000.00
20	Maintain Existing Electrical Systems	$15,000.00
20 S-1	Additional Funds	$29,917.67
20 S-2	Additional Funds	$6,580.62
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 for Cap Soil	$10,332.55

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27 S-3	2 Day Increase in Contract Time	$0.00
28	Mitigation of Low R-Values Outside ADL Section	$80,000.00
28 S-1	Additional Funds	$6,826.46
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
33 S-1	Additional Funds	$1,651.85
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
35 S-3	Additional Funds	$3,459.50
37	Additional Material, equipment, labor, TC, etc. Weekend Work	$12,399.45
37 S-1	Additional Funds	$735.48
38	Additional Cold Plane AC	$780.00
39	Contingency Temporary Striping	$20,638.00
40	Drainage behind RW 220	$5,000.00
40 S-1	Additional Funds	$1,000.00
41	Electrical Work Stage 3	$10,000.00
41 S-1	Specification Changes	$0.00
41 S-2	Additional Funds	$3,931.73
42	Removal of Tree Stump	$2,000.00
43	Addition of One Non-compensable Day	$0.00
44	Barrier Rail Removal	$3,635.21
45	Temporary Delineation Maintenance	$3,500.00
46	Additional Depth of Rock Blanket	$9,402.94
47	Final Resolution Regarding Project Delays, TRO, LD's	$208,318.36
	TOTAL	**$1,643,446.95**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$1,706,154.20**

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Hunts Lane Grade Separation – Executed Change Orders		
Number	Description	Amount
1	Under-sidewalk Drains and Drainage Call-Outs	($1,100.00)
2	Install Temporary AC Sidewalk South of the RR tracks	$6,423.00
3	Maintain Existing Electrical	$10,000.00
3 S-1	Maintain Existing Electrical	$20,000.00
4	Manmade Buried Objects	$80,000.00
4 S-1	Manmade Buried Objects	$40,000.00
5	Extend Underground Utilities at Oliver Holmes	$15,446.68
6	Maintain Traffic	$20,000.00
6 S-1	Maintain Traffic	$20,000.00
7	Partnering	$5,000.00
8	DRB	$10,000.00
9	Trainee	$5,000.00
10	60” Casing Thickness Increase	$16,438.80
11	Substitute Cast-in-place with Precast Reinforced Concrete Box (RCB)	$0.00
12	Retaining Wall No. 7 Alignment	($2,535.00)
13	Temporary Business Signage	$5,000.00
14	Pedestrian Sidewalk	$10,000.00
15	MSE Wall Design Methodology	$0.00
16	Additional AT&T Work	$25,500.00
17	16” Waterline Tie-in	$12,700.00
18	SCE Utility Work Deduction	($59,415.80)
19	Drainage Ditch at Club Center Drive	$10,975.00
20	AT&T Shift for Jacking Pit	$20,000.00
21	Combination of Stages	$0.00
22	Temporary Sewer Tie-in	$70,000.00
22 S-1	Temporary Sewer Tie-in	$40,000.00
23	Temporary Water Tie-in	$37,000.00
23 S-1	Temporary Water Tie-in	$50,000.00
24	Decatur Irrigation Rebuild	$15,000.00
25	Striping Changes	$0.00
26	Move Jacking Pit	$10,000.00
26 S-1	Move Jacking Pit	$30,000.00
27	Hunts Ln Drainage Change	$18,462.00
28	Emergency Access Structure Waterproofing	$7,000.00
29	CIDH Lap Splicing	$5,216.10
30	Temporary Traffic Delineation Removal	$2,365.00
31	Reimburse Pilot Bore	$27,680.21
34	Additional Sewer Manhole	$8,900.00
43	Plant Establishment Type Change	$0.00
45	Additional WD’s for Jack & Bore	$0.00
47	Additional Type CF Service Cabinet	$3,520.00
48	Landscaping Reduction	$6,526.20

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49	Closure Panels at MSE Wall and Bridge	$0.00
50	Shorter Street Light under Edison Lines	$3,299.25
51	Profile Bridge Deck	$2,500.00
52	Deletion of Cross Gutter	$0.00
53	Drain Inlet For Adjacent Properties	$6,500.00
55	**Additional Chain Link Fence and Gates**	**$7,150.00**
	TOTAL	**$620,551.44**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$1,833,947.00**

I-10 Riverside Avenue Landscaping - Executed Change Orders		
Number	Description	Amount
1	Additional Roadway Work and Roadside Signs	$26,569.83
1 S-1	Drainage for Nuisance Water on W/B Shoulder	$30,873.47
1 S-2	**Returning Unused Funds to Contingency**	**($18,598.88)**
2	Suspension of Work	$0.00
3	Existing Irrigation System Deficiencies Corrections	$5,000.00
3 S-1	**Additional Funds**	**$2,149.31**
3 S-2	**Returning Unused Funds to Contingency**	**($128.86)**
4	Saw cut Existing AC Pavement Edge	$4,541.93
4 S-1	**Returning Unused Funds to Contingency**	**($2,270.96)**
5	Agency Compensation for Costs and Expenses Incurred by AWL Default	($102,000.00)
6	Remove SWPPP Reporting and Inspection Requirements	($653.20)
7	Remove/Replace Existing MBGR, Saw cut Existing AC Pavement, and Install Vegetation Control	$34,873.11
8	Re-Stripe Riverside Avenue	$29,500.33
9	Delete Contract Item No. 52, 75mm Pressure Relief Valve	($950.00)
10	Install Rigid PVC Risers	$4,250.00
11	Dispose of Rock from Irrigation Trenching Operations	$10,000.00
11 S-1	**Returning Unused Funds to Contingency**	**($7,718.45)**
12	Reconstruction of AC Dike/Shoulder eastbound	$59,012.59
12 S-1	Additional Funds	$6,105.00
13	**17 WD Time Extension to Cover Project**	**$5,000.00**
13 S-1	**Returning Unused Funds to Contingency**	**($5,000.00)**
	CCO TOTAL	**$80,555.22**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$204,850.00**

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I-10 Riverside Avenue Landscaping EEP - Executed Change Orders		
Number	Description	Amount
1	**Project Deficiencies Repairs**	**$2,500.00**
	TOTAL	**$2,500.00**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$295,226.10**

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
5	RJ&R and TCI Properties	$ 47,966.00
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
17	BNSF Shoofly Drainage	$ 28,228.00
24	**Irrigation Back-flow Substitution**	**$ 0.00**
	CCO TOTAL	**$ 377,960.16**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$ 2,754,187.72**

SR-210 Segment 8 Landscaping EEP - Executed Change Orders		
Number	Description	Amount
	No Change Orders to Date	
	TOTAL	
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$ 199,918.60**

SR-210 Segment 10 Landscaping - Executed Change Orders		
Number	Description	Amount
1	Revise Irrigation Controller Equipment	$6,248.25
2	Increase cost for Water Meter	$14,832.70
3	Shared Water Pollution Control Costs	$6,000.00
4	Install ICC Enclosure	$2,500.00
5	Repair Existing Irrigation Facilities	$3,000.00

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6	Repair Slope Damage	$35,000.00
6 S-1	Repair Slope Damage - Time Adjustment	$0.00
7	Increase Water Rates	$2,500.00
7 S-1	Increase Water Rates	$1,948.78
8	Time Adjustment - Water Meter Repair by WVWD	$0.00
9	Frost Damage	$7,500.00
10	Wild Flower Seeding	$13,107.58
11	Foliage Protector Removal	$10,000.00
11 S-1	Foliage Protector Removal - additional funds	$25,000.00
11 S-2	Foliage Protector Removal - additional funds	$20,000.00
11 S-3	Foliage Protector Removal - additional funds	$8,834.70
12	Final Item adjustment	$0.00
13	Detention Basin Clearing	$3,658.41
	TOTAL	**$160,130.42**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$239,090.00**

SR-210 Segment 11 Landscaping - Executed Change Orders		
Number	Description	Amount
2	Install Roadside Signs	$1,955.96
3	Water Meter Fee Adjustment	$41,729.38
3 S-1	**Additional Funds**	**$6,515.39**
4	Locate Existing Crossovers	$30,000.00
5	Install Irrigation Crossovers	$40,000.00
5 S-1	Install Irrigation Crossovers	$5,965.81
6	Traffic Control	$5,000.00
7	Install Wireless Communication	$7,237.60
8	Repair Slipped Slope	$64,844.08
8 S-1	Addition of 10 Working Days to Contract Time	$0.00
9	Remove Man-made Objects	$10,000.00
10	Wildflower Seed Change	$0.00
11	**Rock Blanket & V-ditch**	**$80,000.00**
13	**Additional 1.5" Electrical Conduit**	**$8,971.96**
14	**Shared cost for Fiber Optic Repairs**	**$950.00**
15	**Slope Paving Repairs**	**$12,000.00**
	TOTAL	**$315,170.18**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$445,031.83**

SR-210 Segment 9 & 10 Landscaping EEP - Executed Change Orders		
Number	Description	Amount
1	Irrigation Controller Repair	$616.43
2	Additional Irrigation Controller Replacement	$1,019.17
	TOTAL	**$1,635.60**

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TOTAL CONTINGENCY AND SUPPLEMENTAL	**$295,226.10**

I-215 Seg 1 & 2 Project - Executed Change Orders		
Number	Description	Amount
001	Traffic Control	$100,000.00
001-S1	Traffic Control – Additional Funds	$100,000.00
001-S2	Traffic Control – Additional Funds	$150,000.00
001-S3	Traffic Control – Additional Funds	$100,000.00
001-S4	Traffic Control – Additional Funds	$125,000.00
001-S5	Traffic Control – Additional Funds	$250,000.00
001-S6	Traffic Control – Additional Funds	$205,000.00
001-S7	Traffic Control – Additional Funds	$7,610.13
002	Establish a DRB	$35,000.00
002-S1	Establish a DRB – Additional Funds	$913.78
002-S2	Establish a DRB – Additional Funds	$187.50
003	Establish a Partnering Training Workshop	$50,000.00
004	HMA Price Fluctuation Adjustment of Compensation	$230,000.00
004-S1	HMA Price Fluctuation Adjustment of Compensation – Additional Funds	$100,000.00
004-S2	HMA Price Fluctuation Adjustment of Compensation – Additional Funds	$300,000.00
004-S3	HMA Price Fluctuation Adjustment of Compensation – Additional Funds	$210,000.00
004-S4	HMA Price Fluctuation Adjustment of Compensation – Additional Funds	$50,000.00
005	Maintain Existing Electrical	$50,000.00
005-S1	Maintain Existing Electrical – Additional Funds	$50,000.00
005-S2	Maintain Existing Electrical – Additional Funds	$75,000.00
005-S3	Maintain Existing Electrical – Additional Funds	$24,000.00
005-S4	Maintain Existing Electrical – Additional Funds	$95,000.00
005-S5	Maintain Existing Electrical – Additional Funds	$145,000.00
005-S6	Maintain Existing Electrical – Time Deferment, 4 days	$0.00
006	Soundwall Block Detail Revision	$0.00
007	Architectural Treatment Test Panel Size Revision	$0.00
008	Just-In-Time Training for PCC Pavement and Paving Techniques	$6,000.00

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009	SWPPP Maintenance	$100,000.00
009-S1	SWPPP Maintenance – Additional Funds	$950,000.00
009-S2	SWPPP Maintenance – Additional Funds	$395,000.00
009-S3	SWPPP Maintenance – Additional Funds	$250,000.00
010	Utility Potholing	$10,000.00
010-S1	Utility Potholing – Additional Funds	$10,000.00
010-S2	Utility Potholing – Additional Funds	$10,000.00
010-S3	Utility Potholing – Additional Funds	$10,000.00
010-S4	Utility Potholing – Additional Funds	$20,000.00
011	Buried Man-Made Object	$20,000.00
011-S1	Buried Man-Made Object – Additional Funds	$30,000.00
011-S2	Buried Man-Made Object – Additional Funds	$50,000.00
011-S3	Buried Man-Made Object – Additional Funds	$50,000.00
011-S4	Buried Man-Made Object – Additional Funds	$49,000.00
011-S5	Buried Man-Made Object – Additional Funds	$50,000.00
011-S6	Buried Man-Made Object – Additional Funds	$95,000.00
011-S7	Buried Man-Made Object – Time Deferment	$0.00
011-S8	Buried Man-Made Object – Additional Funds	$2,594.59
012	Provide Access Control Fence	$50,000.00
014	Optional Steel Pipe Pile Specification	$0.00
015	Modify 13th Street Off Ramp	$83,325.00
016	Change to Precast Girders at Redlands Loop	$0.00
017	Temporary Fiber Optic	$12,605.00
018	Repair Roadway	$25,000.00
018-S1	Repair Roadway – Additional Funds	$25,000.00
018-S2	Repair Roadway – Additional Funds	$50,000.00
018-S3	Repair Roadway – Additional Funds	$50,000.00
018-S4	Repair Roadway – Additional Funds	$100,000.00
018-S5	Repair Roadway – Additional Funds	$125,000.00
018-S6	Repair Roadway – Additional Funds	$100,000.00
018-S7	Repair Roadway – Additional Funds	$59,608.04
018-S8	Repair Roadway – Additional Funds	$17,459.60
019	Change Sound Wall Pile Steel to No. 3 Rebar	$0.00
020	Realign DS #6	$2,398.00
021	Shear Ring Alternate Welding Method	$0.00
022	Temporary Chain Link Fence at Verizon Yard	$9,500.00
023	Revise DS #20	$9,239.00
024	Change Traffic Opening at 9th Street	$0.00
025	Revise RW106W & DS #8, 13 & 100	$15,390.02
026	1200mm Casing for 600mm Jacked Pipe DS #8 & 14	$0.00
027	Change Traffic Opening at Baseline St OC	$0.00
028	Rialto Top Deck Reinforcement	$0.00
029	Tie-In DS #10-0 to Segment 3	$80,000.00
029-S1	Tie-In DS #10-0 to Segment 3 – Time Deferment Closure	$0.00

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029-S2	Tie-In DS #10-0 to Segment 3 – Additional Funds	$40,000.00
030	Modify Overhead Sign 'H' Values	$13,258.64
030-S1	Sign B New Foundation	$51,297.29
031	Change Bearing Pad Thickness at 5th/ 215 SB On Ramp	$0.00
032	ROW Delay DS #100 2nd Street	$10,000.00
033	Modify DS #101 and 102 W of 9th Seg. 2	$63,758.60
033-S1	Modify DS #101 and 102 W of 9th Seg. 2 – Additional Funds	$35,000.00
033-S2	Modify DS #101 and 102 W of 9th Seg. 2 – Additional Funds	$52,501.94
033-S3	Modify DS #101 and 102 W of 9th Seg. 2 – Additional Funds	$25,000.00
033-S4	Modify DS #101 and 102 W of 9th Seg. 2 – Additional Funds	$30,000.00
034	Modify DS #19 Seg. 2	$60,000.00
034-S1	Modify DS #17 & #19 Seg. 2	$51,453.50
034-S2	Modify DS #17 & #19 Seg. 2 – Additional Funds	$95,000.00
034-S3	Modify DS-17 & DS-18, Seg. 2, Add'l Funds	$16,007.92
034-S4	Modify DS-17 and DS-19 – Time Deferment	$0.00
035	Change Incandescent 'Meter On' Signs	$2,547.55
036	Strengthen Outside Shoulder	$29,789.00
037	Protect Arco Station Sign and Greenbelt	$10,000.00
039	Credit for Traffic Screen	($35,715.00)
040	Inlet guards	$12,455.00
041	Relocate Fiber Optic Conduit at Redlands Loop	$0.00
042	SB I-215 Detour North of 16th Street	$152,770.00
042-S1	SB I-215 Detour North of 16th Street – Additional Funds	$50,000.00
042-S2	SB I-215 Detour North of 16th Street – Additional Funds	$27,000.00
042-S3	SB I-215 Detour North of 16th Street – Time Deferment	$0.00
043	Revise Retaining Wall 242B, Add 242C	$112,324.75
044	Third Street Train Mural	$4,925.49
045	Right of Way Delay for DS #100 at 3rd St Power Pole	$4,182.99
047	Baseline Abutment 1 Right of Way Delays Due to BNSF Cables	$55,000.00
047-S1	Baseline Mitigation of Critical Path Delay	$60,000.00
048	Revise Structural Section 8 & 13	$19,470.00
049	Frame Roadside Signs	$3,066.90
049-S1	Additional Framed Signs	$1,482.69
050	Change the Sta. for Abut. 1 & 7 16th St	$0.00
051	TCE at ARCO Station at Baseline & H St	$0.00
052	Changes to Special Provisions for CIDH Payment	$0.00

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	Clause	
053	Service Conduits for SCE Service Connections	$23,218.32
054	Revise Vertical Drop Connection	$0.00
055	Clean Out Storm Drain at 9th Street	$4,200.00
056	Revise DS #4, 6 & 84	$5,841.20
057	Graffiti Removal	$20,000.00
057-S1	Graffiti Removal – Additional Funds	$50,000.00
057-S2	Graffiti Removal – Additional Funds	$25,000.00
057-S3	Graffiti Removal – Additional Funds	$75,000.00
058	Salvage Vehicle Detection System	$15,000.00
059	Reduce ADL Quantity Bid Item 70 & 71	$0.00
060	3rd Street Bridge Temp Retaining Wall Structure Backfill	$25,000.00
061	Additional Drainage Inlet at 3rd Street	$8,500.00
062	New SWPP Permit Requirements	$160,665.00
062-S1	New NPDES Permit – Order No. 2009-0009-DWG	$574,911.32
062-S2	New NPDES Permit – Order No. 2009-0009-DWG	$55,024.95
062-S3	New NPDES Permit – order No. 2009-0009-DWQ, Add'l Funds	$113,909.31
062-S4	New NPDES Permit – order No. 2009-0009-DWQ, Add'l Funds	$332,960.00
063	Additional Bracing for Falsework Bent 2-5 at Baseline St OC/OH	$15,000.00
064	Right of Way Obligations	$25,000.00
064-S1	Right of Way Obligations – Additional Funds	$25,000.00
064-S2	Right of Way Obligations – Additional Funds	$49,000.00
064-S3	Right of Way Obligations – Additional Funds	$86,000.00
064-S4	Right of Way Obligations – Additional Funds	$150,000.00
064-S5	Right of Way Obligations – Additional Funds	$150,000.00
064-S6	Right of Way Obligations – Additional Funds	$90,000.00
065	Remove Existing Storm Drain 62A	$6,500.00
066	Repair Deck Opening and Joint on Redlands Loop and Rialto Bridges	$90,105.80
067	5th Street SB Off Ramp Acceleration	$50,000.00
068	Modify Drainage Systems	$100,000.00
068-S1	Modify Drainage Systems – Additional Funds	$90,000.00
068-S2	Modify Drainage Systems – Additional Funds	$85,000.00
068-S3	Modify Drainage Systems – Additional Funds	$250,000.00
068-S4	Modify Drainage Systems – Additional Funds	$120,000.00
068-S5	Modify Drainage Systems – Additional Funds	$60,000.00
068-S6	Modify Drainage Systems – Additional Funds	$75,000.00
068-S7	Modify Drainage Systems – Time Deferment	$0.00
069	Stage Construction 4th Through 6th	$95,000.00
069-S1	Stage Construction 4th Through 6th – Additional Funds	$50,000.00
069-S2	Stage Construction 4th Through 6th – Additional	$40,625.22

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Attachment: CCO Logs (1484 : Construction Contract Change Orders MVSS1412)

	Funds	
069-S3	Stage Construction 4th Through 6th – Time Deferment	$0.00
070	Temporary Paving Under 259	$145,927.00
071	Repair Fiber Optic Cable at 3rd Street	$22,000.00
072	Move Gore North for 215/259	$40,000.00
073	Alignment and Temporary Paving Change Sta. 118 to Sta. 121 Median	$0.00
074	Move SCE Connection at 5th Street	$30,394.56
075	Modify DS #115 at 16t Street and H Street	$11,530.90
076	Delete Shiner on Retaining Walls, Seg. 1	$0.00
077	Modify Drainage Systems G1 to G2 Types	$38,334.30
078	Settlement of NOPC No. 1 – Pump House at 6th Street	$18,890.32
079	Revised Staging NB 2nd Street Off Ramp – 2nd Lane Addition	$25,000.00
079-S1	Revised Staging NB 2nd St Off Ramp	$3,059.13
080	Delete Electrical & Cable Conduit Blockout & Casings at 9th St Bridge	$2,000.00
081	Increase Quantities for Bid Item #202 – Welded Steel Pipe Casing (Bridge)	$39,480.00
083	Revised SCE Connection Points	$5,358.47
083-S1	Revised SCE Connection Points – Addition of Trenton Street	$10,646.65
084	Restage North End of Project & Temporary SB 3rd Street Off Ramp	$1,630,850.00
084-S1	Restage North End of Project & Temporary SB 3rd Street Off Ramp – Additional Funds	$75,000.00
084-S2	Additional Funds for the BAS Rental Property	$1,343.54
085	Revise DS #38 Callouts	$0.00
086	Chain Link Railing Fabric Color Change	$64,003.59
087	Sidewalk Joint Armor at 9th Street and Baseline Street OC/OH	$25,000.00
088	Remove Contaminated Material at RW136	$50,000.00
089	CIDH Pile Changes S259/S215 Connector	$75,212.00
090	Electrical Changes 2nd & I Street and 9th & H Street	$9,499.90
091	SB Transition Segment 5 into Segment 2	$75,000.00
091-S1	SB Transition Segment 5 into Segment 2 – Additional Funds	$60,000.00
092	Premium Time for Baseline and H Street Intersection	$25,000.00
093	Relocate Signal at SE Corner of 2nd St and SB On Ramp	$18,350.00
094	Settlement of NOPC No. 3 – Temporary Power Poles (2nd & 3rd St)	$34,345.28
095	Revised Deck Contours for 5th St to S215 On Ramp	$0.00
096	NB Transition Segment 2 into Segment 5	$80,145.00

