

**AGENDA**  
**Board of Directors Meeting**  
**January 7, 2015**

**\*\*\*\*\*Start Time: 10:00 a.m. (CLOSED SESSION)\*\*\*\*\***  
**1170 W. 3rd Street, San Bernardino, CA 92410, 2<sup>nd</sup> Fl. (The Super Chief)**

**\*\*\*\*\*Convene Regular Meeting at 10:30 a.m.\*\*\*\*\***  
**1<sup>st</sup> Floor Lobby**

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

**Board of Directors**

**President**

L. Dennis Michael, Mayor  
*City of Rancho Cucamonga*

**Vice-President**

Ryan McEachron, Council Member  
*City of Victorville*

Vacant

*City of Adelanto*

Curt Emick, Council Member  
*Town of Apple Valley*

Julie McIntyre, Mayor  
*City of Barstow*

Bill Jahn, Mayor Pro Tem  
*City of Big Bear Lake*

Dennis Yates, Mayor  
*City of Chino*

Ed Graham, Council Member  
*City of Chino Hills*

Frank Navarro, Council Member  
*City of Colton*

Michael Tahan, Council Member  
*City of Fontana*

Vacant

*City of Grand Terrace*

Mike Leonard, Council Member  
*City of Hesperia*

Larry McCallon, Mayor  
*City of Highland*

Rhodes "Dusty" Rigsby, Mayor  
*City of Loma Linda*

Paul Eaton, Mayor  
*City of Montclair*

Edward Paget, Mayor  
*City of Needles*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

Jon Harrison, Mayor Pro Tem  
*City of Redlands*

Deborah Robertson, Mayor  
*City of Rialto*

R. Carey Davis, Mayor  
*City of San Bernardino*

Vacant

*City of Twentynine Palms*

Ray Musser, Mayor  
*City of Upland*

Dick Riddell, Council Member  
*City of Yucaipa*

George Huntington, Mayor Pro Tem  
*Town of Yucca Valley*

Robert A. Lovingood, Supervisor  
*County of San Bernardino*

Janice Rutherford, Supervisor  
*County of San Bernardino*

James Ramos, Supervisor  
*County of San Bernardino*

Curt Hagman, Supervisor  
*County of San Bernardino*

Josie Gonzales, Supervisor  
*County of San Bernardino*

Basem Muallem, Caltrans  
*Ex-Officio Member*

Ray Wolfe, *Executive Director*

Eileen Teichert, *SANBAG Counsel*

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

**AGENDA**

**Board of Directors  
January 7, 2015**

**\*\*\*10:00 a.m. (CLOSED SESSION)\*\*\*  
1170 W. 3rd St., 2<sup>nd</sup> Fl. (The Super Chief)  
San Bernardino, CA**

**\*\* Convene Regular Meeting at 10:30 a.m. \*\*  
1170 W. 3<sup>rd</sup> Street, 1<sup>st</sup> Floor Lobby, San Bernardino**

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

**1. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION**

Pursuant to Government Code section 54956.9(d)(1)  
San Bernardino County Transportation Commission v. San Bernardino  
Economic Development Corporation, et al.  
San Bernardino County Superior Case No. CIVDS 1302927

**2. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION**

Initiation of litigation pursuant to Government Code section 54956.9(d)(4)

**CALL TO ORDER**

(Meeting Chaired by L. Dennis Michael)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements  
**Calendar of Events**
- iv. Agenda Notices/Modifications

**Possible Conflict of Interest Issues**

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. These items have been discussed at SANBAG Policy Committee meetings and made available for public review as noted in the agenda. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Member Request. Items pulled from the consent calendar will be brought up immediately following the vote on the Consent Calendar.

### **Consent - Administrative Matters**

#### **2. October/November 2014 Procurement Report**

Receive the October/November 2014 Procurement Report.

**Bill Stawarski**

**This item was received by the General Policy Committee on December 10, 2014.**

#### **3. Budget to Actual Report for fourth quarter ending September 30, 2014**

Receive and file Budget to Actual Report for fourth quarter ending September 30, 2014.

**Bill Stawarski**

**This item was received by the General Policy Committee on December 10, 2014.**

#### **4. Insurance Premium Update**

Receive and file insurance premium update report.

**Bill Stawarski**

**This item was received by the General Policy Committee on December 10, 2014.**

#### **5. Budget Fiscal Year 2015/2016 Assessment Dues**

Adopt San Bernardino Associated Government's Fiscal Year 2015/2016 Assessment Dues.