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Attachment: CCO Logs (1484 : Construction Contract Change Orders MVSS1412)

097	Modify Bioswale No. 3, Seg. 2	$14,732.00
098	Eliminate BI# 184 Prepare and Paint Concrete Median Barrier Surfaces	($65,590.00)
099	DS #100 Verizon Utility Conflict	$24,000.00
099-S1	DS #100 Verizon Utility Conflict – Additional Funds	$86,394.57
100	Expansion Deflection Couplers at Baseline	$2,415.35
101	Remove PCCP at South End of Project	$85,000.00
102	Eliminate Bid Item No. 143 – Anti-Graffiti Coating	($262,800.00)
103	Traffic Signal Modification at 5th St Ramps	$9,375.31
104	Add CTPB Under Approach Slab Type R at Redlands Loop Widen and Rialto Ave Widen	$88,330.56
104-S1	Revised Layout for Type 'R' Approach Slab at Redlands Loop	$0.00
105	Changes to Moment Barrier Slab Wall 117W	$77,228.78
106	Revised Pile Layout Abut 1 Baseline Stage 2	$80,476.19
107	Sound Wall No. 1 Extension	$144,330.00
107-S1	Settlement of NOPC No. 18 – Addition of Sound Wall No. 122	$50,000.00
108	Underdrain at Wall 116W	$40,540.00
109	Move SE-22 Crossing North for 5th St SB Off Ramp	$9,438.14
109-S1	Power for Service SE-19 for Luminaires 32, 34, 35	$15,346.41
110	Column Casing Specification Changes	$0.00
111	Contour Grading at 5th St and BNSF Rail Road	$30,000.00
111-S1	Contour Grading at 5th St and BNSF Rail Road – Additional Funds	$20,000.00
111-S2	Regrade and Concrete Line Earthen Ditches on the West Side of BNSF ROW	$40,000.00
111-S3	Regrade and Concrete Line Earthen Ditches on the West Side of BNSF ROW – Time Deferment	$0.00
112	Install Type 'D' Bike Loops	$16,925.08
113	Transition Barrier Between 5th St & S215/5ht St Off Ramp to Match Existing Bridge	$10,000.00
113-S1	Retaining Wall 128 Transition Barrier Type 732A	$10,000.00
114	SB Baseline On and Off Ramp Isolation Casing Revisions	$18,848.42
115	Alternative Anchorage Bridge Mounted Signs	$0.00
116	Intentionally Roughening the Bridge Stems	$0.00
117	Modify the 732 Concrete Barriers at DS #8 & 11 Inlets	$5,000.00
117-S1	Modify the 732 Concrete Barriers at DS #8 & 11 Inlets – Additional Funds	$5,000.00
117-S2	Modify the 732 Concrete Barriers at DS #8 & 11 Inlets – Additional Funds	$10,000.00
118	Soffit Lighting Layout Changes at 2nd & 3rd St Bridges	$7,916.33

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119	Change to Deck Drain Layout at 5th St to S215 On Ramp	$15,000.00
120	Modify and Upgrade Communications System	$64,836.00
121	Pull Box Anti-Theft Installation	$40,000.00
121-S1	Pull Box Anti-Theft Installation – Additional Funds for Caltrans Pull Boxes	$95,000.00
121-S2	Utility Markers and Installation For Caltrans Pull Boxes – Additional Funds	$10,000.00
121-S3	Utility Markers and Installation For Caltrans Pull Boxes – Additional Funds	$50,000.00
121-S4	Utility Markers and Installation For Caltrans Pull Boxes – Additional Funds	$100,000.00
121-S5	Utility Markers and Installation For Caltrans Pull Boxes – Additional Funds	$22,324.69
122	Settlement of NOPC No. 8 – Storm Damage Repair	$120,000.00
123	Relocate SE-09, Add PPB, Revise Highland Ramp Lighting Connection	$27,863.48
124	Temporary Paving for NB 2nd St Off Ramp	$30,000.00
124-S1	Temporary Paving for NB 2nd St Off Ramp – Additional Funds	$15,000.00
125	Clearing & Grubbing Not Shown on Plans	$40,000.00
126	Baseline Street Lighting	$766.32
127	Replace Damaged Existing PCCP Slabs	$80,000.00
127-S1	Replace Damaged Existing PCCP Slabs – Additional Funds	$40,000.00
127-S2	Replace Damaged Existing PCCP Slabs – Time Deferred	$0.00
128	Drainage at Retaining Wall 242A	$69,122.75
128-S1	Drainage at Retaining Wall 242A	$16,129.25
129	Polyester Concrete Overlay at Rialto Ave Bridge	$194,000.45
129-S1	Polyester Concrete Overlay at Rialto Ave Bridge, Add'l Funds	$63,250.00
129-S2	Polyester Concrete Overlay at Rialto Ave Bridge – Time Deferment	$0.00
130	Slope Paving at 16th Street	$17,118.80
130-S1	Settlement of NOPC No. 29 – Barrier at Trenton	$9,000.00
131	Settlement of NOPC No. 7 – Settlement Embankment	PENDING
132	Settlement of NOPC No. 9 – Importing of K-Rail Compensation Denied	$24,000.00
133	Settlement of NOPC No. 14 – Rejection of Additional Costs Due to Redesign of RW242B	$125,000.00
134	Stage 2B Phase 2 Northbound Transition	$106,387.57
134-S1	Stage 2B Phase 2 Northbound Transition – Additional Funds	$18,968.36
135	City Work at Baseline Street	$25,000.00
136	Adjustment of Temporary Construction Entrances	$106,000.00

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136-S1	Adjustment of Temporary Construction Entrances – Additional Funds	$77,000.00
136-S2	Adjustment of Temporary Construction Entrances – Additional Funds	$42,000.00
137	Ramp Metering System Loop Detection Changes	$19,325.87
138	Pillow Wall Removal at Baseline	$18,180.00
139	Drainage Changes at DS #72, Add DS #151 at SR259, Seg. 2	$44,353.00
140	Concrete Rubble at RW137 – Settlement of NOPC No. 13	$31,921.00
141	Temporary Bracing for 3rd Street OC	$10,000.00
142	Sound Wall No. 126C Barrier Texture	$4,492.00
142-S1	Add Texture to Concrete Barrier Type 736S at SW126A	$11,823.00
143	Temporary Concrete Barrier at 2nd Street	$68,000.00
144	Settlement of NOPC No. 16 – P30 End Anchors and Transition Slabs	$65,247.50
145	Sound Wall No. 126C Alignment Change	$20,000.00
146	Settlement of NOPC No. 10 – Baseline Street	$137,000.00
147	Removal of Underground Storage Tank at RW109E	$30,000.00
148	Northbound Transition Stage 3B on 'P' Line	$89,013.99
148-S1	Northbound Transition Stage 3B on 'P' Line, Adjustment of Compensation	$2,192.49
149	BI# 16 Construction Area Signs	($33,120.00)
150	Roadside Signs	$74,290.00
150-S1	Roadside Signs – Time Deferred	$0.00
151	Temporary Sign Panel Overlay NB BMS 9th & Baseline	$13,200.00
152	Removal of Asbestos Pipe – Baseline St to SB215 On Ramp	$15,000.00
153	Revisions to Bridge Mounted Signs at 9th & Baseline St	$228,957.75
154	Revisions to 'SFR' and 3rd Street	$24,330.00
154-S1	Modify Signalization of 'SFR' and 3rd Street	$5,291.84
155	Replace 'REACT' Crash Cushion with Concrete Barrier at '5SE'	$172,473.82
156	Install Chain Link Fence on Sound Wall at 9th Street	$9,250.00
157	16th Street Bent Cap Reinforcement PT Conflict	$21,066.00
157-S1	16th Street Bent Cap Steel, Bents 2, 3, 4 & 5	$30,000.00
158	Drainage Modifications at '5SE' Line	$99,000.00
158-S1	"5SE" Gore Modification	$20,000.00
158-S2	"5SE" Gore Modification, Add'l Funds	$30,000.00
158-S3	"5SE" Gore Modification – Time Deferment	$0.00
159	Modify DS #8(qq) Inlet	$5,461.40
160	Modify Barrier at Retaining Wall 108E	$20,000.00

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161	Irrigation Crossover at NB Highland Ave Off Ramp	$24,000.00
161-S1	Irrigation Crossover at NB Highland Ave Off Ramp – Additional Funds	$174.27
162	Eliminate Jacking for 2nd St UC & 3rd St UC for Stage 3B	($10,000.00)
163	City Water Meter Change and Adjustment of Compensation	($145,985.05)
163-S1	Cost Adjustment to 40mm Water Meters	$7,890.00
163-S2	Delete Two Water Meters and BPA	($23,072.29)
164	Modify DS #71(a)	$2,775.15
165	Modify DS #103	$13,203.00
166	Settlement of NOPC NO. 17 – Overhead Power Lines	$63,000.00
167	Settlement of NOPC No. 21 – Pinning of K-Rails	$30,000.00
168	Inefficiencies Due to OH Power Lines at SB Baseline On Ramp	$10,000.00
169	Delete Bid Item 183 – Clean and Paint Structural Steel	($12,000.00)
170	Export Soil with Rubble to 13th St & H Street Site	$45,000.00
170-S1	Export Soil from Old 13th St Ramp Off Site	$60,000.00
171	Revise 3rd St Abutment 2 Footing	$10,118.00
171-S1	Revise 3rd St Abut. 2 Footing, Time Deferment Closure	$0.00
172	Settlement of NOPC No. 23 – Differing Site Conditions at Redlands Loop	$15,531.00
173	Additional Soffit Lighting at 2nd Street Bridge	$11,519.59
173-S1	Additional Soffit Lighting at 2nd Street Bridge – Time Deferment	$0.00
174	Settlement of NOPC No. 22 – Temporary Lighting	$20,000.00
175	Hubbard State ROW Adjustment	$10,008.00
175-S1	Concrete Barrier Right of ‘P’ Line	$75,000.00
175-S2	Time Deferment, 3 days	$0.00
175-S3	Hubbard State ROW Adjustment – Time Deferment	$0.00
175-S4	Concrete Barrier Right of ‘P’ Line, Additional Funds	$2,219.07
176	Delete Type 60G Barrier in Seg. 1	($7,000.00)
176-S1	Delete Type 60G Barrier in Seg. 1 – Time Deferment	$0.00
177	Paint Sound Wall Cover Plates After Galvanizing	$2,672.13
177-S1	Paint Sound Wall Cover Plates After Galvanizing, Time Deferment	$0.00
178	Railing at ‘P’ Line and ‘R’ Line	$35,660.00
178-S1	Railing at ‘P’ Line and ‘R’ Line, Add’l Funds	$3,483.84
178-S2	Railing at ‘P’ Line and ‘R’ Line – Time Deferment	$0.00
179	Strengthen Concrete Barrier Rail on ‘3NO’ Line	$18,698.00

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179-S1	Strengthen Concrete Barrier Rail on '3NO' Line, Time Deferment	$0.00
180	Drainage Improvements at 3rd St and '3SE' Line	$15,000.00
180-S1	Drainage Improvements at 3rd St and '3SE' Line, Add'l Funds	$10,000.00
180-S2	Drainage Improvements at 3rd St and '3SE' Line – Time Deferment	$0.00
181	New Sign Panels on Existing Sign Structures at 5th St OC	$15,000.00
181-S1	New Sign Panels on Existing Sign Structures at 5th St OC – Time Deferment	$0.00
182	Additional 60E Median Concrete Barrier	$11,808.00
182-S1	Additional 60E median Concrete Barrier, Time Deferment	$0.00
183	Location Change for Sign 'H' Seg. 1	$0.00
184	Sound Wall 134 Alignment Change	($16,635.60)
185	Settlement of NOPC No. 12 Track Monitoring at RW137	$91,041.00
186	Payment for Barrier Mounted Signs	$149,903.59
186-S1	Payment for Barrier Mounted Signs – Time Deferment	$0.00
187	Adjust Overhead Sign 'Q' at Baseline	$45,000.00
187-S1	Adjust Overhead Sign 'Q' at Baseline – Time Deferment	$0.00
188	Block Out Around MBGR Posts per New Standard	$30,000.00
188-S1	Blockout Around MBGR Posts Per New Standard, Add'l Funds	$70,000.00
188-S2	Block Out Around MBGR Posts per New Standard – Time Deferment	$0.00
189	SR259 Median Removal and Tie-In	$45,000.00
189-S1	SR259 Median Removal and Tie-in, Add'l Funds	$14,333.28
189-S2	SR259 Median Removal and Tie-In – Time Deferment	$0.00
190	Decrease Bid Item No. 110 - Grind Existing Concrete Pavement	($78,867.60)
191	Seal Joints in Existing Concrete Pavement	$30,000.00
191-S1	Seal Joints in Existing Concrete Pavement – Time Deferment	$0.00
192	Additional Drainage Swale Along BNSF Right of Way	$113,234.71
192-S1	Additional Drainage Swale Along BNSF Right of Way – Time Deferment	$0.00
193	Payment for Fence, Barrier Surface, Sound Wall Mounted Signs	$34,339.00
193-S1	Payment for Laminated Box Beam Sign 2-20-5 & 6	$28,489.18
193-S2	Payment for Laminated Box Beam Sign 2-20-5 & 6 – Time Deferment	$0.00

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194	Modifications to Existing Electrical Systems due to Contract Work	PENDING
195	Add Drainage Inlet Type G-2 at Sta. 133+45	$15,000.00
195-S1	Add Drainage Inlet Type G-2 at Sta. 133+45 – Time Deferment	$0.00
196	Spandrel, Curb & Gutter N. Side of 9th & J Street	$15,000.00
196-S1	Spandrel, Curb & Gutter N. Side of 9th & J Street – Time Deferment	$0.00
196-S2	Spandrel, Curb & Gutter N. Side of 9th & J Street, Additional Funds	$6,158.27
197	ADA Requirements for Curb Ramps	$30,000.00
197-S1	ADA Requirements for Curb Ramps – Time Deferment	$0.00
198	Delete Slope Paving at 16th St Bridge, Abut 7	($26,152.50)
199	SR-259 Cross Sections	$75,000.00
199-S1	SR-259 Cross Sections – Time Deferment, 114 Days	$0.00
200	Adjust Bid Item No. 49 – Adj. Water Valves to Grade	($3,850.11)
201	Adjust Final Pay Items Nos. 137 & 216	$20,506.90
202	Adjust Bid item No. 53 – Remove Concrete Barrier (Type K)	$267.75
203	Adjust Bid item No. 9 – Temporary Concrete Washout	$12,812.50
204	Adjust Bid Item No. 50 – Adjust Sewer Manhole	$3,205.03
205	Adjust Bid Item No. 246 – Concrete Barrier (Type 60E)	$32,011.20
206	HMA QC/QA Incentive Adjustment	$135,114.79
207	Increase Bid Item No. 8 – Temporary Gravel Bag Berm	$34,065.60
208	Adjust Bid Item No. 46 – Remove Base & Surfacing	($85,031.34)
209	Increase Bid Item No. 2 – Temporary Fence	$8,403.75
210	Increase Bid Item No. 27 – Remove Chain Link Fence	$33,914.64
211	Decrease Bid Item Nos. 28, 191, and 252(F)	($9,097.00)
212	Mulch Remedy	$10,000.00
212-S1	Mulch Remedy – Time Deferment, 4 Days	$0.00
213	Increase Bid Item No. 254 and 255	$119,505.75
214	Increase Bid Item No. 236; Decrease Bid Item No. 237	$10,400.00
215	Adjust Bid Item No. 99 – Aggregate Base (Approach Slab)	$4,701.38
216	Adjust Bid Item No. 109 – Seal Longitudinal Isolation Joint	($48.91)
217	Adjust Bid Item No. 19 – Type III Barricade	($466.40)
218	Adjust Bid Item No. 182 – Install Sign (Strap and	($80,296.64)

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	Saddle Bracket Meth.)	
219	Adjust Bid Item No. 52 – Remove Concrete (Sidewalk and Cross Gutter)	$19,220.68
	TOTAL	**$16,989,549.76**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$18,871,980.00**

I-15 Base Line Interchange - Executed Change Orders		
Number	Description	Amount
1	**Maintain Traffic**	**$50,000.00**
2	**Partnering**	**$22,000.00**
3	**Dispute Resolution Board (DRB)**	**$15,000.00**
	TOTAL	**$87,000.00**
	TOTAL CONTINGENCY AND SUPPLEMENTAL	**$2,235,012.00**

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Attachment: CCO Logs (1484 : Construction Contract Change Orders MVSS1412)

San Bernardino Associated Governments

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

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

Minute Action

AGENDA ITEM: 3

Date: December 11, 2014

Subject:
Major Projects Status Briefing

Recommendation:
Receive the Major Projects Status Briefing.

Background:
The Major Projects Status Briefing for the period through September 2014 is a high level summary of relevant project information. SANBAG staff would like to highlight the following projects for this period:

1. Section 130 and 190 Funding for Palm Avenue, Laurel Street, and Lenwood Road Grade Separation Projects. New funding grants on these three projects were obtained in August 2014. $5 million in Section 130 funds were secured for the Palm Avenue Grade Separation Project, and $5 million in Section 190 funds were secured for both the Laurel Street and Lenwood Road Grade Separation projects. The $15 million in grants secured will allow savings of Measure I and other funds to be utilized on other projects. Staff submitted grant allocation requests for all three projects to Caltrans Division of Rail.

2. Project Completion of I-215 Segments 1 and 2 and I-10 Westbound Lane Addition. Physical Work was completed on the I-215 Segments 1 and 2 in September. Currently staff is working on project close-out. The I-10 Westbound Lane Addition project completed the one year plant establishment in August, and project close-out work is underway for this as well.

Financial Impact:
No financial impact, information only.

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

Responsible Staff:
Paula Beauchamp, Project Delivery Manager

Approved
Board of Directors Metro Valley Study Session
Date: December 11th, 2014

Witnessed: _____

Entity: CTA

San Bernardino Associated Governments

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

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

Minute Action

AGENDA ITEM: 4

Date: December 11, 2014

Subject:
Change Status of Express Lanes Ad Hoc Committee to a Standing Sub-Committee

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

Approve establishment of the I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and Mountain/Desert Policy Committee (I-10 and I-15 Sub-Committee) and Policy 10008 setting out policies governing the I-10 and I-15 Sub-Committee.

Background:
In November 2013, the SANBAG Board President created the Express Lanes Ad Hoc Committee to consider and make recommendations to the Board of Directors on the development of express lanes in San Bernardino County, in particular on the I-10 and I-15 Corridors.

Since that time, the Express Lanes Ad Hoc Committee has been meeting on the topic of Express Lanes. It has become clear that this topic will continue for some time and that there is no foreseeable conclusion to the work of the Ad Hoc Committee. To be in compliance with the Ralph M. Brown Act (Government Code section 54950 et seq.), it is recommended that the Ad Hoc Committee be changed to a standing joint sub-committee of the Board of Directors Metro Valley Study Session and Mountain/Desert Policy Committee. Also, since alternatives other than express lanes are being considered, it is recommended that the name of the sub-committee be the I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and the Mountain/Desert Policy Committee (I-10 and I-15 Sub-Committee).

Given that the main purpose of establishing the Sub-Committee is to be in compliance with the Brown Act and to maintain continuity of discussions, it is recommended that the Board President appoint the current members of the Ad Hoc committee to the I-10 and I-15 Sub-Committee. The current membership of the Ad Hoc committee consists of the following Board Members:

Alan Wapner, Ontario – Chair
Josie Gonzales, County Supervisor
Mike Leonard, Hesperia
Robert Lovingood, County Supervisor
Larry McCallon, Highland
Ryan McEachron, Victorville
L. Dennis Michael, Rancho Cucamonga
Frank Navarro, Colton
Dusty Rigsby, Loma Linda

Entity: CTA, CTC

Deborah Robertson, Rialto
Janice Rutherford, County Supervisor
Michael Tahan, Fontana

To establish the governing policies and procedures by which the Sub-Committee will operate, the substance of a new Board Policy 10008 has been developed and is included as Attachment "A". The content will be placed into Policy format and included in the agenda when this item is considered by the Board. The highlights of the policy are as follows:

- Members of the committee will be members of the SANBAG Board of Directors and will be appointed by the SANBAG Board President. The President will appoint the Chair of the Sub-Committee.
- The Sub-Committee will include a minimum of nine and a maximum of fourteen SANBAG Board members. The membership will be composed of a minimum of three representatives from the West Valley; three representatives from the East Valley; and a minimum of two representatives from the Victor Valley.
- The Sub-Committee will meet as necessary immediately following the Metro Valley Study Session.
- No stipends will be paid for serving on this Sub-Committee. Mileage will be paid when applicable.
- The Sub-Committee will provide direction to staff, recommendations to the Metro Valley Study Session and Mountain/Desert Policy Committee, or to the Board of Directors.

Staff recommends Policy 10008 be recommended for approval by the Board.

Financial Impact:
This item is consistent with the adopted SANBAG budget.

Reviewed By:
This item is scheduled for review by the Mountain/Desert Policy Committee on December 12, 2014. SANBAG General Counsel has reviewed this item and the Policy draft attachment.

Responsible Staff:
Garry Cohoe, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: December 11th, 2014

Witnessed: _____

Attachment "A"
Substance of New Board Policy 10008

I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and Mountain/Desert Policy Committee (I-10 and I-15 Sub-Committee)

I. Purpose of the I-10 and I-15 Sub-Committee (Sub-Committee)

This standing Sub-Committee will provide an opportunity for more thorough discussion and understanding of the issues associated with the I-10 and I-15 Corridor improvements, including required policies for the Express Lane alternative.

II. Membership

- **Composition**
  The Sub-Committee will include a minimum of nine and a maximum of fourteen SANBAG Board members. The membership will be composed of a minimum of three representatives from the West Valley; three representatives from the East Valley; and a minimum of two representatives from the Victor Valley.
- **Appointments**
  The SANBAG President is authorized to appoint the members and appoint the Chair of the Sub-Committee. All appointments shall be announced at the SANBAG Board of Directors meeting immediately following the appointment(s).
- **Determining Quorum**
  A quorum shall consist of a majority of the membership of the Sub-Committee, except that all County representatives shall be counted as one for the purpose of establishing a quorum.
  In the absence of a quorum, the Sub-Committee may act as a Sub-Committee of the whole for the purpose of discussing the issues and making informal recommendations.
- **Stipend**
  No stipend will be paid to members for their participation on the Sub-Committee. Mileage will be paid to members when appliciable.
- **Membership Terms**
  Membership shall consist of two-year terms commencing January 1, 2015. There is no maximum number of terms for a member.
- **Membership Absences**

  The regular participation of Sub-Committee members is essential to appropriate policy oversight and staff direction.

  1. Regular participation in the Sub-Committee is encouraged, recognizing that unavoidable absences will occur on an occasional basis.

  2. SANBAG staff shall notify the SANBAG President in the event that any one Sub-Committee member is absent from three consecutive Sub-Committee meetings.

3. Upon notification by SANBAG staff, the SANBAG President or designee shall contact the Sub-Committee member to discuss the record of absences.

4. Based upon information obtained from the Sub-Committee member and knowledge of the Sub-Committee activities, the SANBAG President shall make a determination relative to retention or replacement of the member.

III. Meeting Schedule

Regular meetings of the Sub-Committee are scheduled to occur on the second Thursday of the month typically at approximately 11 a.m. immediately following Metro Valley Study Session. If the Metro Valley Study Session is rescheduled, the Sub-Committee will be rescheduled to the same day.

IV. Procedures

- In addition to complying with Brown Act agenda posting and distribution requirements, Sub-Committee agendas and relevant back-up material will be electronically distributed to members and posted on the SANBAG website. Typically, formal staff reports will not be prepared.
- Due to the need to thoroughly discuss the agenda items, some items may not be discussed requiring them to be continued to a subsequent meeting.
- The Sub-Committee may consider and make recommendations on items. The recommendation may be to provide staff direction, make a recommendation for the item to be discussed at a Policy Committee, or a recommendation for the item to be discussed at the Board of Directors meeting.
  In general, items that are only relevant to the Valley region will be agendized on the Metro Valley Study Session; items that are only relevant to the Mountain Desert region will be agendized on the Mountain/Desert Policy Committee; and those items that are relevant to both regions will be agendized for both committees.

V. Rules for Addressing the Sub-Committee

Interested members of the public will be afforded the opportunity to address the Sub-Committee. Public comments shall comply with SANBAG Policy 10052, Rules for Addressing the Board of Directors & Policy Committees.

Governments SANBAG Working Together

San Bernardino Associated Governments

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Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE 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: 5

Date: December 11, 2014

Subject:
Interstate 10 (I-10) Corridor Project Development

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:

A. Approve Amendment No. 2 to Contract C08008 with Parsons Transportation Group (PTG) for I-10 Project Development Activities in the amount of $6,376,706 for a new not to exceed contract amount of $26,629,036 and total budget authority of $28,126,706.

B. Authorize a contract term extension through June 30, 2018.

Background:
The following is a brief history of this existing contract:

C08008 – Parsons Transportation Group (PTG)
Original Agreement – approved by the Board July 2007
Amount: *Original contract amount of $9,902,330 plus $597,670 contingency for a total budget authority of $10,500,000.*
Scope: *Preliminary engineering and environmental technical studies within an Initial Study/ Environmental Assessment (IS/EA) for an HOV alternative, from Haven Avenue to Ford Street in Redlands. (project length - 25 miles)*

Amendment No. 1 – approved by the Board August 2011
Amount: *Increase contract by $10,350,000 for a new not to exceed contract amount of $20,252,330 and contingency of $1,497,670 for a revised budget authority of $21,750,000 to incorporate the new Express Lane Alternative within the upgraded Environmental Impact Report/Environmental Impact Statement (EIR/EIS) document.*
Scope: *Preliminary engineering and environmental technical studies for the HOV and Express Lane Alternatives. (revised project length – 35 miles)*

Proposed Amendment No. 2
Amount: *Increase contract by $6,376,706 for a new not to exceed contract amount of $26,629,036 and contingency of $1,497,670 for a revised budget authority of $28,126,706.*
Scope: *Complete additional preliminary engineering, environmental technical studies and project development work required to complete the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the HOV and Express Lane Alternatives.*

This is an amendment to an existing contract. In July 2007, the Board approved the contract to initiate the preliminary engineering and environmental document (PA/ED) work for the I-

10 corridor to study the addition of one (1) high occupancy vehicle (HOV) lane in each direction for twenty-five miles, from Haven Avenue in Ontario to Ford Street in Redlands. With the completion of the Preliminary Toll Feasibility Studies in August 2011, the Board directed staff to amend the scope of the I-10 Corridor project to also incorporate an Express Lane Alternative, extending from the Los Angeles County Line to Ford Street in Redlands and upgrade the environmental document to an Environmental Impact Report/Environmental Impact Statement (EIR/EIS). At the same time, the Board directed staff to begin the related Intermediate Express Lanes Traffic and Revenue (T&R) and Financial Feasibility Studies in conjunction with the I-10 Express Lane environmental studies.

During the last three years, the project team has made significant progress regarding the I-10 Project Development work and the Express Lane Alternative studies including the completion of: Preliminary Geometric Design Plans, Detailed Cost Estimates, Equity Study Report, Traffic and Revenue Study, Financial Plan, and a comprehensive public outreach program. Based upon these studies, updates have been presented to the SANBAG Board including the December 2013 Board Workshop when the team provided positive findings showing that the Express Lane Alternative is feasible from an engineering and financial perspective. Additionally, the team completed an Equity Study Report which indicated that Express Lanes are one of the most equitable forms of financing for new infrastructure, and that both users and non-users will benefit from the added capacity of the Express Lanes. Following the presentation, the Board voted to continue ahead to complete environmental studies for the HOV and Express Lane alternatives. In July 2014, the Board selected the Express Lane Alternative as the "Locally Preferred Alternative (LPA)".

Based upon a review of the current contract and project development work completed to date, the PA/ED team has identified several items of additional work that require supplemental budget in order to complete this phase of the project. The PA/ED team recently provided an updated assessment of all work performed thus far with a detailed list of additional work items, and staff has confirmed that an amendment is necessary to augment the scope and budget to complete the project. The primary reasons that support the need for the additional project development work are as follows:

- Limited information was available in August 2011 regarding SANBAG's initial Express Lane project, hence the scope and schedule for Amendment No. 1 were based upon the preliminary concept plan and feasibility study;
- Typically, a Project Study Report (PSR) would be prepared for any new alternative such as the Express Lane Alternative; however that approach would have added two years to the schedule and approximately $2 million. In the absence of a PSR, the team is required to develop detailed geometric design information for the Express Lane Alternative in parallel with the ongoing I-10 Corridor Environmental Studies (PA/ED);
- Due to the significant scale of this thirty-five (35) mile mainline project, the careful consideration of impacts to the local interchanges and the SANBAG Interchange Program has required a significant effort beyond what was originally anticipated;
- The unique characteristics of Express Lanes required the project team to participate in an iterative and interactive process between the project development work for Express Lanes, the Traffic & Revenue Study, and the Financial Plan preparation;

- Recent updates and changes in State and Federal guidelines have generated additional requirements in completing some of the preliminary engineering and environmental studies required to obtain project approval.

As a result, there are significant environmental and engineering milestones yet to be completed and, considering the current requirements of the EIR/EIS process; these major milestones are currently scheduled to be completed in late 2017. The effort described above has enabled staff to fully understand the remaining work necessary to achieve environmental approval and completion of the PA/ED process. A summary of these additional tasks and related budgets required to complete the project are summarized here below:

1. **Management and Stakeholder Coordination**
   Additional project management and coordination effort is required to complete this complex PA/ED project and achieve final EIR/EIS approval. It took multiple iterations to determine a project that was a balance between the scope of improvements and financial viability. This process required extensive coordination between the PA/ED team, the Traffic and Revenue Consultant and the Financial Analysis Consultant. The amount of effort to "right-size" this project was under estimated when the original budget was negotiated.

   In addition, the ongoing effort to coordinate with all the stakeholders has been more significant than anticipated. Stakeholders include local Cities along the corridor (13 local cities), Community Advisory Groups (CAGs), Caltrans Los Angeles (District 7), Caltrans San Bernardino (District 8), San Bernardino County Flood Control, Federal Highway Administration (FHWA), Metropolitan Water District (MWD), Southern California Edison (SCE) and others. The proposed budget for the additional management and stakeholder coordination activities is $879,382.

2. **Traffic Engineering, Analysis and Reports**
   Additional traffic engineering forecasts, analysis and reporting is required, based on the current San Bernardino Traffic Area Model (SBTAM), to obtain Caltrans approvals for the Express Lane Alternative. In addition to the Traffic Study Report, supplemental traffic data and analysis is needed to analyze local interchange operations and also meet the updated Caltrans and Environmental Protection Agency (EPA) requirements for the Noise Study and Air Quality Study including more precise quantitative air quality analysis for the PM10, PM2.5 and Hot-spot analyses. The proposed budget for the additional traffic related tasks is $431,089.

3. **Engineering Design and Geometric Development**
   Geometric Design and Decision Documents: Additional geometric design refinement is required to finalize the limits of grading, retaining walls, and right of way impacts. Based upon the geometric plans and profiles completed to date, a three-dimensional grading model has been developed to accurately define the project footprint for the Express Lane Alternative. This preliminary grading model has been used to estimate the earthwork quantities and the limits of grading for the project. Further refinements of this model will be required to reflect the final "geometric approval design" and to validate the final right of way requirements. The preliminary engineering design provides the basis for

detailed construction estimates, right of way and utility impacts and costs. This task will include "geometric workshop" meetings with Caltrans District and Headquarters staff and the development of additional "Decision Documents." The Decision Documents include detailed documentation of design assumptions and proposed exceptions to Caltrans design standards. Obtaining Caltrans concurrence regarding these documents - will help protect the proposed alternative from future scope changes that could result in cost increases and schedule impacts.

Design Exceptions/Fact Sheets: Pursuant to the significant design effort completed to date, there is now a comprehensive basis to update the number of "design exceptions" to Caltrans "mandatory" and "advisory" design standards. The current list of design exceptions totals approximately 800 for the corridor project, 470 more than originally estimated, which represents an extensive effort to document the "cost to make standard" and the justifications for the "non-standard features".

Risk Register for Design Exceptions: Based upon Caltrans 2012 updates to the Project Development Procedures Manual (PDPM), Caltrans requires a "Risk Register for Design Exceptions" which includes an additional risk analysis to identify and assign risks to each design exception for both the Express Lane and the HOV lane Alternative.

Project Limits: Additional geometric design, operations analysis and coordination with Los Angeles District 7 is required to study the 2.5 mile transition zone within Los Angeles County for the Express Lanes including advance signage and lane transitions.

Local Interchanges:
Additional geometric design and operations analysis is required to analyze the potential impacts to local interchanges throughout the thirty-five mile I-10 corridor. This is required to assess potential impacts to local bridges and interchanges and ensure that the proposed mainline improvements would not preclude future local improvements. Each of the thirty-three (33) local interchanges along the corridor will be evaluated based upon this criteria and will require further investigation to consider the SANBAG interchange program priority list of projects to be advanced independently and as part of the 10-Year Delivery Plan. The Euclid Avenue and Vineyard Avenue interchanges need to be reconstructed to accommodate the mainline widening. The Monte Vista Avenue and Grove Avenue Interchange projects require the replacement of the structure to accommodate the widening of the local street, with the mainline widening providing an opportunity to accommodate the construction staging required replace the structure.

As directed by the Board in December 2012, the Monte Vista Interchange project, which is Interchange Program priority #10, preliminary engineering and environmental is being completed as part of the I-10 Corridor Project. This is possible since the interchange project is funded. This provides the benefit of reducing the number of alternatives that need to be studied, eliminates the need for a separate Project Study Report, Project Report and Environmental Document. The estimated cost to complete these documents separately is $2 million.

System Interchanges and Direct Connectors: Based upon the SCAG regional plan to develop Express Lanes on both the I-10 and I-15 mainlines, it is necessary to assess the potential Express Lane direct connectors within the system interchange to ensure that they would not be precluded as a potential future project. Initial studies are required to analyze the geometric feasibility of the direct connectors in three quadrants and provide forecast traffic volumes, in coordination with the I-15 consultant team, and consider potential impacts to the adjacent local interchanges.

Changes to the HOV Buffer Standard within Caltrans District 8: Subsequent to the 2011 amendment, Caltrans District 8 policy regarding HOV lanes changed such that any new HOV lanes to be added within San Bernardino County are to be constructed with "continuous access" – thereby eliminating the need for a 4-foot wide striped buffer. This will require changing the HOV Alternative engineering design and updating all cross sections, layouts, plans and profiles for the 25-mile HOV alternative.

The proposed budget for the additional engineering design and geometric tasks is $2,283,591.

4. **Preliminary Utility Design Development**
Additional preliminary engineering work to accurately assess utility impacts is required, including a 140" diameter Metropolitan Water District (MWD) aqueduct and 3 Southern California Edison (SCE) 500KV Transmission lines with existing towers in the median of the I-10 Freeway at Etiwanda/I-10 interchange. The long lead time required and the potentially significant costs and risks to relocate or protect-in-place these facilities require extensive preliminary design and coordination efforts. Additional documentation and study is also required to protect-in-place the MWD pipeline, accurately estimate utility costs, and prepare a Utility Encroachment Exception Report to allow it to remain within State property.

The proposed budget for the Preliminary Utility Design Development is $131,702.

5. **Modified Access Report:**
Additional effort is required for preparation of the FHWA approval documents including a Preliminary Draft and Final Modified Access Report (MAR). FHWA approval will be required for exceptions to the "13 controlling criteria," modifications to existing interchanges involving access control revisions, and the relocation and elimination of existing ramps on the Interstate System. The proposed budget for the MAR is $142,941.

6. **Pavement Life Cycle Cost Analysis (LCCA):**
In accordance with the 2013 Caltrans LCCA procedures manual, the team will complete an additional I-10 Corridor LCCA Report to study pavement alternatives and identify the most cost-effective and efficient pavement to be used on the project considering the initial capital expenditure and the future maintenance and operations expenditures projected throughout the entire life-cycle of the pavement (initial costs plus long term maintenance and repair costs.). The proposed budget for the Life Cycle Cost Analysis (LCCA) Report is $152,179.

7. **Noise Study Report**
   Additional work is required to complete the Noise Study Report due to additional noise modeling requirements and the geometric studies completed to date resulting in an enlarged project footprint. Caltrans has also clarified current noise model requirements for the entire project that necessitate adding terrain lines for existing retaining walls and concrete channels and added documentation for the input and output files. The team has also conducted multiple field visit reviews, site walks and coordination meetings with Caltrans District and Headquarters staff. In addition, further efforts will be required to account for recently completed local projects including the Colton Crossing railroad grade separation, and I-10/Cherry and I-10/Citrus interchanges. This added effort will ultimately provide increased detail in support of a robust, legally-defensible Noise Study Report within the final environmental document. The proposed budget for the additional work to complete the Noise Study Report is $766,394.

8. **Environmental Document and 5-Step NEPA Process**
   Additional work is required to process the I-10 Corridor Project EIR/EIS through several levels of a detailed review for both the Draft and Final EIR/EIS and will require additional efforts to respond to comments, provide revised documents, and obtain final approvals. Based upon review of two similar corridor projects in southern California (I-405 Improvement Project and the SR-91 Corridor Project),valuable experience and insight has been gained regarding the effort needed to complete the Environmental Document Review Process and required coordination to obtain approvals from both Caltrans Headquarters Division of Environmental Analysis and Legal reviews. All NEPA and joint CEQA/NEPA documents must go through the Environmental Document Review Process, which includes NEPA Quality Control Review and the 5-Step Review Process. The proposed budget for the additional work required to complete the environmental document is $1,443,558.

9. **Other Direct Costs**
   An additional budget is recommended to compensate the consultant for reimbursable costs, estimated as $39,177.

10. **Escalation**
    The original contract was approved in 2007, and amended in 2011; however no escalation was included in the original contract or Amendment #1. The requested figure for escalation is to address anticipated salary escalation over the next three years. Additional costs to allow annual hourly rate escalation for the consultant team is recommended, estimated at $106,693.

With the Intermediate Traffic and Revenue Forecasts and Financial Feasibility Studies now complete and the geometric plans well established, the process from this point to environmental approval is now well understood, the remaining PA/ED scope is well defined, and staff expects to achieve environmental approval with this amended budget.

Staff has coordinated closely with the consultant to prepare a detailed scope of work describing the additional project effort and confirm that an amendment is necessary to complete the project. An independent cost estimate was also prepared to facilitate discussing project costs and

negotiating this amendment with the consultant. In addition, staff has also compared this contract with similar corridor PA/ED contracts awarded by other Regional Transportation Agencies and determined that they were very comparable to this I-10 contract. Considering that PA/ED contracts for projects such as the I-10 Corridor normally range from 3 to 4% of the total construction cost, it is notable that the total I-10 PA/ED contract with this amendment represents only 1.8%. For comparison purposes, the PA/ED contract for the State Route 91 (SR-91) exceeded $35,000,000 representing approximately 3.1% of the total construction cost.

Staff recommends approval of Recommendations 1 and 2 described above for this Amendment No. 2 to Contract C08008 with Parsons Transportation Group (PTG) for the I-10 Project Development Activities in the amount of approximately $6,376,706 for a new not to exceed contract amount of $26,629,036 and total budget authority of $28,126,706. This work will be funded from Measure I Valley Freeway Projects and the current fiscal year budget provides a sufficient budget for this work. This is not consistent with the costs contained in the Ten-Year Delivery Plan; however, staff has determined that there is sufficient cash flow to support the allocation.

As additional background and per discussion at the October 1, 2014 Board of Directors Meeting, a summary of the current and anticipated I-10 and I-15 corridor project development costs prior to start of construction is included as Attachment C to this item.

Financial Impact:
This item is consistent with the Fiscal Year 2014/2015 budget under Task Number 0825.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee. The Express Lanes Ad Hoc Committee reviewed the draft amendment on November 13, 2014 and concurred that it should advance to the Metro Valley Study Session. SANBAG General Counsel and Procurement Manager have reviewed this item and the draft amendment.

Responsible Staff:
John Meier, Project Manager

Approved
Board of Directors Metro Valley Study Session
Date: December 11th, 2014

Witnessed: _____

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CONTRACT SUMMARY SHEET

Contract No. C 08008 Amendment No. 2

By and Between

San Bernardino County Transporation Authority and Parsons Transportation Group (PTG)

Contract Description I-10 Corridor Project Development

Board of Director's Meeting Date: 1/7/15
Overview of BOD Action: Approve contract amendment C08008-02 for I-10 Corridor Project.

Is this a Sole-Source procurement? ☐ **Yes** ☒ **No**

CONTRACT OVERVIEW

Original Contract Amount	$	9,902,330	**Original Contingency Amount**	$	597,670
Revised Contract Amount *Inclusive of prior amendments*	$	20,252,330	**Revised Contingency Amount** *Inclusive of prior amendments*	$	1,497,670
Current Amendment Amount	$	6,376,706	**Contingency Amendment**	$	0
TOTAL CONTRACT VALUE	$	26,629,036	**TOTAL CONTINGENCY VALUE**	$	1,497,670
TOTAL BUDGET AUTHORITY ***(contract value + contingency)***				$	28,126,706

Contract Start Date	**Current Contract Expiration Date**	**Revised Contract Expiration Date**
07/01/07	8/31/16	6/30/18

Has the contract term been amended? ☐ No ☒ Yes - please explain.
Contract amendment required to complete additional work and augment project cost.

FINANCIAL INFORMATION

☒ Budget authority for this contract currently exists in Task No. 0825.
☐ A Budget Amendment is required.
How are we funding current FY? Measure I Valley Freeway Projects And RIP

☐ Federal Funds ☒ State Funds ☐ Local Funds ☐ TDA Funds ☒ Measure I Funds

*Provide Brief Overview of the **Overall** Funding for the duration of the Contract:*
Measure I Valley Freeway Projects
☒ Payable ☐ Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:
☐ Retention? If yes, indicate % _____.
☐ Disadvantaged Business Enterprise (DBE) Goal _____ %

Chad Costello

Project Manager (Print Name)	Signature	Date
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

Attachment: C08008-02 css (1476 : I-10 Corridor Project Development Amendment No. 2)

AMENDMENT NO. 2 TO

CONTRACT NO. C08008

BY AND BETWEEN
SAN BERNARDINO ASSOCIATED GOVERNMENTS/
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
PARSONS TRANSPORTATION GROUP

This AMENDMENT No. 2 by and between San Bernardino Associated Governments, acting in its capacity as San Bernardino County Transportation Authority, ("AUTHORITY"), whose address is 1170 W. 3rd Street, 2nd Floor, San Bernardino, California 92410-1715 and Parsons Transportation Group ("CONSULTANT").

WITNESSETH:

WHEREAS, AUTHORITY, under Contract No. C08008 ("Contract"), dated July 11, 2007, has engaged the services of CONSULTANT to provide architectural and engineering services for Interstate I-10 Corridor Project Development; and

WHEREAS, AUTHORITY, under Contract Amendment No. 1, dated August 3, 2011, requested additional preliminary engineering and environmental services required to include Express Lane Alternative studies to be a part of the Interstate I-10 Corridor Project; and

WHEREAS, the parties hereto desire to amend the Contract to supplement the Contract as described within the Contract Amendment No. 2 Scope of Work that includes additional work required for the preliminary engineering, environmental studies and technical work to complete the I-10 Corridor Project Approval / Environmental Document (PA/ED) phase; and

WHEREAS, both parties agree to increase the Not-To-Exceed Amount by Six Million, Three Hundred and Seventy-Six Thousand Seven Hundred Six Dollars ($6,376,706) and to extend the term of the Contract for the additional work.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, CONSULTANT and AUTHORITY do hereby agree that Contract C08008 is amended as follows:

1. Amend **Article 2 "Performance Schedule",** to delete in its entirety and replace with the following:

   "The Period of Performance shall commence on July 11, 2007, and shall continue in full force and effect through June 30, 2018, or until otherwise terminated, or extended hereinafter by written amendment."

2. Amend **Article 3 "Contract Price and Cost Principles"**, paragraph 3.2, to delete $20,252,330, and instead insert the amended Not-to-Exceed amount of **$27,415,662.**

Attachment: C08008-02 [Revision 1] (1476 : I-10 Corridor Project Development Amendment No. 2)

3. Amend **Article 3 "Contract Price and Cost Principles"**, paragraph 3.4, to delete it in its entirety and replace it with the following:

3.4 "Escalation shall be at a specific rate, as shown on the Bureau of Labor Statistics Employment Cost Index for Total Compensation for private industry workers--Table 5 or its successor. The Employment Cost Index will be annually adjusted, apply to total benefits for the private industry economic sector, not be seasonally adjusted, but will include a 12-month percent change. Escalation shall commence as of January 1, 2016, and shall be applied each January 1st thereafter for the term of the Contract."

4. Amend **Article 11 "Technical Direction"**, to delete it in its entirety and replace it with the following:

"ARTICLE 11. TECHNICAL DIRECTION

11.1 Performance of Work under this Contract shall be subject to the technical direction of AUTHORITY's Project Manager, (hereinafter referred to as "Project Manager"), which will be identified in writing to CONSULTANT, upon issuance of, the NTP and/or subsequently by written notice during the Contract. The term "Technical Direction" is defined to include, without limitation:

11.1.1 Directions to CONSULTANT, which redirect the Contract effort, shift work emphasis between work areas or tasks, require pursuit of certain lines of inquiry, fill in details or otherwise serve to accomplish the contractual Scope of Work.

11.1.2 Provision of written information to CONSULTANT, which assists in the interpretation of drawings, reports, or technical portions of the Scope of Work described herein.

11.1.3 Review and, where required by the Contract, approval of technical reports, drawings, specifications and technical information to be delivered by CONSULTANT to AUTHORITY under the Contract.

11.1.4 AUTHORITY's Project Manager may modify this Contract for certain administrative modifications without issuing a written amendment. Administrative modifications as defined herein are limited to: substitutions of personnel identified in this Contract, including Key Personnel and subconsultants; modifications to hourly rates, classifications, and names of personnel in Attachment "B"; and modifications of the address of the CONSULTANT. All administrative modifications shall be documented in writing between the Parties.

11.2 Technical Direction must be within the Scope of Work under this Contract. AUTHORITY's Project Manager does not have the authority to, and may not,

Attachment: C08008-02 [Revision 1] (1476 : I-10 Corridor Project Development Amendment No. 2)

issue any Technical Direction which:

11.2.1 Increases or decreases the Scope of Work;
11.2.2 Directs CONSULTANT to perform Work outside the original intent of the Scope of Work;
11.2.3 Constitutes a change as defined in the "CHANGES" Article of the Contract;
11.2.4 In any manner cause an increase or decrease in the Contract price as identified in Article 3, herein, or the time required for Contract performance;
11.2.5 Changes any of the expressed terms, conditions or specifications of the Contract; unless identified herein;
11.2.6 Interferes with the CONSULTANT's right to perform the terms and conditions of the Contract; or
11.2.7 Approve any demand or claim for additional payment.

11.3 Failure of CONSULTANT and AUTHORITY's Project Manager to agree that the Technical Direction is within the scope of the Contract, or a failure to agree upon the Contract action to be taken shall be subject to the provisions of the "DISPUTES" Article herein.

11.4 All Technical Direction shall be issued in writing by AUTHORITY's Project Manager.

11.5 CONSULTANT shall proceed promptly with the performance of Technical Direction issued by AUTHORITY's Project Manager, in the manner prescribed by this Article and within their authority under the provisions of this Article. If, in the opinion of CONSULTANT, any instruction or direction by AUTHORITY's Project Manager falls within one of the categories defined in 11.2.1 through 11.2.7 above, CONSULTANT shall not proceed but shall notify AUTHORITY in writing within five (5) working days after receipt of any such instruction or direction and shall request AUTHORITY to modify the Contract accordingly. Upon receiving the notification from the CONSULTANT, AUTHORITY shall:

11.5.1 Advise CONSULTANT in writing within thirty (30) calendar days after receipt of the CONSULTANT's letter that the Technical Direction is or is not within the scope of this Contract.

11.5.2 Advise CONSULTANT within a reasonable time whether AUTHORITY will or will not issue a written amendment."

5. Amend **Article 12 "Changes"**, to delete it in its entirety and replace it with the following:

Attachment: C08008-02 [Revision 1] (1476 : I-10 Corridor Project Development Amendment No. 2)

"ARTICLE 12. CHANGES

12.1 The Work shall be subject to changes by additions, deletions, or revisions made by AUTHORITY. CONSULTANT will be advised of any such changes by written notification from AUTHORITY describing the change. This notification will not be binding on AUTHORITY until AUTHORITY's Awarding Authority has approved any amendment to this Contract.

12.2 Promptly after such written notification of change is given to CONSULTANT by AUTHORITY, the Parties will attempt to negotiate a mutually agreeable adjustment to compensation or time of performance, and amend the Contract accordingly."

6. Amend Contract to include the additional "Scope of Services" set forth in Attachment A-2 (Part 1 and Part 2), attached to and incorporated into this Amendment No. 2. All references in the Contract to Services, Attachment A, and Scope of Services shall mean Attachment A to the Contract, Attachment A-1 to Amendment No. 1, and Attachment A-2 (Part 1 and Part 2) to this Amendment No. 2.

7. Amend Contract to include the "Cost Proposal" for the Amendment No. 2 Scope of Services, set forth in Attachment B-2, attached to and incorporated into this Amendment No. 2. All references in the Contract to Cost Proposal, Attachment B, and compensation shall mean Attachment B to the Contract, Attachment B-1 to Amendment No. 1, and Attachment B-2 to this Amendment No. 2.

8. The Contract and Amendment No. 1 are incorporated into this Amendment No. 2.

9. Except as amended by this Amendment No. 2, all other provisions of the Contract shall remain in full force and effect.

10. The date that this Contract amendment is executed by AUTHORITY shall be the Effective Date of the Amendment.

----------***SIGNATURES ARE ON THE FOLLOWING PAGE***----------

Attachment: C08008-02 [Revision 1] (1476 : I-10 Corridor Project Development Amendment No. 2)

IN WITNESS WHEREOF, the Parties hereto have executed this Contract on the day and year written below.

PARSONS

By: _____
Kevin A. Haboian
Senior Vice President

Date: _____

AUTHORITY

By: _____
L. Dennis Michael
President, Board of Directors

Date: _____

APPROVED AS TO FORM

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE

By: _____
Jeffery Hill
Procurement Manager

Attachment: C08008-02 [Revision 1] (1476 : I-10 Corridor Project Development Amendment No. 2)

ATTACHMENT A-2

SCOPE OF WORK TO COMPLETE ADDITIONAL PRELIMINARY ENGINEERING, ENVIRONMENTAL TECHNICAL STUDIES AND PROJECT DEVELOPMENT WORK REQUIRED TO COMPLETE THE ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR THE HOV AND EXPRESS LANE ALTERNATIVES OF THE I-10 CORRIDOR PROJECT -- PA/ED

PART 1 – MANAGEMENT AND ENGINEERING

FORMAT FOR AMENDMENT SCOPE OF WORK:
This Amendment No. 2 scope of work has been prepared for new tasks and required additions to original tasks based upon the original and Amendment No. 1 scope of work for the Project Report/Environmental Document (PA/ED). For those tasks which are modified by this Amendment, the required additions have been noted in the first sentence of the subject task and in the following paragraphs as required.

AMENDMENT DESCRIPTION/LOCATION
The purpose of this Amendment is to modify the scope of services between SANBAG and Consultant to include additional preliminary engineering, environmental technical studies and project development work required to complete the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the HOV and Express Lane Alternatives described in the Original scope of work.

STANDARDS
All project deliverables and related material shall be prepared in accordance with current Caltrans and Federal Highway Administration (FHWA) regulations, policies, procedures, manuals, and standards. All studies, reports and deliverables will employ US Customary units.

SCOPE OF SERVICES
The scope of services to be provided under this contract includes the tasks and activities that are required for obtaining Project Approval and Environmental Document (PA/ED). The scope of services includes project management, engineering, and environmental tasks, as described below. Any additional tasks or activities that become necessary as the project progresses which are not described herein or are not generally considered incidental to these tasks and activities shall be considered extra work and could be added to this scope of work subject to an amendment.

TASK 1.0 Project Management
PTG will provide project management and coordination during execution of the project, consisting of the following activities:

PDT Meetings
Monthly Project Development Team (PDT) meetings will be held at *SANBAG*, or at Caltrans District 8 in San Bernardino. The purpose of these meetings will be to discuss and resolve project issues and coordinate activities. PTG will prepare and distribute agendas prior to the meetings. PTG will prepare meeting minutes and distribute them

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within five (5) working days of the meetings. *Additional time is required for completion of the proposed EIR/EIS Environmental Document and PA/ED. It is assumed there will be additional 36 PDT meetings during advancement of the PA/ED.*

Stakeholder & Other Coordination Meetings

Individual focused meetings will be held with various agencies and stakeholders involved in the project. These may include State and/or Federal Resource agencies, Flood Control and Water Conservation Districts, rail road and utility companies, and others. *The original contract assumed no more than twenty (20) such focused meetings will be held during the life of this contract. Additional coordination effort and multiple iterations were required between the PA/ED team, the Traffic and Revenue Consultant and the Financial Analysis Consultant to balance the scope of the project and financial viability. Ongoing effort to coordinate with all the stakeholders has been more significant than anticipated. Stakeholders include local Cities along the corridor (13 local cities), Community Advisory Groups (CAGs), Caltrans Los Angeles (District 7), Caltrans San Bernardino (District 8), San Bernardino County Flood control, Federal Highway Administration (FHWA), Metropolitan Water District (MWD), Southern California Edison (SCE) and others.*

Scheduling/Progress Reporting and Invoicing

Progress reports will be prepared and submitted every month describing work accomplished during the reporting period, summary of meetings held, and discussion of outstanding issues and action items. The reports will also include any concerns or significant issues with recommendations for appropriate actions. *PTG will update the detailed schedule monthly. It is assumed there will be additional 36 progress reports and schedule updates during advancement of the PA/ED.*

Quality Control

PTG's quality control program will be maintained for an additional 36 months during advancement of the PA/ED. The Project Manager will insure that quality control procedures initiated at the start of the project will continue to be implemented by PTG staff and subconsultants, and/or PTG will review QC plans submitted by the subconsultants to ensure their plans are acceptable.

Deliverables

- Meeting Agendas and Minutes
- Progress Reports and Invoices
- Schedule Updates
- Project Management Plan / Project Quality Control Plan

TASK 2.0 Preliminary Engineering

2.4 Traffic Modeling and Operational Analysis

PTG will develop additional traffic engineering forecasts, analysis and reporting required for Caltrans approval of the Express Lane Alternative. The traffic engineering will be based on the current San Bernardino Traffic Area Model (SBTAM). In addition to the

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Traffic Study Report, PTG will prepare supplemental traffic data and analysis to analyze local interchange operations and meet the updated Caltrans and Environmental Protection Agency (EPA) requirements for the Noise Study and Air Quality Study including more precise quantitative air quality analysis for the PM10, PM2.5 and Hot-spot analyses.

2.5 Utility Coordination

PTG will perform additional preliminary engineering work to accurately assess utility impacts, including a 140" diameter Metropolitan Water District (MWD) aqueduct and (3) Southern California Edison (SCE) 500KV Transmission lines with existing towers in the median of the I-10 Freeway at Etiwanda/I-10 interchange. PTG will study the requirements to protect-in-place the MWD pipeline, and develop estimated utility costs, and prepare a Utility Encroachment Exception Report to allow it to remain within State property.

Deliverables

- Updated Preliminary utility location plans.
- Updated Cost estimates for utility relocations.
- Conflict maps.
- Utility Coordination Meetings (4)

2.10 Geometric Plans & Alternatives Development & Refinement

PTG will continue to refine the two build alternatives based upon comments received through the project development process.

Task 1- Geometric Studies

PTG will perform geometric design refinements to identify the limits of grading and retaining walls and right of way impacts for the Express Lane Alternative. PTG will update the preliminary grading model used to estimate the earthwork quantities and the limits of grading for the project and define the project footprint for the Express Lane Alternative. The refinements will incorporate the "geometric approval design" and validate the right of way requirements. This task includes "geometric workshop" meetings with Caltrans District and Headquarter staff and the development of additional Decision Documents detailing the design assumptions and proposed exceptions to Caltrans design standards.

Task 2 – Risk Register for Design Exceptions

PTG will prepare a risk register for the design exceptions for the Express Lane and HOV lane Alternative based upon Caltrans 2012 updates to the Project Development Procedures Manual (PDPM) which requires an additional risk analysis to identify and assign risks to each of the proposed exceptions to the Caltrans design standards.

Task 3 – FHWA 13 Controlling Criteria Fact Sheets

PTG will prepare Fact Sheets to identify, justify, and document proposed exceptions to FHWA's 13 design criteria.

Task 4 – Ingress/Egress Policy Exception Fact Sheets

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PTG will prepare Fact Sheets to identify, justify, and document proposed exceptions to Caltrans' Ingress/Egress Policy for managed lanes.

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Deliverables

- Preliminary, revised, and proposed geometric plans
- Preliminary profiles of interchange ramps, freeway connectors, CD ramps, and local streets
- Preliminary typical cross sections for mainline and ramps
- List of Mandatory and Advisory Design Exceptions
- 11"x17" cut sheets for plans, profiles, and typical cross sections (1"=200')
- *Risk Register for Design Exceptions*
- *FHWA 13 Controlling Criteria Fact Sheets*
- *Ingress/Egress Policy Exception Fact Sheets*

2.15 Design Exception Fact Sheets

PTG will prepare draft, *revised draft,* and final Advisory Fact Sheets and Mandatory Fact Sheets in accordance with Caltrans project development procedures. *The design effort completed for the corridor project to date has identified approximately 800 design exceptions to Caltrans' mandatory and advisory design standards which is 470 more than originally estimated.*

Scope

Format of the document "Fact Sheet Exceptions to Mandatory Design Standards" will be based on Caltrans Design Memorandum originally signed by Robert L. Buckley, dated September 25, 2000. The specified format consists of the following:

1. Proposed Project
    - A. Project Description
    - B. Existing Highway
    - C. Safety Improvements
    - D. Total Project Cost
2. Features Requiring an Exception
    - A. Nonstandard Feature
    - B. Standard for Which Exception is Requested
    - C. Reason for Requesting Exception
    - D. Added Cost to Make Standard
3. Traffic Data
4. Accident Analysis
5. Incremental Improvements
6. Future construction
7. Project Reviews, concurrence
8. Attachments
    - A. Vicinity/Location Map
    - B. Locations of Nonstandard Features
    - C. Sections, Layout, Profile and/or Superelevation for Nonstandard Features
    - D. Traffic Study and/or Accident Data for Nonstandard Features

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Advisory Fact Sheets and Mandatory Fact Sheets will be submitted for each GAD and Design Checklist as listed in the following section, Section 2.16 Geometric Approval Drawings (GAD's).

Methodology
Justification for exception to nonstandard design features is an iterative process requiring coordination and collaboration with Caltrans and FHWA. PTG will implement the following methodology for documentation of nonstandard design features of the HOT Lane alternative:

- Develop and submit Draft Advisory Fact Sheets and Draft Mandatory Fact Sheets, and meet with Caltrans and FHWA to identify issues and concerns
- Prepare and submit Revised Draft Advisory Fact Sheets and Revised Draft Mandatory Fact Sheets,
- Prepare and submit Final Advisory Fact Sheets and Final Mandatory Fact Sheets for circulation and signatures with Caltrans

Deliverables
Draft and Final design exception Fact Sheets

Assumptions
The Cost Proposal allows for the preparation of total of (2) fact sheets: (1) for Advisory Design Exceptions, (1) for Mandatory Design Exceptions, for the "preferred" build Alternative only.

2.16 Geometric Approval Drawings (GAD's)

PTG will incorporate the geometric refinements explained in Task 2.10 above into the Geometric Approval Drawings (GAD's) for the selected Preferred Alternative. GAD's will be prepared as described in Caltrans District 8 QC/QA Guide for GAD procedures. The GAD's for will include plans, typical sections, profiles, superelevation diagrams, and traffic volume exhibits for most of the project. GAD's will include only plans for approximately three miles of the eastern segment where only striping modifications are proposed. Geometric approval plans, profiles and superelevation diagrams will be presented on strip maps at a scale of 1"=200'.

Scope
PTG will prepare layout sheets including plan, typical sections, and traffic volume exhibits. Layout plans will include the following:

- Dimensions for lane, shoulder and buffer width
- Limits of cut and fill with side slope annotation
- Location of retaining walls
- Existing and Proposed R/W

Profile and superelevation diagrams will be prepared for interchange ramps, freeway to freeway connectors, and collector-distributor ramps. Profile and superelvation diagrams for the I-10 mainline will only be prepared in locations where realignment of the mainline

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is required as determined during Task 2.10, Geometric Plans & Alternatives Development & Refinement, and will be considered extra work.

Direct Toll Connectors (freeway to freeway) at the I-10 / I-15 interchange have not been included in this scope of work for either the Engineering or the Environmental tasks. As a separate task, PTG is conducting preliminary geometric studies of direct connectors at the I-10 / I-15 interchange. Upon completion of that task, PTG and SANBAG will assess whether to include the direct connectors into the PA/ED scope of work. A decision to add the direct connectors to the PA/ED scope may will depend upon both the initial capital costs, and the revenue generating potential of the direct connectors, hence it is anticipated that a decision to add or exclude direct connectors will not be made until after the "level 2" Toll and Revenue Studies (by others) are completed.

Assumptions:
It is assumed that Caltrans will review and comment two (2) times, once on the Draft GAD's and once on the Revised Draft GAD's. If more than (3) submittals of GAD;s are required, the additional submittals will be considered extra work.

GAD's will be prepared at the scale of 1" = 200'.

Profile and superelevation diagrams will be prepared for interchange ramps, freeway connectors, CD ramps, HOT direct connect ramp, and local streets.

Profile and superelvation diagrams for I-10 mainline will not be required.

2.xx <u>Draft and Final Pavement Life Cycle Cost Analysis</u>
PTG will perform a pavement life cycle cost analysis (LCCA) for the project in accordance with the 2013 Caltrans LCCA procedures manual and prepare a I-10 Corridor Project Pavement LCCA Report. The analysis will study pavement alternatives and identify the most cost-effective and efficient pavement to be used on the project considering the initial capital expenditure and the future maintenance and operations expenditures projected throughout the entire life-cycle of the pavement.

2.xx <u>Draft and Final Modified Access Report</u>
PTG will prepare draft and final Modified Access Report (MAR) for proposed modifications involving changes to access control, relocation of ramps, and elimination of ramps at the existing freeway interchanges on the Interstate System. The MAR will be prepared in accordance to Caltrans and FHWA requirements.

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PART 2 – ENVIRONMENTAL

TASK 3.23 Noise Study Report

PTG will update the noise analysis to address additional noise modeling requirements and the geometric studies completed to date resulting in an enlarged project footprint. The Noise Study Report shall be prepared in accordance with Caltrans and FHWA requirements as it relates to evaluating noise impacts. The noise model will be updated to include terrain lines for existing retaining walls and concrete channels and additional documentation for the input and output files will be prepared to meet current Caltrans noise model requirements. The noise analysis will be updated to account for recently completed local projects including the Colton Crossing railroad grade separation, and I-10/Cherry and I-10/Citrus interchanges. The segment between SR 210 and Ford Road will be reanalyzed for the Express Lane Alternative.

If the traffic noise levels exceed the established noise abatement criteria at frequent outdoor use areas, feasible abatement measures will be considered. The evaluation of abatement will be documented in a Noise Abatement Decision Report (NADR).

Noise Measurement Site Selection: The selection of measurement locations is based on the following criteria:

- Frequent outdoor use locations expected to receive the highest noise impacts after the completion of the project.
- Sites that are acoustically representative and equivalent of the area of concern.

PTG will conduct an additional ten (10) short-term and five long-term noise measurements for the Express Lanes Alternative. All short term measurements will be conducted while a long-term measurement is in progress. Data from the long term measurements will be then used to adjust short-term noise measurements to reflect the peak noise hour levels. Figures will be provided that display the proposed noise measurement sites.

Measurement Procedures: Noise measurements will be conducted in conformance with Caltrans Technical Noise Supplement (TeNS). The measurement systems will be field calibrated before and after each use. A calibration check will be conducted after the completion of the measurements to verify that the instruments are operating within the

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normal operating parameters. A-weighted and slow detector response will be used for each measurement. The systems will be configured to store noise level data on an interval basis (hourly intervals for long-term sites, and 20-minute intervals for short-term sites). The data will include the average, minimum, maximum, and selected exceedence levels for each interval period (Leq, LMIN, LMAX, L10, L50, and L90).

Each microphone shall be positioned at least 10 feet from any wall or building to prevent reflections or unrepresentative shielding of the traffic noise. A measurement site will not be used if there is a possibility of any unusual noise such as dogs, pool pumps, or children that would affect the measurement. The microphone will be installed 5 feet above ground with the manufacturer's recommended windscreen. Some measurement sites might require that the microphones be placed on top of property walls. Site geometries, such as distances, elevations, and the locations of walls and buildings will be noted. Photographs will be taken at each of the monitoring sites.

Highway Traffic and Train Noise Prediction Models: The Traffic Noise Model (TNM) will be used to analyze noise impacts at the adjacent outdoor frequent use areas and feasible noise abatement measures will be determined. Predicted noise impacts for the future build alternatives will evaluate whether 1) there is a substantial noise increase (when the predicted noise levels with the project exceed existing noise levels by 12 dB) and/or; 2) the future traffic noise levels with the project approach or exceed the noise abatement criteria (NAC). Noise Barrier heights ranging from 8 to 16 feet will be used to determine which heights would provide feasible noise abatement in accordance to Caltrans procedures. Reasonableness analysis will also be conducted for all the feasible noise barriers.

Train noise will also be calculated and added to the future I-10 traffic noise levels for the receptors located south of I-10. Train noise levels will be calculated using Federal Transit Administration (FTA) procedures.

Anticipated Noise Abatement Measures: A noise barrier analysis will be conducted using TNM, with the goal of achievement of the 5 dB minimum noise reduction in mind. Possible barriers may be located at the freeway shoulder, right of way line, or on private property depending on the achievable noise reduction performance at each location, topography of the area, and the desirability for other considerations, such as future freeway expansion and maintenance. The reasonable cost allowance of the noise barriers that are feasible will be determined. Construction dates of houses will also be considered in determining the reasonableness of the noise barriers.

Noise Study Report: Draft and Final Noise Study Reports (NSRs) will be prepared to discuss the findings of the field investigations, noise modeling, and barrier analysis as per the format outlined in Caltrans template for the NSR. The report will provide tables, figures, and graphs showing the results of the study. Measured and modeled receivers will be clearly shown and identified in the survey topographic maps on design plan sheets and aerial photographic maps.

Locations of noise barriers that are considered feasible will be shown on a topographical map. The minimum top-of-wall elevations at different locations, as well as the beginning and end station numbers to provide at least 5 dB noise reduction, will be shown for each

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barrier. The corresponding number of residential units that would achieve a 5 dB or greater noise reduction will be determined, calculated, and shown for each increment in wall height. The survey topographic maps and aerial photographs that present the location of the noise barriers will be clear, concise, and of professional quality. PTG will submit the draft and final NSR to Caltrans and SANBAG for review and approval.

Noise Abatement Decision Report: To determine if a sound wall is feasible and reasonable for implementation of noise abatement, an evaluation must be completed to identify the amount of noise abatement a sound wall provides, the cost to construct the wall, and other resources that may be affected as a result of sound wall construction. The NADR will identify which feasible sound walls will be reasonable to construct. The NADR will be prepared in accordance with Caltrans guidelines and will be submitted to SANBAG and Caltrans for review and approval.

Deliverables:

- Draft and Final NSR
- Draft and Final NADR

TASK 3.2 Draft Environmental Documents with Five-Step NEPA Process

Task 3.2.17 – Administrative Draft Environmental Document

The ED shall be prepared in accordance with the Caltrans SER, FHWA Technical Advisory T6640.8A, and 23 CFR 771. Concurrent with the technical analyses, PTG shall prepare an Administrative Draft ED (Environmental Impact Report/Environmental Impact Statement) incorporating the data and analysis results from the technical studies for all Build Alternatives. In addition, PTG will incorporate the data from all Build Alternatives to prepare an environmental checklist, technical analyses, a discussion of critical environmental issues identified, an analysis of the cumulative effects of the project, mitigation measures, and a list of potential permits required. At a minimum, the Administrative Draft EIR/EIS will include the following sections:

- Introduction
- Purpose and Need
- Project Description
- Project Alternatives
- Permits and Approvals Needed
- Discussion of Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures for permanent, construction, and cumulative impacts for each of the following resources:
    - Land Use
    - Parks and Recreational Facilities
    - Growth
    - Farmlands/Timberlands
    - Community Impacts (including community character and cohesion, relocations, real property acquisition, and environmental justice)
    - Utilities/Emergency Services

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  - Traffic and Transportation/Pedestrian and Bicycle Facilities
  - Visual/Aesthetics
  - Cultural Resources
  - Hydrology and Floodplain
  - Water Quality and Storm Water Runoff
  - Geology/Soils/Seismic/Topography
  - Paleontology
  - Hazardous Waste/Materials
  - Air Quality
  - Noise
  - Energy
  - Natural Communities
  - Wetlands and Other Waters
  - Plan Species
  - Animal Species
  - Threatened and Endangered Species
  - Invasive Species
- Relationship between Local Short-Term Uses of the Human Environmental and the Maintenance and Enhancement of Long-Term Productivity
- Irreversible and Irretrievable Commitments of Resources That Would be Involved in the Proposed Project
- California Environmental Quality Act (CEQA) Evaluation
- Comments and Coordination
- List of Preparers
- Distribution List
- Appendices that include the following topics:
  - CEQA checklist
  - Section 4(f) Evaluation or Resources Evaluated Relative to the Requirements of Section 4(f)
  - Title VI Policy Statement
  - Summary of Relocation Benefits
  - Minimization and/or Mitigation Summary (Environmental Commitments Record)
  - List of Technical Studies
- Exhibits necessary to support the evaluation of environmental resources.

PTG shall submit ten (10) copies of the Administrative Draft EIR/EIS.

The Administrative Draft EIR/EIS will be reviewed by SANBAG and Caltrans under one (1) review cycle. The submittal of the administrative draft is expected to be the screen check review of the document to verify the main sections of the environmental document are included in the submittal.

Deliverables:

- Ten (10) copies of the Administrative Draft EIR/EIS
- Caltrans Environmental Document Checklist

Task 3.2.18 – Draft Environmental Document
Following the screen check review by SANBAG and Caltrans, the Administrative Draft EIR/EIS shall be revised to incorporate SANBAG, Caltrans, and cooperating agencies screen check review comments. The Revised Draft EIR/EIS shall be submitted to SANBAG, Caltrans, cooperating agencies, and if necessary, FHWA, for review and approval to circulate. PTG shall submit the original and twenty (20) copies of the Draft EIR/EIS for the project.

This task will also include response to comments matrices for all of the agency reviews of the draft environmental document. *Also, this task includes any Quality Control/Quality Assurance activities necessary to comply with the five-step review process under NEPA Assignment authority.* Included under this task is one revision for each Caltrans review listed below:

1. District Quality Control Review
2. Division of Environmental Analysis and Legal Review
3. District/Region Final Revision and Review Process Summary
4. HQ Pre-Approval Review
5. District Approval of the Draft or Final Document or Record of Decision for Public Circulation/Notification

These reviews are documented in the MAP-21 regulations and in the Caltrans SER guidelines. During the environmental document process, PTG will work with Caltrans to parallel the reviews and to reduce the number of revisions required for the DED.

In addition, this task includes preparation of documentation for submittal of the Draft EIR/EIS to the California Transportation Commission. This includes the transmittal memorandum that describes the project description, funding source, schedule, the justification for the type of CEQA document, and the public review period.

Deliverables:

- Studies necessary to support the preparation of the Draft EIR/EIS
- For each review, ten (10) copies of the stand-alone technical report
- For each review, twenty (20) copies of the Draft EIR/EIS
- Caltrans Environmental Document Checklist
- External Quality Control Signature sheet
- Response to comments matrices to Agency (Caltrans/Cooperating Agency/FHWA/SANBAG) comments
- Thirty (30) copies of the approved Draft EIR/EIS for distribution to the public agency list.
- CTC documentation for the Draft EIR/EIS

TASK 3.3 Final Environmental Documents with Five-Step NEPA Process

The scope of work for this Task includes the following:

Task 3.3.2 – Prepare Responses to Comments and Administrative Final Environmental Document

PTG shall document and address comments (up to a total of 120 comments comprised of 60 substantial and 60 standard comments) received from agencies and the public regarding the proposed project during the circulation period and the public hearing and develop a log of the comments and responses to them. The responses shall be submitted to SANBAG and Caltrans for review. PTG expects that the responses to comments will be approved within 2 review cycles.

Included in this task is the evaluation of sound wall barrier surveys. The surveys will be accounted for and PTG will prepare a summary and provide a recommendation to Caltrans and SANBAG on the decision for each of the reasonable and feasible sound walls. If necessary, PTG will prepare a form letter that will be used to inform the affected residents on the noise abatement decision. Once approved by Caltrans, PTG will work with SANBAG's public outreach consultant to produce and distribute the letter.

Upon Caltrans' and SANBAG's approval of the responses to comments, then PTG will update technical studies, as appropriate, and prepare the Administrative final EIR/EIS. The administrative final EIR/EIS shall be expanded to address substantial agency comments, to justify the preferred alternative, and to develop appropriate mitigation measures. The Final ED will be prepared in accordance with the Caltrans SER, Caltrans Environmental Handbook, FHWA Technical Advisory T6640.8A, and CEQ regulations. The EIR/EIS shall be prepared using the latest Caltrans environmental template. The administrative Final EIR/EIS will be reviewed as a screen check by Caltrans and SANBAG to ensure that the main sections are included. In general, the following sections will be updated from the Draft EIR/EIS:

- Cover Sheet
- Summary
- Alternatives Analysis (Identify Preferred Alternative)
- Avoidance, minimization, and compensatory measures (with updated proposals)
- Comments and Coordination (summary of public circulation process)
- Wetlands/Floodplains finding
- Cultural Resources (Section 106 process)
- Endangered Species (Section 7 consultation)
- Section 4(f) Evaluation (results of Section 4(f) process)
- Air Quality Conformity Determination

This task allows for one (1) screen check review of the administrative Final EIR/EIS. For each review cycle, PTG shall submit ten (10) copies of the responses to comments matrix and Administrative Final EIR/EIS.

Deliverables:

- Administrative Final EIR/EIS (10 Copies)
- Sound Barrier Wall Survey Summary and Recommendation (10 copies)
- Response to Comments Matrix (10 Copies)

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Task 3.3.3 – Final Environmental Document
Following screen check review by SANBAG and Caltrans, PTG shall revise the Final EIR/EIS for review and approval.

This task will also include response to comments matrices for all of the agency reviews of the draft environmental document. *Also, this task includes any Quality Control/Quality Assurance activities necessary to comply with the five-step review process under NEPA Assignment authority.* Included under this task is one revision for each Caltrans review listed below:

1. District Quality Control Review
2. Division of Environmental Analysis and Legal Review
3. District/Region Final Revision and Review Process Summary
4. HQ Pre-Approval Review
5. District Approval of the Draft or Final Document or Record of Decision for Public Circulation/Notification

These reviews are documented in the MAP-21 regulations and in the Caltrans SER guidelines. During the environmental document process, PTG will work with Caltrans to parallel the reviews and to reduce the number of revisions required for the DED.

For each review, PTG shall submit ten (10) copies of the revised Final EIR/EIS along with the final response to comments matrix and, as necessary, technical studies.

Upon approval of the Final EIR/EIS by Caltrans, PTG will produce and distribute the Final EIR/EIS to federal, state, local and private organizations, and members of the public who provided substantive comments on the Draft EIR/EIS or who requested a copy of the final document. This scope assumes thirty (30) copies will be produced and distributed. In addition, PTG will prepare the Notice of Availability for the Record of Decision. The Notice of Availability will be reviewed and approved (assumed to be 2 review cycles) by Caltrans or FHWA for inclusion into the Federal Register.

In addition, this task will include any coordination necessary to resolve comments or substantial environmental issues associated with the preferred alternative and revising the Final EIR/EIS.

Deliverables:

- For each review cycle, Ten (10) copies of the Final EIR/EIS
- For each review cycle, as necessary, ten (10) copies of the Final Technical Studies
- Response to comments matrix for each agency (SANBAG/Caltrans/FHWA).
- Environmental Document Checklist
- External Quality Control Signature Sheet
- Thirty (30) copies of the approved Final EIR/EIS for distribution
- Notice of Availability

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Parsons

November 4, 2014

I. DIRECT SALARY COSTS

	Personnel Category	Rate	Hours	Total
1	Principal Project Manager	$97.12	2356	$228,802.94
2	Deputy Project Manager	$64.42	2420	$155,906.08
3	Design Engineering Manager	$84.75	2822	$239,164.50
4	Prinicpal Transportation Engineer	$102.40	248	$25,396.19
5	Principal Pavement Engineer	$120.00	240	$28,800.00
6	Project Engineer	$49.86	1672	$83,364.25
7	Principal Engineer	$61.88	2128	$131,670.00
8	Senior Project Engineer	$58.43	360	$21,035.88
9	Senior Project Engineer	$67.20	1980	$133,063.92
10	Engineer II	$40.11	520	$20,857.20
11	Senior Project Engineer	$60.05	2068	$124,183.40
12	Engineer II	$42.65	2048	$87,355.39
13	Engineer II	$41.68	1100	$45,850.20
14	Engineer I	$34.52	1320	$45,565.08
15	Associate Engineer	$30.11	2028	$61,059.02
16	Graphics Designer	$47.75	160	$7,640.32
17	Structures CAD/Technician	$55.38	0	$0.00
18	Supervising Bridge Engineer	$67.23	218	$14,655.05
19	Bridge Engineer	$31.21	0	$0.00
20	Senior Bridge Engineer	$47.04	68	$3,198.72
21	Traffic Lead	$73.18	780	$57,079.62
22	Senior Traffic Engineer	$70.54	40	$2,821.52
23	Senior Transportation Engineer	$46.02	1040	$47,859.76
24	Senior Transportation Engineer	$47.72	1040	$49,632.96
25	Senior Drainage Engineer	$73.93	0	$0.00
26	Senior Drainage Engineer	$85.52	0	$0.00
27	Drainage Engineer	$35.53	0	$0.00
28	Principal Planner	$43.26	0	$0.00
29	Env./Technical Specialist	$63.90	0	$0.00
30	Project Planner	$58.24	3888	$226,437.12
31	Project Planner	$61.36	2280	$139,905.36
32	Senior Planner	$37.98	1560	$59,248.80
33	Planner	$35.01	920	$32,209.20
34	Associate Planner	$31.25	1400	$43,750.00
35	Associate Planner	$29.45	1240	$36,514.28
36	Associate Planner	$26.44	120	$3,172.80
37	Principal Project Manager (Haz Materials)	$77.55	0	$0.00
38	Senior Scientist	$32.59	0	$0.00
39	Graphic Artist	$39.16	0	$0.00
40	Prinicpal Architect	$55.77	0	$0.00
41	Principal Noise Engineer	$102.40	960	$98,306.88
42	Noise Specialist	$48.08	1560	$75,000.12
43	Noise Specialist	$41.59	1560	$64,874.16
44	Senior Noise Control Technician	$30.60	1560	$47,740.68
45	Project Controls / Clerical / Admin	$52.24	216	$11,284.70
46	Technical Editor	$44.42	240	$10,660.56
		Subtotal Direct Labor Costs	44,160	$2,464,066.67 (a)

IIa. LABOR COSTS

SUBTOTAL DIRECT LABOR COSTS $ 2,464,066.67

Subtotal (a)

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ANTICIPATED SALARY INCREASES			$ 42,193.03			(b)
TOTAL DIRECT LABOR COSTS			(a) + (b)	= **Subtotal $**	**2,506,259.70**	(c)

IIb. FRINGE BENEFITS

FRINGE BENEFITS (d)	37.25 % x	$ 2,506,259.70 Subtotal (c)	= **Subtotal $**	**933,581.74**	(e)

IIc. INDIRECT COSTS

OVERHEAD (f)	92.63 % x	$ 2,506,259.70 Subtotal (c)	=	$	2,321,548.36	(g)
GEN & ADMIN (h)	0.00 % x	$ 2,506,259.70 Subtotal (c)	=	$	0.00	(i)
TOTAL INDIRECT COSTS		(g) + (i)	= **Subtotal $**		**2,321,548.36**	(j)

III. FIXED FEE

10.00 % x	$ 5,761,389.79 (c)+(e)+(j)	= **Subtotal $**	**576,138.98**	(k)

IV. OTHER DIRECT COSTS

Item	Amount
Printing and Paper	$24,826.80
Mileage	$4,000.00
Delivery and Mailing	$3,000.00
Presentation Boards	$4,500.00
Noise Study Materials, Meters, Counters, Visuals	$2,850.00

Subtotal $ **39,176.80** (l)

V. SUBCONTRACTOR COSTS

Subtotal $ **0.00** (o)

VI. TOTAL AMOUNT

Total $ 6,376,706
(c)+(e)+(j)+(k)+(l)+(o)

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EXHIBIT 10-H

ACTUAL COST-PLUS-FIXED FEE

(SAMPLE CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

Consultant Parsons
Contract No. SANBAG I-10 Corridor Project
Date October 21, 2014

1. Calculate average hourly rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal per Cost Proposal		Total Hours per Cost Proposal		Avg Hourly Rate	**5 Year Contract Duration**
$2,464,066.67	/	44,160	=	$55.80	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average hourly rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 2	$55.80	+	2.5%	=	$57.19	Year 2 Avg Hourly Rate
Year 3	$57.19	+	2.5%	=	$58.62	Year 3 Avg Hourly Rate
Year 4	$58.62	+	2.5%	=	$60.09	Year 4 Avg Hourly Rate
Year 5	$60.09	+	2.5%	=	$61.59	Year 5 Avg Hourly Rate
Year 6	$61.59	+	2.5%	=	$63.13	Year 6 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	48.00%	*	44,160	=	21,197	Estimated Hours Year 1
Year 2	36.00%	*	44,160	=	15,898	Estimated Hours Year 2
Year 3	16.00%	*	44,160	=	7,066	Estimated Hours Year 3
Year 4	0.00%	*	44,160	=	0	Estimated Hours Year 4
Year 5	0.00%	*	44,160	=	0	Estimated Hours Year 5
Year 6	0.00%	*	44,160	=	0	Estimated Hours Year 6
Total	100.00%		Total	=	44,161	

4. Calculate Total Costs including Escalation (multiply average hourly rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	$55.80	*	21,197	=	$1,182,763.16	Estimated Hours Year 1
Year 2	$57.19	*	15,898	=	$909,263.48	Estimated Hours Year 2
Year 3	$58.62	*	7,066	=	$414,233.06	Estimated Hours Year 3
Year 4	$60.09	*	0	=	$0.00	Estimated Hours Year 4
Year 5	$61.59	*	0	=	$0.00	Estimated Hours Year 5
Year 6	$63.13	*	0	=	$0.00	Estimated Hours Year 6
			Total Direct Labor Cost with Escalation	=	$2,506,259.70	
			Direct Labor Subtotal before escalation	=	$2,464,066.67	
			Estimated total of Direct Labor Salary Increase	=	**$42,193.03**	Transfer to Page 1

NOTES:

- This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. $250,000 x 2% x 5 yrs = $25,000 is not an acceptable methodology.)
- This assumes that one year will be worked at the rate on the cost proposal before salary increases are grante

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		1	2	3	4	5	6	7	8	9	10	11	12
		Dave Speirs	Surafael Teshale	Patti Tiberi	Joe El Harake	Sohilia Bemanian	Daniel Wagner	Vickie Kraman	Steven Lees	David Ovadia	Nick Polichetti	Raymond Ong	Anh Vu
PARSONS		Project Manager	Deputy Project Manager	Design Engineering Manager	Prinicpal Transportation Engineer	Principal Pavement Engineer	Project Engineer	Principal Engineer	Senior Project Engineer	Senior Project Engineer	Engineer II	Senior Project Engineer	Engineer II
TASK		$97.12	$64.42	$84.75	$102.40	$120.00	$49.86	$61.88	$58.43	$67.20	$40.11	$60.05	$42.65
Task 1 – PROJECT MANAGEMENT/COORDINATION/ADMINISTRATION													
1.1	Attend Kick-off & PDT Meetings	144	144	58			108						
1.2	Prepare/Review PDT Meeting Minutes	72	72				32						
1.3	Prepare/Review Monthly Progress Reports/Invoices	144											
1.4	Prepare Project Schedule & Update Monthly	72	144										
1.5	Maintain Complete Project Files/Communication/Coordination	216	216										
1.5	Agency Coordination, Workshops, and Public Outreach Support	736	736										
1.6B	Quality Control/Quality Assurance	216	216						120				
	TOTAL HOURS - TASK 1	**1600**	**1528**	**58**			**140**		**120**				
Task 2 – PRELIMINARY ENGINEERING													
2.4.1	Traffic Forecasts/Modeling/Operational Analysis/Accident Analysis	80	96	120						120			
2.4.2	Traffic Operational Analysis (Included in Task 2.4)												
2.22	Preliminary Traffic Design												
2.5	Utility Coordination & Relocation Concepts	24	96	160				80					240
2.10B	Geometric Plans for Project Alternatives	160	96	600	200		208	600		280	280	320	320
2.15A	Design Exception Fact Sheets (Common HOV & Express)	16	48	320			320	320		320		320	320
2.15B	Design Exception Fact Sheets (Preferrec Alternative)	16	48	360			360	720		720		720	720
2.15C	Design Exception Risk Assessment (HOV)	8	32	160			128			140		140	
2.15C	Design Exception Risk Assessment (EXPRESS)	8	32	160			148			160		160	
2.15D	13 Controlling Criteria Fact Sheets	16	32	80			168					168	168
2.15E	I/E Policy Exception Fact Sheet	16	32	100				160					120
2.16B	Geometric Approval Drawings (GAD) (Amendment 1)	20	28	240	48				240	240	240	240	160
	Preliminary Sign Plans for MAR						40						
	Modified Access Report - Screencheck (Express Only)			120				120					
	Modified Access Report - Draft			80				80					
	Modified Access Report - Final			80				48					
	Draft Life Cycle Cost Analysis	16	16	32		160	80						
	Final Life Cycle Cost Analysis (LCCA)	16	16	32		80	80						
	TOTAL HOURS - TASK 2	**396**	**572**	**2,644**	**248**	**240**	**1,532**	**2,128**	**240**	**1,980**	**520**	**2,068**	**2,048**
Task 3 – ENVIRONMENTAL DOCUMENT													
3.2.4	Biological Resources and Wetlands												
3.2.3B	Noise Report			120									
3.2.17	Screen Check Draft Environmental Document	120	80										
3.2.18	Draft Environmental Document	120	120										
3.3.3	Final Environmental Document (MND/FONSI)	120	120										
	TOTAL HOURS - TASK 3	**360**	**320**	**120**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
	TOTAL PROJECT HOURS	**2,356**	**2,420**	**2,822**	**248**	**240**	**1,672**	**2,128**	**360**	**1,980**	**520**	**2,068**	**2,048**

PARSONS		13	14	15	16	17	18	19	20	21	22	23	24
		Hui Liu	Jihye Shin	Amir Zahlan	Dave Pearman	Paula Johnson	Uthaya Sandira	Jason Fix	Satya Mullangi	Neal Denno	Dale Wilson	Raizalyn Lubong	June Duan
		Engineer II	Engineer I	Associate Engineer	Graphics Designer	Structures CAD/Technician	Supervising Bridge Engineer	Bridge Engineer	Senior Bridge Engineer	Traffic Lead	Senior Traffic Engineer	Senior Transportation Engineer	Senior Transportation Engineer
TASK		$41.68	$34.52	$30.11	$47.75	$55.38	$67.23	$31.21	$47.04	$73.18	$70.54	$46.02	$47.72
Task 1 – PROJECT MANAGEMENT/COORDINATION/ADMINISTRATION													
1.1	Attend Kick-off & PDT Meetings						58		68				
1.2	Prepare/Review PDT Meeting Minutes						16						
1.3	Prepare/Review Monthly Progress Reports/Invoices												
1.4	Prepare Project Schedule & Update Monthly												
1.5	Maintain Complete Project Files/Communication/Coordination						96						
1.5	Agency Coordination, Workshops, and Public Outreach Support						48						
1.6B	Quality Control/Quality Assurance												
	TOTAL HOURS - TASK 1						**218**		**68**				
Task 2 – PRELIMINARY ENGINEERING													
2.4.1	Traffic Forecasts/Modeling/Operational Analysis/Accident Analysis									660		960	960
2.4.2	Traffic Operational Analysis (Included in Task 2.4)												
2.22	Preliminary Traffic Design												
2.5	Utility Coordination & Relocation Concepts	240		160									
2.10B	Geometric Plans for Project Alternatives	320	120	120									
2.15A	Design Exception Fact Sheets (Common HOV & Express)		320	320									
2.15B	Design Exception Fact Sheets (Preferrec Alternative)		720	720									
2.15C	Design Exception Risk Assessment (HOV)	140		140									
2.15C	Design Exception Risk Assessment (EXPRESS)	160		160									
2.15D	13 Controlling Criteria Fact Sheets												
2.15E	I/E Policy Exception Fact Sheet	80											
2.16B	Geometric Approval Drawings (GAD) (Amendment 1)	160											
	Preliminary Sign Plans for MAR		80	80							40		
	Modified Access Report - Screencheck (Express Only)			120									
	Modified Access Report - Draft			80									
	Modified Access Report - Final			48									
	Draft Life Cycle Cost Analysis		80	80	80								
	Final Life Cycle Cost Analysis (LCCA)				80								
	TOTAL HOURS - TASK 2	**1,100**	**1,320**	**2,028**	**160**	**-**	**-**	**-**	**-**	**660**	**40**	**960**	**960**
Task 3 – ENVIRONMENTAL DOCUMENT													
3.2.4	Biological Resources and Wetlands												
3.2.3B	Noise Report												
3.2.17	Screen Check Draft Environmental Document												
3.2.18	Draft Environmental Document												
3.3.3	Final Environmental Document (MND/FONSI)									120		80	80
	TOTAL HOURS - TASK 3	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**120**	**-**	**80**	**80**
	TOTAL PROJECT HOURS	**1,100**	**1,320**	**2,028**	**160**	**-**	**218**	**-**	**68**	**780**	**40**	**1,040**	**1,040**

		25	26	27	28	29	30	31	32	33	34	35	36
		Portia Gonzalez	Rick Bottcher	Sonny Nguyen	Chris Hinds	Veronica Seyde	Ryan Todaro	Stephanie Blanco	James Santos	Leslie Provenzano	Sean Noonan	Julio Rodriguez	Emily Hoyt
PARSONS		Senior Drainage Engineer	Senior Drainage Engineer	Drainage Engineer	Principal Planner	Env./Technical Specialist	Project Planner	Project Planner	Senior Planner	Planner	Associate Planner	Associate Planner	Associate Planner
TASK		$73.93	$85.52	$35.53	$43.26	$63.90	$58.24	$61.36	$37.98	$35.01	$31.25	$29.45	$26.44
Task 1 – PROJECT MANAGEMENT/COORDINATION/ADMINISTRATION													
1.1	Attend Kick-off & PDT Meetings						144						
1.2	Prepare/Review PDT Meeting Minutes												
1.3	Prepare/Review Monthly Progress Reports/Invoices												
1.4	Prepare Project Schedule & Update Monthly						108						
1.5	Maintain Complete Project Files/Communication/Coordination						80						
1.5	Agency Coordination, Workshops, and Public Outreach Support						336						
1.6B	Quality Control/Quality Assurance						120						
	TOTAL HOURS - TASK 1						**788**						
Task 2 – PRELIMINARY ENGINEERING													
2.4.1	Traffic Forecasts/Modeling/Operational Analysis/Accident Analysis												
2.4.2	Traffic Operational Analysis (Included in Task 2.4)												
2.22	Preliminary Traffic Design												
2.5	Utility Coordination & Relocation Concepts												
2.10B	Geometric Plans for Project Alternatives												
2.15A	Design Exception Fact Sheets (Common HOV & Express)												
2.15B	Design Exception Fact Sheets (Preferrec Alternative)												
2.15C	Design Exception Risk Assessment (HOV)												
2.15C	Design Exception Risk Assessment (EXPRESS)												
2.15D	13 Controlling Criteria Fact Sheets												
2.15E	I/E Policy Exception Fact Sheet												
2.16B	Geometric Approval Drawings (GAD) (Amendment 1)												
	Preliminary Sign Plans for MAR												
	Modified Access Report - Screencheck (Express Only)												
	Modified Access Report - Draft												
	Modified Access Report - Final												
	Draft Life Cycle Cost Analysis												
	Final Life Cycle Cost Analysis (LCCA)												
	TOTAL HOURS - TASK 2	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Task 3 – ENVIRONMENTAL DOCUMENT													
3.2.4	Biological Resources and Wetlands						240	240			480	480	120
3.2.3B	Noise Report						120						
3.2.17	Screen Check Draft Environmental Document						760	760	520	360	360	360	
3.2.18	Draft Environmental Document						1020	760	520	320	320	240	
3.3.3	Final Environmental Document (MND/FONSI)						960	520	520	240	240	160	
	TOTAL HOURS - TASK 3	**-**	**-**	**-**	**-**	**-**	**3,100**	**2,280**	**1,560**	**920**	**1,400**	**1,240**	**120**
	TOTAL PROJECT HOURS	**-**	**-**	**-**	**-**	**-**	**3,888**	**2,280**	**1,560**	**920**	**1,400**	**1,240**	**120**

PARSONS		37	38	39	40	41	42	43	44	45	46	Total
		Elvira Gaddi	Alexa Miles	Jobe Schuck	Jeff Lormand	Areg Gharabegian	Martin Meyer	Greg Berg	Ruben Urenda	Kim Strassner	Elizabeth Koos	
		Principal Project Manager (Haz Materials)	Senior Scientist	Graphic Artist	Prinicpal Architect	Principal Noise Engineer	Noise Specialist	Noise Specialist	Senior Noise Control Technician	Project Controls / Clerical / Admin	Technical Editor	
TASK		$77.55	$32.59	$39.16	$55.77	$102.40	$48.08	$41.59	$30.60	$52.24	$44.42	
Task 1 – PROJECT MANAGEMENT/COORDINATION/ADMINISTRATION												
1.1	Attend Kick-off & PDT Meetings											**724**
1.2	Prepare/Review PDT Meeting Minutes											**192**
1.3	Prepare/Review Monthly Progress Reports/Invoices									72		**216**
1.4	Prepare Project Schedule & Update Monthly											**324**
1.5	Maintain Complete Project Files/Communication/Coordination									144		**752**
1.5	Agency Coordination, Workshops, and Public Outreach Support											**1,856**
1.6B	Quality Control/Quality Assurance											**672**
	TOTAL HOURS - TASK 1									**216**		**4,736**
Task 2 – PRELIMINARY ENGINEERING												
2.4.1	Traffic Forecasts/Modeling/Operational Analysis/Accident Analysis											**2,996**
2.4.2	Traffic Operational Analysis (Included in Task 2.4)											**-**
2.22	Preliminary Traffic Design											**-**
2.5	Utility Coordination & Relocation Concepts											**1,000**
2.10B	Geometric Plans for Project Alternatives											**3,624**
2.15A	Design Exception Fact Sheets (Common HOV & Express)											**2,624**
2.15B	Design Exception Fact Sheets (Preferrec Alternative)											**5,104**
2.15C	Design Exception Risk Assessment (HOV)											**888**
2.15C	Design Exception Risk Assessment (EXPRESS)											**988**
2.15D	13 Controlling Criteria Fact Sheets											**632**
2.15E	I/E Policy Exception Fact Sheet											**508**
2.16B	Geometric Approval Drawings (GAD) (Amendment 1)											**1,616**
	Preliminary Sign Plans for MAR											**240**
	Modified Access Report - Screencheck (Express Only)											**360**
	Modified Access Report - Draft											**240**
	Modified Access Report - Final											**176**
	Draft Life Cycle Cost Analysis											**544**
	Final Life Cycle Cost Analysis (LCCA)											**304**
	TOTAL HOURS - TASK 2	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**21,844**
Task 3 – ENVIRONMENTAL DOCUMENT												
3.2.4	Biological Resources and Wetlands											**1,560**
3.2.3B	Noise Report					960	1560	1560	1560			**5,880**
3.2.17	Screen Check Draft Environmental Document										80	**3,400**
3.2.18	Draft Environmental Document										80	**3,500**
3.3.3	Final Environmental Document (MND/FONSI)										80	**3,240**
	TOTAL HOURS - TASK 3	**-**	**-**	**-**	**-**	**960**	**1,560**	**1,560**	**1,560**	**-**	**240**	**17,580**
	TOTAL PROJECT HOURS	**-**	**-**	**-**	**-**	**960**	**1,560**	**1,560**	**1,560**	**216**	**240**	**44,160**

		PARSONS	1	2	3	4	5	6	7	8	9	10	11	12
			Dave Speirs	Surafael Teshale	Patti Tiberi	Joe El Harake	Sohilia Bemanian	Daniel Wagner	Vickie Kraman	Steven Lees	David Ovadia	Nick Polichetti	Raymond Ong	Anh Vu
			Project Manager	Deputy Project Manager	Design Engineering Manager	Prinicpal Transportation Engineer	Principal Pavement Engineer	Project Engineer	Principal Engineer	Senior Project Engineer	Senior Project Engineer	Engineer II	Senior Project Engineer	Engineer II
		TASK	$245.57	$162.91	$214.31	$258.95	$303.44	$126.08	$156.46	$147.76	$169.94	$101.43	$151.85	$107.86
Task 1 – PROJECT MANAGEMENT/COORDINATION/ADMINISTRATION														
	1.1	Attend Kick-off & PDT Meetings	$35,362.48	$23,458.71	$12,429.73			$13,616.37						
	1.2	Prepare/Review PDT Meeting Minutes	$17,681.24	$11,729.35				$4,034.48						
	1.3	Prepare/Review Monthly Progress Reports/Invoices	$35,362.48											
	1.4	Prepare Project Schedule & Update Monthly	$17,681.24	$23,458.71										
	1.5	Maintain Complete Project Files/Communication/Coordination	$53,043.72	$35,188.06										
	1.5	Agency Coordination, Workshops, and Public Outreach Support	$180,741.55	$119,900.05										
	1.6B	Quality Control/Quality Assurance	$53,043.72	$35,188.06						$17,731.00				
		TOTAL - TASK 1	**$ 392,916**	**$ 248,923**	**$ 12,430**	**$ -**	**$ -**	**$ 17,651**	**$ -**	**$ 17,731**	**$ -**	**$ -**	**$ -**	**$ -**
Task 2 – PRELIMINARY ENGINEERING														
	2.4.1	Traffic Forecasts/Modeling/Operational Analysis/Accident Analysis	$19,645.82	$15,639.14	$25,716.68						$20,392.49			
	2.4.2	Traffic Operational Analysis (Included in Task 2.4)												
	2.22	Preliminary Traffic Design												
	2.5	Utility Coordination & Relocation Concepts	$5,893.75	$15,639.14	$34,288.90				$12,516.97					$25,886.00
	2.10B	Geometric Plans for Project Alternatives	$39,291.64	$15,639.14	$128,583.38	$51,789.39		$26,224.11	$93,877.25		$47,582.48	$28,399.10	$48,591.11	$34,514.66
	2.15A	Design Exception Fact Sheets (Common HOV & Express)	$3,929.16	$7,819.57	$68,577.80			$40,344.79	$50,067.86		$54,379.97		$48,591.11	$34,514.66
	2.15B	Design Exception Fact Sheets (Preferrec Alternative)	$3,929.16	$7,819.57	$77,150.03			$45,387.88	$112,652.69		$122,354.94		$109,330.01	$77,657.99
	2.15C	Design Exception Risk Assessment (HOV)	$1,964.58	$5,213.05	$34,288.90			$16,137.91			$23,791.24		$21,258.61	
	2.15C	Design Exception Risk Assessment (EXPRESS)	$1,964.58	$5,213.05	$34,288.90			$18,659.46			$27,189.99		$24,295.56	
	2.15D	13 Controlling Criteria Fact Sheets	$3,929.16	$5,213.05	$17,144.45			$21,181.01					$25,510.34	$18,120.20
	2.15E	I/E Policy Exception Fact Sheet	$3,929.16	$5,213.05	$21,430.56				$25,033.93					$12,943.00
	2.16B	Geometric Approval Drawings (GAD) (Amendment 1)	$4,911.46	$4,561.42	$51,433.35	$12,429.45				$35,462.01	$40,784.98	$24,342.09	$36,443.34	$17,257.33
		Preliminary Sign Plans for MAR						$5,043.10						
		Modified Access Report - Screencheck (Express Only)			$25,716.68				$18,775.45					
		Modified Access Report - Draft			$17,144.45				$12,516.97					
		Modified Access Report - Final			$17,144.45				$7,510.18					
		Draft Life Cycle Cost Analysis	$3,929.16	$2,606.52	$6,857.78		$48,550.66	$10,086.20						
		Final Life Cycle Cost Analysis (LCCA)	$3,929.16	$2,606.52	$6,857.78		$24,275.33	$10,086.20						
		TOTAL - TASK 2	**$ 97,247**	**$ 93,183**	**$ 566,624**	**$ 64,219**	**$ 72,826**	**$ 193,151**	**$ 332,951**	**$ 35,462**	**$ 336,476**	**$ 52,741**	**$ 314,020**	**$ 220,894**
Task 3 – ENVIRONMENTAL DOCUMENT														
	3.2.4	Biological Resources and Wetlands												
	3.2.3B	Noise Report			$25,716.68									
	3.2.17	Screen Check Draft Environmental Document	$29,468.73	$13,032.61										
	3.2.18	Draft Environmental Document	$29,468.73	$19,548.92										
	3.3.3	Final Environmental Document (MND/FONSI)	$29,468.73	$19,548.92										
		TOTAL - TASK 3	**$ 88,406**	**$ 52,130**	**$ 25,717**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
		TOTAL LABOR COSTS W/O ESCALATION	**$ 578,569**	**$ 394,237**	**$ 604,770**	**$ 64,219**	**$ 72,826**	**$ 210,802**	**$ 332,951**	**$ 53,193**	**$ 336,476**	**$ 52,741**	**$ 314,020**	**$ 220,894**
		TOTAL ANTICIPATED ESCALATION FROM SALARY INCREASES												
		TOTAL LABOR COSTS WITH ANTICIPATED ESCALATION												

		PARSONS	13	14	15	16	17	18	19	20	21	22	23	24
			Hui Liu	Jihye Shin	Amir Zahlan	Dave Pearman	Paula Johnson	Uthaya Sandira	Jason Fix	Satya Mullangi	Neal Denno	Dale Wilson	Raizalyn Lubong	June Duan
			Engineer II	Engineer I	Associate Engineer	Graphics Designer	Structures CAD/Technician	Supervising Bridge Engineer	Bridge Engineer	Senior Bridge Engineer	Traffic Lead	Senior Traffic Engineer	Senior Transportation Engineer	Senior Transportation Engineer
		TASK	$105.40	$87.29	$76.13	$120.75	$140.05	$169.99	$78.92	$118.95	$185.05	$178.37	$116.37	$120.68
Task 1 – PROJECT MANAGEMENT/COORDINATION/ADMINISTRATION														
	1.1	Attend Kick-off & PDT Meetings						$9,859.45		$8,088.54				
	1.2	Prepare/Review PDT Meeting Minutes						$2,719.85						
	1.3	Prepare/Review Monthly Progress Reports/Invoices												
	1.4	Prepare Project Schedule & Update Monthly												
	1.5	Maintain Complete Project Files/Communication/Coordination						$16,319.09						
	1.5	Agency Coordination, Workshops, and Public Outreach Support						$8,159.54						
	1.6B	Quality Control/Quality Assurance												
		TOTAL - TASK 1	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 37,058**	**$ -**	**$ 8,089**	**$ -**	**$ -**	**$ -**	**$ -**
Task 2 – PRELIMINARY ENGINEERING														
	2.4.1	Traffic Forecasts/Modeling/Operational Analysis/Accident Analysis									$122,130.54		$111,712.63	$115,851.58
	2.4.2	Traffic Operational Analysis (Included in Task 2.4)												
	2.22	Preliminary Traffic Design												
	2.5	Utility Coordination & Relocation Concepts	$25,296.11		$12,181.36									
	2.10B	Geometric Plans for Project Alternatives	$33,728.14	$10,474.50	$9,136.02									
	2.15A	Design Exception Fact Sheets (Common HOV & Express)		$27,932.00	$24,362.72									
	2.15B	Design Exception Fact Sheets (Preferrec Alternative)		$62,847.00	$54,816.12									
	2.15C	Design Exception Risk Assessment (HOV)	$14,756.06		$10,658.69									
	2.15C	Design Exception Risk Assessment (EXPRESS)	$16,864.07		$12,181.36									
	2.15D	13 Controlling Criteria Fact Sheets												
	2.15E	I/E Policy Exception Fact Sheet	$8,432.04											
	2.16B	Geometric Approval Drawings (GAD) (Amendment 1)	$16,864.07											
		Preliminary Sign Plans for MAR		$6,983.00	$6,090.68							$7,134.72		
		Modified Access Report - Screencheck (Express Only)			$9,136.02									
		Modified Access Report - Draft			$6,090.68									
		Modified Access Report - Final			$3,654.41									
		Draft Life Cycle Cost Analysis		$6,983.00	$6,090.68	$9,659.96								
		Final Life Cycle Cost Analysis (LCCA)				$9,659.96								
		TOTAL - TASK 2	**$ 115,940**	**$ 115,220**	**$ 154,399**	**$ 19,320**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 122,131**	**$ 7,135**	**$ 111,713**	**$ 115,852**
Task 3 – ENVIRONMENTAL DOCUMENT														
	3.2.4	Biological Resources and Wetlands												
	3.2.3B	Noise Report												
	3.2.17	Screen Check Draft Environmental Document												
	3.2.18	Draft Environmental Document												
	3.3.3	Final Environmental Document (MND/FONSI)									$22,205.55		$9,309.39	$9,654.30
		TOTAL - TASK 3	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 22,206**	**$ -**	**$ 9,309**	**$ 9,654**
		TOTAL LABOR COSTS W/O ESCALATION	**$ 115,940**	**$ 115,220**	**$ 154,399**	**$ 19,320**	**$ -**	**$ 37,058**	**$ -**	**$ 8,089**	**$ 144,336**	**$ 7,135**	**$ 121,022**	**$ 125,506**
		TOTAL ANTICIPATED ESCALATION FROM SALARY INCREASES												
		TOTAL LABOR COSTS WITH ANTICIPATED ESCALATION												

		PARSONS	25	26	27	28	29	30	31	32	33	34	35	36
			Portia Gonzalez	Rick Bottcher	Sonny Nguyen	Chris Hinds	Veronica Seyde	Ryan Todaro	Stephanie Blanco	James Santos	Leslie Provenzano	Sean Noonan	Julio Rodriguez	Emily Hoyt
			Senior Drainage Engineer	Senior Drainage Engineer	Drainage Engineer	Principal Planner	Env./Technical Specialist	Project Planner	Project Planner	Senior Planner	Planner	Associate Planner	Associate Planner	Associate Planner
		TASK	$186.95	$216.25	$89.85	$109.39	$161.59	$147.27	$155.16	$96.04	$88.53	$79.02	$74.46	$66.86
Task 1 – PROJECT MANAGEMENT/COORDINATION/ADMINISTRATION														
	1.1	Attend Kick-off & PDT Meetings						$21,206.93						
	1.2	Prepare/Review PDT Meeting Minutes												
	1.3	Prepare/Review Monthly Progress Reports/Invoices												
	1.4	Prepare Project Schedule & Update Monthly						$15,905.19						
	1.5	Maintain Complete Project Files/Communication/Coordination						$11,781.63						
	1.5	Agency Coordination, Workshops, and Public Outreach Support						$49,482.83						
	1.6B	Quality Control/Quality Assurance						$17,672.44						
		TOTAL - TASK 1	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 116,049**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Task 2 – PRELIMINARY ENGINEERING														
	2.4.1	Traffic Forecasts/Modeling/Operational Analysis/Accident Analysis												
	2.4.2	Traffic Operational Analysis (Included in Task 2.4)												
	2.22	Preliminary Traffic Design												
	2.5	Utility Coordination & Relocation Concepts												
	2.10B	Geometric Plans for Project Alternatives												
	2.15A	Design Exception Fact Sheets (Common HOV & Express)												
	2.15B	Design Exception Fact Sheets (Preferrec Alternative)												
	2.15C	Design Exception Risk Assessment (HOV)												
	2.15C	Design Exception Risk Assessment (EXPRESS)												
	2.15D	13 Controlling Criteria Fact Sheets												
	2.15E	I/E Policy Exception Fact Sheet												
	2.16B	Geometric Approval Drawings (GAD) (Amendment 1)												
		Preliminary Sign Plans for MAR												
		Modified Access Report - Screencheck (Express Only)												
		Modified Access Report - Draft												
		Modified Access Report - Final												
		Draft Life Cycle Cost Analysis												
		Final Life Cycle Cost Analysis (LCCA)												
		TOTAL - TASK 2	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Task 3 – ENVIRONMENTAL DOCUMENT														
	3.2.4	Biological Resources and Wetlands						$35,344.88	$37,239.57			$37,930.20	$35,741.78	$8,023.00
	3.2.3B	Noise Report						$17,672.44						
	3.2.17	Screen Check Draft Environmental Document						$111,925.45	$117,925.30	$49,940.42	$31,870.47	$28,447.65	$26,806.33	
	3.2.18	Draft Environmental Document						$150,215.73	$117,925.30	$49,940.42	$28,329.31	$25,286.80	$17,870.89	
	3.3.3	Final Environmental Document (MND/FONSI)						$141,379.51	$80,685.73	$49,940.42	$21,246.98	$18,965.10	$11,913.93	
		TOTAL - TASK 3	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 456,538**	**$ 353,776**	**$ 149,821**	**$ 81,447**	**$ 110,630**	**$ 92,333**	**$ 8,023**
		TOTAL LABOR COSTS W/O ESCALATION	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 572,587**	**$ 353,776**	**$ 149,821**	**$ 81,447**	**$ 110,630**	**$ 92,333**	**$ 8,023**
		TOTAL ANTICIPATED ESCALATION FROM SALARY INCREASES												
		TOTAL LABOR COSTS WITH ANTICIPATED ESCALATION												

		PARSONS											
			37	38	39	40	41	42	43	44	45	46	**Total**
			Elvira Gaddi	Alexa Miles	Jobe Schuck	Jeff Lormand	Areg Gharabegian	Martin Meyer	Greg Berg	Ruben Urenda	Kim Strassner	Elizabeth Koos	
			Principal Project Manager (Haz Materials)	Senior Scientist	Graphic Artist	Prinicpal Architect	Principal Noise Engineer	Noise Specialist	Noise Specialist	Senior Noise Control Technician	Project Controls / Clerical / Admin	Technical Editor	
		TASK	$196.09	$82.41	$99.02	$141.01	$258.94	$121.57	$105.16	$77.39	$132.11	$112.32	
Task 1 – PROJECT MANAGEMENT/COORDINATION/ADMINISTRATION													
	1.1	Attend Kick-off & PDT Meetings											**$124,022.19**
	1.2	Prepare/Review PDT Meeting Minutes											**$36,164.92**
	1.3	Prepare/Review Monthly Progress Reports/Invoices									$9,511.80		**$44,874.28**
	1.4	Prepare Project Schedule & Update Monthly											**$57,045.14**
	1.5	Maintain Complete Project Files/Communication/Coordination									$19,023.60		**$135,356.09**
	1.5	Agency Coordination, Workshops, and Public Outreach Support											**$358,283.98**
	1.6B	Quality Control/Quality Assurance											**$123,635.22**
		TOTAL - TASK 1	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 28,535**	**$ -**	**$ 879,381.81**
Task 2 – PRELIMINARY ENGINEERING													
	2.4.1	Traffic Forecasts/Modeling/Operational Analysis/Accident Analysis											**$431,088.87**
	2.4.2	Traffic Operational Analysis (Included in Task 2.4)											
	2.22	Preliminary Traffic Design											
	2.5	Utility Coordination & Relocation Concepts											**$131,702.21**
	2.10B	Geometric Plans for Project Alternatives											**$567,830.91**
	2.15A	Design Exception Fact Sheets (Common HOV & Express)											**$360,519.65**
	2.15B	Design Exception Fact Sheets (Preferrec Alternative)											**$673,945.39**
	2.15C	Design Exception Risk Assessment (HOV)											**$128,069.04**
	2.15C	Design Exception Risk Assessment (EXPRESS)											**$140,656.97**
	2.15D	13 Controlling Criteria Fact Sheets											**$91,098.21**
	2.15E	I/E Policy Exception Fact Sheet											**$76,981.74**
	2.16B	Geometric Approval Drawings (GAD) (Amendment 1)											**$244,489.48**
		Preliminary Sign Plans for MAR											**$25,251.50**
		Modified Access Report - Screencheck (Express Only)											**$53,628.14**
		Modified Access Report - Draft											**$35,752.10**
		Modified Access Report - Final											**$28,309.04**
		Draft Life Cycle Cost Analysis											**$94,763.96**
		Final Life Cycle Cost Analysis (LCCA)											**$57,414.95**
		TOTAL - TASK 2	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 3,141,502.17**
Task 3 – ENVIRONMENTAL DOCUMENT													
	3.2.4	Biological Resources and Wetlands											**$154,279.42**
	3.2.3B	Noise Report					$248,586.64	$189,651.30	$164,045.99	$120,720.90			**$766,393.95**
	3.2.17	Screen Check Draft Environmental Document										$8,985.71	**$418,402.68**
	3.2.18	Draft Environmental Document										$8,985.71	**$447,571.81**
	3.3.3	Final Environmental Document (MND/FONSI)										$8,985.71	**$423,304.27**
		TOTAL - TASK 3	**$ -**	**$ -**	**$ -**	**$ -**	**$ 248,587**	**$ 189,651**	**$ 164,046**	**$ 120,721**	**$ -**	**$ 26,957**	**$ 2,209,952.12**
		TOTAL LABOR COSTS W/O ESCALATION	**$ -**	**$ -**	**$ -**	**$ -**	**$ 248,587**	**$ 189,651**	**$ 164,046**	**$ 120,721**	**$ 28,535**	**$ 26,957**	**$ 6,230,836.11**
		TOTAL ANTICIPATED ESCALATION FROM SALARY INCREASES											**$ 106,692.66**
		TOTAL LABOR COSTS WITH ANTICIPATED ESCALATION											**$ 6,337,528.77**

Attachment C

The I-10 and I-15 Corridor Projects will result in capacity improvements for 66 miles of freeway in San Bernardino County, with an estimated cost of approximately $2.5 billion through completion in 2030. As discussed at the October 2014 Board Meeting, the project development costs leading to construction of the initial I-10 and I-15 Express Lanes Projects in 2019 is in excess of $100 million.

The table below includes completed contracts from 2008 through 2011 related to determining initial toll feasibility, current open contracts including remaining balance, the proposed contractual amendment under consideration at this December 2014 Metro Valley Study Session, and remaining anticipated project development costs prior to start of construction in 2019. As indicated at the October 2014 Board Meeting, SANBAG staff will provide an update to this Project Development Cost Summary with each Express Lanes contractual item presented to the Board. This update contains the proposed Amendment to the I-10 PA/ED contract, and also updates amounts expended under current open contracts as of 10/31/14.

Attachment: 20141211 MVSS - Cost Summary - DraftRev1 (1476 : I-10 Corridor Project Development Amendment No. 2)

Attachment C

Table I: I-10/I-15 Corridor Project Development Cost Summary

Completed Contracts (2008-2011)	Expended	Remaining	Total
Parsons Brinckerhoff (PB)/Stantec	$1,500,000	$0	$1,500,000
KPMG	$375,000	$0	$375,000
Nossaman	$150,000	$0	$150,000
Subtotal	$2,025,000	$0	$2,025,000

Current Contracts			
I/10 PA/ED for HOV and Express Lanes (PTG)	$17,900,000	$3,800,000	$21,700,000
I-15 PSR for Express Lanes (PB)	$850,000	$100,000	$950,000
I-10/I-15 Traffic and Revenue (CDM Smith)	$1,700,000	$100,000	$1,800,000
I-10/I-15 Financial Study (PFM)	$500,000	$25,000	$525,000
I-10/I-15 Public Outreach (Westbound)	$0	$825,000	$825,000
I-15 PA/ED for Express Lanes (PB)	$0	$12,800,000	$12,800,000
Subtotal	$20,950,000	$17,650,000	$38,600,000
Total Committed	**$22,975,000**	**$17,650,000**	**$40,625,000**

Proposed Contracts (Prior to April 2016 Preferred Alternative (PA) Selection for I-10)			
		Estimated	Total
Complete I-10 PA/ED	**Award 1/7/15**	$6,380,000	$6,380,000
System Analysis - Financial		$300,000	$300,000
System Analysis - Traffic and Revenue		$150,000	$150,000
Subtotal		$6,830,000	$6,830,000
Total Proposed (Prior to April 2016 PA for I-10)	**$22,975,000**	**$24,480,000**	**$47,455,000**

Future Contracts (2016 - 2018) Prior to Construction in 2019			
I-10 (Full Corridor) and I-15 (SR-60 to SR-210)		Estimated	Total
Investment Grade Traffic and Revenue		$2,500,000	$2,500,000
Financial Analysis and Support		$2,000,000	$2,000,000
Special Legal Counsel		$6,000,000	$6,000,000
PCM I-10 Corridor Project (including R/W Support)		$30,000,000	$30,000,000
PCM I-15 Corridor Project (Project One only)		$10,000,000	$10,000,000
I-10 PA/ED Support for D/B Procurement		$600,000	$600,000
D/B Stipend		$2,250,000	$2,250,000
Total Future		**$53,350,000**	**$53,350,000**

Total Development Costs Prior to Construction (2019)	**$22,975,000**	**$77,830,000**	**$100,805,000**

Attachment: 20141211 MVSS - Cost Summary - DraftRev1 (1476 : I-10 Corridor Project Development Amendment No. 2)

San Bernardino Associated Governments

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

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

Minute Action

AGENDA ITEM: 6

Date: December 11, 2014

Subject:
Construction Cooperative Agreement Amendment for Interstate 215 Segments 1 and 2

Recommendation:
That a quorum of the Board of Directors, acting as the San Bernardino County Transportation Authority:

A. Find it is in the best interests of the San Bernardino County Transportation Authority to take final action on this item at this Metro Valley Study Session;

B. Take final binding action at this Metro Valley Study Session approving Amendment 1 to Construction Cooperative Agreement C09129 between the State of California, acting through its Department of Transportation (Caltrans), and the San Bernardino County Transportation Authority (SANBAG), in the form attached, which would increase the funding by $3.0 million for a total of $213,173,787 for the construction phase of the Interstate 215 (I-215) Segments 1 and 2 project to address anticipated funding needs for resolution of final claims; and

C. Authorize the Executive Director to execute the final agreement after approval as to form by General Counsel.

Background:
Special Notice:
Board Policy 10007 permits the Board to take final binding actions regarding Measure I Major Projects in the Metro Valley at Metro Valley Study Sessions under the following circumstances:

"The Executive Director, after consultation with the Board President: (a) places an item on the Study Session agenda that clearly states the item is for final action by the Board; (b) provides special notice to the Board regarding the item in question when the agenda is sent to the Board; and (c) all of the following criteria are satisfied: (1) a quorum of the Board is in attendance at the Study Session; (2) at least a quorum of the Board finds it is in the best interests of SANBAG to take final action on the item at the Study Session; and (3) the item is placed on the subsequent regular meeting agenda of the Board as an "information only" item."

The Executive Director consulted with the Board President before placing this item on the Agenda. Special notice has been provided to the Board regarding the final action sought. The Board may find that final binding action by the Board at this Metro Valley Study Session is necessary for the following reasons:

Entity: CTA

The prompt approval of this item will result saving time in obtaining approval of the federal fund obligation, reduced staff time, and reducing the risk of interest charges due to delay in payment to the contractor.

Background:
The I-215 Segments 1 and 2 construction project (Contract C09196) is complete and relief of maintenance has been obtained. As part of the close-out process, final resolution of all pending claims is required to work out a final pay estimate to the contractor. Once resolution is obtained and a final pay estimate is developed, SANBAG is required to submit final payment within 61 days. Any delay of payment beyond 61 days will require SANBAG to pay interest at 6% per year. Staff has developed an estimate of what this final pay estimate would be. The Board approved at its November 5, 2014 meeting contract limit adjustments and authorized an additional $1.3 million in federal funds beyond the existing project funding to allow payment of up to $3.6 million in construction costs under the Skanska -Rados General Construction contract C09196. The balance of $2.3 million was from construction management savings. In the agenda item, it was noted that the final amount would not be known until the negotiations are complete. To allow for a cushion in the event that the final settlement exceeds the $3.6 million, staff is recommending that the amount of federal funds obligated to this project be increased by another $1.7 million of CMAQ and STP funds. It takes a minimum of two to three months to obligate federal funds, in addition to the time to amend the cooperative agreement with Caltrans. So the benefit of obligating the funds now is saving time, reduced staff time, and reducing the risk of interest charges due to delay in payment. To obligate the additional federal funds, Cooperative Agreement C09129 with Caltrans needs to be amended to reflect the new amount. If the funds are needed for payment to the contractor, the Board will need to consider approving an increase in the contingency above what was approved at the November Board meeting before the funds can be expended. If the funds are not needed, the funds will be unobligated and be available for another project.

In addition, staff is recommending authority be granted to the Executive Director to sign Amendment 1 to Cooperative Agreement C09129 upon approval as to form by General Counsel. This will allow expedited execution of the amendment allowing the funding request package to be submitted to Caltrans immediately afterwards.

Financial Impact:
This item is consistent with Fiscal Year 2014/2015 Budget under task 838 for I-215 Construction.

Reviewed By:
This item is not scheduled for review by any other policy committee or technical advisory committee. General Counsel and Procurement Manager will review the final agreement and approve as to form prior to Executive Director signature.

Responsible Staff:
Dennis Saylor, Project Manager

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Approved
Board of Directors Metro Valley Study Session
Date: December 11th, 2014

Witnessed: _____

Governments SANBAG Working Together

CONTRACT SUMMARY SHEET

Contract No. C 09129 Amendment No. 2

By and Between

San Bernardino County Transportation Authority and California Department of Transportation

Contract Description Cooperative Agreement for I-215 Segments 1 and 2 Construction

Board of Director's Meeting Date: 12/11/14

Overview of BOD Action: This is an amendment to the existing construction cooperative agreement which will increase the overall funding for the project phase to match current cost estimates, consistent with contract funding adjustments for the Skanska and Jacobs contracts approved at the 11/5/14 Board meeting and adds in $3 million in contingency for resolution of final claims.

Is this a Sole-Source procurement? ☒ **Yes** ☐ **No**

CONTRACT OVERVIEW

Original Contract Amount	$	0	**Original Contingency Amount**	$	0
Revised Contract Amount *Inclusive of prior amendments*	$	0	**Revised Contingency Amount** *Inclusive of prior amendments*	$	0
Current Amendment Amount	$	0	**Contingency Amendment**	$	0
TOTAL CONTRACT VALUE	$	0	**TOTAL CONTINGENCY VALUE**	$	0
TOTAL BUDGET AUTHORITY ***(contract value + contingency)***				$	0

Contract Start Date	**Current Contract Expiration Date**	**Revised Contract Expiration Date**
4/1/09	12/31/14	12/31/16

Has the contract term been amended? ☐ No ☒ Yes - please explain.
Agreement now terminates with Cooperative Agreement Closure Statement

FINANCIAL INFORMATION

☒ Budget authority for this contract currently exists in Task No. 0838.
☐ A Budget Amendment is required.
How are we funding current FY? PNRS, STP, RIP, and Measure I

☒ Federal Funds ☒ State Funds ☐ Local Funds ☐ TDA Funds ☒ Measure I Funds

*Provide Brief Overview of the **Overall** Funding for the duration of the Contract:*
Federal ARRA, CMAQ, STP; State RIP, TCRP, and Measure I
☐ Payable ☐ Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:
☐ Retention? If yes, indicate % _____.
☐ Disadvantaged Business Enterprise (DBE) Goal _____ %

Dennis Saylor

Project Manager (Print Name)	Signature	Date
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

Attachment: C0912902 css (1512 : Interstate 215 Construction Cooperative Agreement Amendment)

08-SBd-215-PM 6.5/8.9
Construct one HOV and
One Mixed Flow Lane
In each direction
From 0.2km S/O Redlands Loop OH
To 0.7 km N/O 16th Street OC
In the City of San Bernardino
EA 0071V1
Project Number 0800000009
District Agreement No. 8-1427 A/2
Authority Contract No. C0912902

AMENDMENT NO. 2 TO AGREEMENT

THIS AMENDMENT NO. 2 TO AGREEMENT (Amendment), ENTERED INTO EFFECTIVE ON _____, 20___, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, a public corporation of the State of California, referred to herein as "AUTHORITY."

RECITALS

1. The parties hereto entered into Agreement No. 8-1427 on April 7, 2009, said Agreement defining the terms and conditions of a project to construct one High Occupancy Vehicle Lane and one Mixed Flow Lane in each direction and Operational Improvements on Interstate 215 from 0.2km south of Redlands Loop overhead to 0.7km north of 16th Street Overcrossing, referred to herein as "PROJECT."

2. The parties hereto also entered into Amendment No. 1 to AGREEMENT on September 3, 2013, to reduce the construction funding responsibilities for the PROJECT and to replace the termination date with the Cooperative Agreement Closure Statement.

3. The purpose of this Amendment No. 2 is to add Federal Surface Transportation Program (STP) capital funds in the amount of $2,000,000; increase Congestion Mitigation and Air Quality (CMAQ) capital funds to $30,006,000; increase the Federal Projects of National and Regional Significance (PNRS) LY40 capital funds to $18,586,065; decrease the State Regional Surface Transportation

Attachment: C0912902 [Revision 1] (1512 : Interstate 215 Construction Cooperative Agreement Amendment)

Program (RIP) capital funds to $6,299,541 and increase the RIP support funds to $14,426,459.

IT IS THEREFORE MUTUALLY AGREED:

4. Under Section I, AUTHORITY AGREES, of Agreement No. 8-1427, Articles 2 and 3 are hereby replaced in their entirety to read as follows:

   "2. To be responsible for one hundred (100%) percent of all PROJECT Construction Capital costs. The total Construction Capital cost for PROJECT is estimated to be $180,569,539 as shown on Exhibit A/2 attached hereto and made a part of this Agreement."

   "3. To be responsible for one hundred (100%) percent of all PROJECT Construction Support costs. The total Construction Support cost for PROJECT is estimated to be $32,604,248 as shown on Exhibit A/2 attached hereto and made a part of this Agreement."

5. Exhibit A/2, dated October 21, 2014, attached to and made a part of this Amendment, supersedes Exhibit A shown in the original Agreement.

6. The Agreement is incorporated into this Amendment.

7. Except as amended by this Amendment, all other terms and conditions of said Agreement No. 8-1427 shall remain in full force and effect.

8. This Amendment is hereby deemed to be a part of Agreement No. 8-1427.

Attachment: C0912902 [Revision 1] (1512 : Interstate 215 Construction Cooperative Agreement Amendment)

SIGNATURES

Parties declare that:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

APPROVED AS TO FORM:

By:_____
Attorney,
Department of Transportation

CERTIFIED AS TO FINANCIAL TERMS AND CONDITIONS:

By:_____
Accounting Administrator

CERTIFIED AS TO FUNDS:

By: _____
Lisa Pacheco
District Budget Manager

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY

By: _____
Raymond W. Wolfe, PhD.
Executive Director

ATTEST:

By: _____
Vicki Watson
Board Clerk

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE:

By: _____
Jeffery Hill
Procurement Manager

Attachment: C0912902 [Revision 1] (1512 : Interstate 215 Construction Cooperative Agreement Amendment)

Fund Type	CONSTRUCTION CAPITAL CALTRANS	CONSTRUCTION CAPITAL AUTHORITY	CONSTRUCTION SUPPORT CALTRANS	CONSTRUCTION SUPPORT AUTHORITY	Totals
STP-TE L220	$0	$1,662,000	$0	$0	$1,662,000
CMAQ L400	$0	$30,006,000	$0	$0	$30,006,000
STP	$0	$2,000,000	$0	$0	$2,000,000
PNRS LY40	$0	$18,586,065	$0	$0	$18,586,065
ARRA C220	$0	$1,731,517	$0	$0	$1,731,517
ARRA C230	$0	$16,710,420	$0	$17,391,789	$34,102,209
ARRA C240	$0	$39,276,375	$0	$0	$39,276,375
ARRA C241	$0	$469,712	$0	$0	$469,712
TEA 21 Q290	$0	$1,934,978	$0	$0	$1,934,978
ARRA C200	$0	$3,885,931	$0	$0	$3,885,931
ARRA (STATE) C240	$0	$49,120,000	$0	$0	$49,120,000
RIP	$0	$6,299,541	$0	$14,426,459	$20,726,000
TCRP	$0	$8,887,000	$0	$0	$8,887,000
MEASURE	$0	$0	$0	$786,000	$786,000
Totals	$0	$180,569,539	$0	$32,604,248	$213,173,787

EXHIBIT A/2
October 21, 2014

Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Funds Type
Federal	AUTHORITY	STP-TE L220	$ 1,662,000		$ 1,662,000
Federal	AUTHORITY	CMAQ L400	$ 30,006,000		$ 30,006,000
Federal	AUTHORITY	STP	$2,000,000		$2,000,000
Federal	AUTHORITY	PNRS LY40	$ 18,586,065		$ 18,586,065
Federal	AUTHORITY	ARRA C220	$ 1,731,517		$ 1,731,517
Federal	AUTHORITY	ARRA C230	$ 16,710,420	$ 17,391,789	$ 34,102,209
Federal	- AUTHORITY	ARRA C240	$ 39,276,375		$ 39,276,375
Federal	AUTHORITY	ARRA C241	$ 469,712		$ 469,712
Federal	AUTHORITY	TEA 21 Q290	$ 1,934,978		$ 1,934,978
Federal	AUTHORITY	ARRA C200	$ 3,885,931		$ 3,885,931
Federal	AUTHORITY	ARRA (STATE) C240	$ 49,120,000		$ 49,120,000
State	AUTHORITY	RIP	$ 6,299,541	$ 14,426,459	$ 20,726,000
State	AUTHORITY	TCRP	$ 8,887,000		$ 8,887,000
Local	AUTHORITY	MEASURE		$ 786,000	$ 786,000
Subtotals by Component			$ 180,569,539	$ 32,604,248	$ 213,173,787

SPENDING SUMMARY

Attachment: C0912902 [Revision 1] (1512 : Interstate 215 Construction Cooperative Agreement Amendment)

San Bernardino Associated Governments

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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: 7

Date: December 11, 2014

Subject:
Valley and Victor Valley Jurisdiction Development Impact Fee Update

Recommendation:

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

A. Require that Valley and Victor Valley jurisdictions update their Development Impact Fee (DIF) programs to be compliant with Nexus Study development mitigation amounts (referenced in Tables 7 and 8 of the 2013 update of the Nexus Study) by either July 2015 or January 2016, according to the specified DIF update cycle listed for each jurisdiction in the Development Mitigation Nexus Study. Jurisdictions would need to demonstrate to SANBAG that their updated DIF programs would collect the identified level of funding, should the projected growth occur.

B. Provide jurisdictions with the following options for implementing their DIF adjustments.
   i. Implement their full DIF updates from the 2013 Nexus Study by the dates specified above.
   ii. Allow jurisdictions to phase in DIF increases over a three-year period, at their option.
   iii. Allow jurisdictions to make adjustments to their Nexus Study project lists in an early biennial update to the Nexus Study in approximately May 2015. This will also allow for potential Board-directed modifications to the Valley Freeway Interchange Program (to be considered in Spring 2015) to be factored into local DIF updates.
   iv. Allow for a combination of No. iii with either Options i or ii.

C. Eliminate the escalation requirement on project costs and DIF fees during even years. Going forward, adjustments to local agency DIF programs would need to be made only with the biennial Nexus Study project list and project cost updates. This will simplify the DIF update process by requiring adjustments every other year. SANBAG policy would be modified accordingly.

Entity: CMA

Background:

Overview

Section VIII of the Measure I 2010-2040 Ordinance 04-01 requires that:

> *Each local jurisdiction identified in the Development Mitigation Program must adopt a development financing mechanism within 24 months of voter approval of this Measure "I" that would:*
>
> > *1. Require all future development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code Section 66000 et seq. and as determined by the Congestion Management Agency.*
> >
> > *2. Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.*

This provision was implemented in October 2005 through a Board-approved update of the SANBAG Congestion Management Program (CMP), including approval of the Development Mitigation Nexus Study (Nexus Study) applicable to Valley and Victor Valley jurisdictions. These jurisdictions subsequently instituted DIF programs for regional transportation improvements, collecting development-based transportation fees to cover the development share (or "local share") of freeway interchange, arterials, and rail/highway grade separation projects. These fees are collected and retained locally, to serve as a match to SANBAG's "public share" of the funds when qualifying Measure I projects are developed and constructed.

State law requires updating of the SANBAG CMP every two years. The Nexus Study (Appendix K of the CMP) is also updated every two years as part of the CMP update. Appendix J contains the implementation language for the Nexus Study and was first adopted by the SANBAG Board and incorporated into the CMP in 2005, together with Appendix K.

In accordance with this requirement, the Nexus Study was updated in 2007, 2009, 2011, and 2013, plus periodic amendments to account for annexations and other intermediate changes. The SANBAG Board of Directors approved the most recent update to the Nexus Study, including its project lists and cost estimates, on November 6, 2013. Each update is completed with substantial opportunity for input from Valley and Victor Valley jurisdictions. The projects are identified and costs estimated by local jurisdictions, with options to add, delete, and modify projects and adjust costs during each cycle. Completed projects are retained on the project list, as future development will benefit from these projects.

In addition to the biennial updates, the CMP contains a provision to account for project cost escalation, so that jurisdictions will collect fees that generally keep up with inflation. However, SANBAG has not required local jurisdictions to implement higher development impact fees for regional transportation projects since 2008/2009. Jurisdictions have been provided an option to keep fees flat over that period. This was done out of concern to not further impact land development opportunities during the economic downturn. In addition, construction

costs for highway projects have been unstable for a number of years, escalating rapidly during the housing boom, and de-escalating over the last several years.

Now that some measure of stability is returning to the economy, the changes in project lists and costs for the Nexus Study need to be reflected in local jurisdiction impact fee adjustments. If this does not occur, the local jurisdictions will not be collecting the appropriate level of DIF revenue that will allow them to fund the local share of interchange, arterial, and railroad grade separation projects over time. Some of the most significant updates to costs have been for freeway interchanges and railroad grade separations, as more information has become available about the project scopes.

Cost Updates from the 2013 Nexus Study

As part of the 2013 Nexus Study Project List and Cost Estimate update, local jurisdictions were asked to update arterial, interchange, and grade separation project lists, including the addition or deletion of projects, modifications to project limits and changes to project costs. SANBAG staff incorporated these changes into the project tables in the Nexus Study, modifying project scope and adjusting project costs as appropriate. Updates were shared with local jurisdictions at the September 9, 2013 and September 30, 2013 Transportation Technical Advisory Committee (TTAC) meetings, prior to approval by the SANBAG Board on November 6, 2013.

Table 1 presents the total development share of improvement costs for interchanges, arterials and grade separations in the 2013 update along with the bi-annual updates since the initial Nexus Study was adopted in 2005. Appendix J of the Congestion Management Program requires impact fee adjustments to account for the annual cost updates. If local jurisdictions have been updating or reviewing their fee programs to ensure collection of the development shares of updated biennial Nexus Study project costs, then DIF fee adjustments may not be required.

Table 1 extracts the calculated development mitigation amounts from Tables 7 and 8 for each iteration of the Nexus Study. These are the most important tables because they document the development share of total costs that need to be met or exceeded with the DIF programs that are updated by the cities and the County. The 2013 total mitigation cost reduction as compared to the 2011 Nexus Study was approximately 4%; however, the total increase since 2007 is approximately 15%. As expected, the change varies from one jurisdiction to another with some of the bigger increases for jurisdictions attributable to the following (the percent changes presented below compare the growth in development shares from 2007 to 2013 with 2007 selected as the baseline year since the arterial program equitable shares were based on the 2007 values):

> Adelanto – The total development share has been reduced by 12.2% primarily due to the elimination of an interchange at the High Desert Corridor and I-15 from the interchange program.
>
> Fontana – The total interchange costs for Fontana have more than doubled from the 2007 estimates. For example, I-10/Beech Avenue was included in the 2007 Nexus Study with a cost of $34.4 million and included in the 2013 Nexus Study with a cost of $114 million.

Cost has also increased for I-10 interchanges at Alder Avenue, Citrus Avenue and Cherry Avenue and at I-15/Duncan Canyon.

Hesperia – The development share of total arterial costs have increased by approximately 23% while the development share of interchange costs have almost doubled from $65.6 million to $110.9 million primarily due to the cost increases for the I-15/Ranchero Road interchange.

Rancho Cucamonga – The total development share has increased by 72.6% primarily due to increases in costs for I-15 interchanges at Baseline Road and 6th Street/Arrow Highway. For instance, the 2007 cost estimate at 6th Street/Arrow Highway was $36.9 million while the 2013 estimate was $91.3 million.

Rialto – The total development share has increased by 19.8% due to increases in the city's total arterial costs.

Upland – The total development share has been reduced by 10.5% due to the technical correction in the Nexus Study that applies the correct development share percent of 39.4%.

Victorville – The total development share has decreased by 38.1% primarily due to the elimination of an interchange at the High Desert Corridor and I-15 from the interchange program.

Yucaipa – The total development share has increased by 43% due to increases in the city's total arterial costs.

Apple Valley Sphere – The total development share has decreased by 50.6% primarily due to the elimination of an interchange at the High Desert Corridor and I-15 from the interchange program.

Chino Sphere – The total development share has increased by 19.4% due to increases in the total arterial costs.

Fontana Sphere – The total development share has increased by 47.1% primarily due to increases in interchange costs as noted for the City of Fontana.

Montclair Sphere – The total development share has decreased by 29.4% primarily due to reductions in total arterial costs.

Redlands Donut Hole – The total development share has increased by 41.1% primarily due to increases in interchange costs for I-10/Alabama Street.

Rialto Sphere – The total development share has increased by 30.7% primarily due to increases in interchange costs for I-10/Alder Avenue and I-10/Cedar Avenue.

Upland Sphere – The total development share has decreased by 42.2% primarily due to reductions in total arterial costs.

Victorville Sphere – The total development share has increased by 39.7% primarily due to arterials and their associated costs added as part of the 2013 update.

Yucaipa Sphere – The total development share has increased by 85.0% primarily due to increases in arterial costs.

It should be noted that the county sphere areas appear to have significant differences on a percentage basis since their total absolute development shares are lower than compared to the Valley and Victor Valley jurisdictions. On an absolute basis, these changes may not appear as significant as some of the other jurisdictions. Other activities have resulted in changes to local development shares such as annexations of county areas.

It should be noted that typically the Nexus Study Project Lists and Cost Estimates are updated every odd year with DIF programs required to ensure that they generate sufficient revenue to fully collect the development share of total Nexus Study program costs. In years where the Nexus Study costs are not updated, SANBAG prepares an escalation factor that local jurisdictions are expected to use in updating their DIF programs to ensure sufficient development fees are collected. Due to the recent recession, SANBAG has not required escalation factors to be applied to DIF programs. However, the Caltrans Price Index for Selected Highway Construction Items would be used, per provisions of the CMP, following the "reset" in the DIF programs being recommended here.

It is important to note that updates to local DIF programs required by this action would be based on jurisdictions meeting or exceeding the Development Share amounts in the 2013 column of Table 1 (same as the information in Tables 7 and 8 of the 2013 Nexus Study). Since some jurisdictions may have already accounted for a portion of these increases in prior years, the percent change in Table 1 is not what is important. The focus is on structuring the fees to meet or exceed the total development mitigation amount. The complexity of this will vary among jurisdictions, depending on how they have structured their fee programs. Jurisdictions have considerable flexibility on how they set the fees for individual land use types, but they would need to demonstrate to SANBAG that their updated DIF programs would collect the identified level of funding, should the projected growth occur.

It should be noted that Table 1 contains an adjustment to the City of Uplands development share percentage. A separate agenda item will be taken to the Metro Valley Study Session to approve a technical correction to the Development Mitigation Nexus Study and the equitable share percentages for the Measure I Valley Major Street Arterial Program. The correction is to modify the development share (fair share) percentage for the City of Upland from 48.3% to 39.4% and to update the equitable share percentages for the arterial portion of the Valley Major Street Program accordingly. This error in the Upland development share had existed since the 2007 Nexus Study and came to light in communications with Upland and review of the Nexus Study tables.

Financial Impact:
This item has no fiscal impact on the Fiscal Year 2014/2015 SANBAG budget.

Reviewed By:
This item was reviewed by the Transportation Technical Advisory Committee on November 3, 2014 and the City-County Manager Technical Advisory Committee on December 4, 2014. This item is scheduled for review by the Mountain/Desert Policy Committee on December 12, 2014.

Responsible Staff:
Timothy Byrne, Chief of Planning

Approved
Board of Directors Metro Valley Study Session
Date: December 11th, 2014

Witnessed: _____

Table 1. Development Share of Local Jurisdiction Nexus for Arterial, Interchange and Railroad Grade Crossing Projects

	Development Share of Nexus Projects in Millions				
Jurisdiction	2005	2007	2009	2011	2013
Adelanto	$81.22	$101.03	$119.36	$94.76	$88.69
Apple Valley	$82.00	$127.60	$142.92	$141.45	$130.73
Chino	$69.40	$70.36	$74.83	$73.15	$66.74
Chino Hills	$2.92	$3.62	$4.09	$3.02	$3.69
Colton	$37.13	$47.06	$56.96	$63.67	$45.25
Fontana	$107.39	$166.06	$259.59	$244.93	$263.68
Grand Terrace	$10.98	$13.74	$15.90	$16.55	$12.52
Hesperia	$136.78	$180.98	$240.31	$255.70	$273.01
Highland	$59.96	$79.08	$73.66	$66.35	$73.33
Loma Linda	$48.35	$57.23	$61.16	$66.60	$64.59
Montclair	$6.71	$8.55	$9.08	$13.71	$8.86
Ontario	$151.59	$246.24	$301.03	$310.62	$259.38
Rancho Cucamonga	$39.51	$52.28	$74.93	$75.14	$90.23
Redlands	$22.45	$26.19	$28.18	$29.80	$30.01
Rialto	$41.35	$43.06	$48.25	$50.58	$51.58
San Bernardino	$82.09	$105.45	$113.63	$119.21	$120.17
Upland	$10.17	$25.32	$30.38	$32.78	$22.65
Victorville	$87.47	$110.13	$123.54	$117.75	$68.22
Yucaipa	$44.49	$50.08	$54.73	$54.12	$64.26
Total	$1,121.96	$1,514.05	$1,832.53	$1,829.87	$1,741.81
County Spheres of Influence					
Adelanto Sphere	$1.24	$0.00	$0.00	$0.00	$0.00
Apple Valley Sphere	$14.01	$15.51	$13.84	$13.81	$7.66
Chino Sphere	$9.25	$10.25	$12.44	$12.36	$12.24
Colton Sphere	$2.69	$2.81	$3.06	$2.97	$2.65
Devore/Glen Helen	$13.04	$16.30	$18.83	$19.44	$17.92
Fontana Sphere	$53.14	$43.60	$73.89	$72.19	$64.15
Hesperia Sphere	$8.89	$16.05	$15.71	$16.01	$15.80
Loma Linda Sphere	$5.19	$5.94	$5.94	$5.94	$5.94
Montclair Sphere	$7.06	$9.92	$9.43	$7.75	$7.01
Redlands Sphere	$13.28	$17.15	$17.42	$20.44	$20.20
Redlands Donut Hole	$22.62	$14.15	$15.02	$16.63	$19.96
Rialto Sphere	$23.42	$33.34	$41.60	$43.22	$43.57
San Bernardino Sphere	$6.63	$8.50	$8.84	$8.56	$8.04
Upland Sphere	$6.17	$7.00	$4.53	$2.90	$4.05
Victorville Sphere	$4.72	$2.96	$1.41	$1.62	$4.14
Yucaipa Sphere	$0.57	$0.19	$0.36	$0.34	$0.35
Total	$191.92	$203.67	$242.32	$244.18	$233.68

San Bernardino Associated Governments

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Minute Action

AGENDA ITEM: 8

Date: December 11, 2014

Subject:
Transit and Rail Fiscal Year 2014/2015 Department Budget Amendment

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

A. Approve an expense budget amendment to the SANBAG FY 2014/2015 Budget to increase Task No. 0377 by $33,000 in Rail Assets and $19,570 in Local Transportation Funds - Rail for a new task total of $13,274,300.00

B. Approve an expense budget amendment to the SANBAG FY 2014/2015 Budget to increase Task No. 0379 by $165,660 in State Transit Assistance Funds – Rail for a new task total of $2,672,276.60

C. Approve a budget fund swap to the SANBAG FY 2014/2015 Budget to reclassify $1,233,043 from State Transit Assistance Funds – Rail to Local Transportation Funds – Rail in Task No. 0377.

D. Approve a budget fund swap to the SANBAG FY 2014/2015 Budget to reclassify $1,500,000 from San Gabriel Subdivision Line Project funds – City of Fontana to Local Transportation Fund – Article 3 Bicycle & Pedestrian in Task No. 0325.

Background:
The Fiscal Year 2014/2015 Budget was approved by the SANBAG Board on June 4, 2014. The budgeting process for the 2014/2015 Budget began in January 2014 with final expense figures due no later than April 2014. With this early preparation staff must project expenses that are anticipated through the end of the Fiscal Year (June 30, 2014). This has a direct impact on the expense budget projections for Fiscal Year 2014/2015. Now that Fiscal Year 2013/2014 has been closed to all expenses, the Transit and Rail Department has reviewed contracts and budgets for Fiscal Year 2014/2015 and determined that some budget amendments are needed. The following are explanations for the amendments required for Fiscal Year 2014/2015.

- ***Task 0377, Commuter Rail Operating Expenses:*** Railroad Right-of-Way expenses such as legal services have been higher than anticipated during the budgeting process. Additionally, with the recent right-of-way maintenance issues, additional funds are needed to perform contract task orders as requested.
- ***Task 0379, Commuter Rail Capital Expenses:*** Additional budget is being requested for the SANBAG Short Range Transit Plan (SRTP). It was anticipated during the Fiscal Year 2013/2014 that more work on the project would be completed prior to the

Entity: CTA, CTC

start of Fiscal Year 2014/2015. The project has moved slower than anticipated requiring more budget authority. There has not been an increase in the cost of the project.

Task 0325, San Gabriel Subdivision Expenses: A budget fund swap is being requested for an MOU with the City of Fontana. The City was awarded Local Transportation Funds – Article 3 Bicycle & Pedestrian for Sierra and Juniper grade crossing improvements. At the request of the City of Fontana SANBAG will be taking the lead on this project. For administrative efficiency it was determined reclassifying the fund type for the portion of the project funded with LTF Article 3 funds would be more appropriate so that SANBAG can access the funds directly rather than go through the City for reimbursement.

Financial Impact:
This item is not consistent with the Fiscal Year 2014/2015 adopted budget. Budget amendments have been requested in recommendations A thru D.

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

Responsible Staff:
Justin Fornelli, Chief of Transit and Rail Programs

Approved
Board of Directors Metro Valley Study Session
Date: December 11th, 2014

Witnessed: _____

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		X		X	X	X		
James Ramos Board of Supervisors		X	X			X		X	X			
Janice Rutherford Board of Supervisors		X		X	X	X		X		X		
Josie Gonzales Board of Supervisors				X		X		X	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	X			X	X	X	X	
Dennis Yates City of Chino		X	X	X		X		X	X	X	X	
Ed Graham City of Chino Hills		X	X	X	X			X	X	X	X	
Frank Navarro City of Colton		X	X	X	X	X		X	X		X	
Michael Tahan City of Fontana		X	X	X	X	X		X	X	X	X	
Walt Stanckiewitz City of Grand Terrace		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	
Rhodes 'Dusty' Rigsby City of Loma Linda			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.

MVSSatt14 Shaded box = No meeting

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2014

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

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

MVSSatt14 Shaded box = No meeting

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.

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.

SANBAG Acronym List

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

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

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
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 21st 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

Governments
SANBAG
Working Together

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