**Bill Stawarski**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014.**

### **Consent - Air Quality/Traveler Services**

#### **6. Cooperative Agreement Amendment with Orange County Transportation Authority (OCTA) for Call Answering Center (CAC) services for the Call Box Program**

That the Board acting as the San Bernardino County Service Authority for Freeway Emergencies approve Amendment No. 1 to Contract No. R12140 with OCTA for reimbursement of OCTA's share of the Call Box Call Answering Center (CAC) services. This action shall increase the contract by \$110,000 for a new not-to-exceed total of \$373,000.

**Nicole Soto**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014. SANBAG General Counsel has reviewed this item and the draft amendment.**

## **Consent - Project Delivery**

### **7. Change Status of Express Lanes Ad Hoc Committee to a Standing Sub-Committee**

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 was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014. This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on December 12, 2014. SANBAG General Counsel has reviewed this item and the policy.**

### **8. Amendment No. 1 to the Assignment and Assumption Agreement C13127 for the Lenwood Grade Separation Project**

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

Approve Amendment No.1 to Assignment and Assumption Agreement C13127 between the City of Barstow and the San Bernardino County Transportation Commission to allow for reimbursement to the City of costs paid to BNSF Railroad Company (BNSF) for right of way and construction related expenditures identified within the BNSF Overpass Agreement.

**Garry Cohoe**

**This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on December 12, 2014. SANBAG General Counsel and Procurement Manager has reviewed this item and the amendment.**

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

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

A. Approve Amendment 2 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

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

**Garry Cohoe**

**This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014. SANBAG General Counsel and Procurement Manager have reviewed this item and the contract as to form.**

## **Consent - Regional/Subregional Planning**

### **10. Valley and Victor Valley Jurisdiction Development Impact Fee Update**

That the San Bernardino County Transportation Commission, acting as the Congestion Management Agency, recommend the following for final approval:

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.

**Steve Smith**

**This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014. This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on December 12, 2014.**

## **Consent - Transit/Rail**

### **11. Valley Transportation Services Fiscal Year 2014/2015 Budget**

Approve Valley Transportation Services Fiscal Year 2014/2015 Budget pursuant to the terms of Contract No. C11174 Section 3(d).

**Andrea Zureick**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014.**

## **12. Transit and Rail Fiscal Year 2014/2015 Department Budget Amendment**

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.

**Mitch Alderman**

**This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014.**

## **Consent - Council of Governments**

### **13. Request for Proposals for SANBAG's Federal Advocacy Services**

Approve the release of Request for Proposal 15-1001161 for Federal Advocacy Services to be provided through December 31, 2016.

**Wendy Strack**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014.**

## **Consent - Transportation Programming and Fund Administration**

### **14. Yucca Loma Corridor - Green Tree Boulevard Extension Project**

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

A. Allocate \$1,240,465.00 in Victor Valley Major Local Highway Program funds to the City of Victorville for the Yucca Loma Corridor Project – Green Tree Boulevard Extension Project.

B. Approve Funding Agreement 15-1001115 (Attachment 1) in the amount of \$1,240,465.00 with the City of Victorville for the Yucca Loma Corridor Project – Green Tree Boulevard Extension Project.

C. Approve a budget amendment to increase Task 0516 Measure I Mountain/Desert Apportionment and Allocations with \$1,240,465.00 from Measure I Victor Valley Fund-Major Local Highway.

**Andrea Zureick**

**This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on December 12, 2014. This item and the draft agreement have been reviewed by General Counsel.**

**15. Amended Contract and Additional Allocation SR62/Dumosa Ave. Traffic Signal Project**

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

A. Approve allocation of an additional \$215,000 in Measure I Morongo Basin Major Local Highway Program Funds to the Town of Yucca Valley for the State Route 62/Dumosa Avenue Traffic Signal Project.

B. Approve a budget amendment to increase Task No. 0516, Measure I/Mountain Desert Apportionment and Allocation by \$215,000 to be funded with \$215,000 of Measure I Morongo Basin Major Local Highway Program Funds.

C. Approve Amendment No. 1 to Funding Agreement C13161 with the Town of Yucca Valley to increase the agreement amount from \$471,000 to \$686,000 for the State Route 62/Dumosa Avenue Traffic Signal Project.

**Andrea Zureick**

**This item was reviewed and unanimously recommended for approval by the Mountain Desert/Policy Committee on December 12, 2014. This item and draft amendment have been reviewed by General Counsel.**

**16. Amend Fiscal Year 2014/2015 State Transit Assistance Fund Allocation for City of Needles**

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

Approve an increase of \$100,000 to the Fiscal Year 2014/2015 State Transit Assistance Fund - Population allocation for the City of Needles for the construction of office space and a transit maintenance facility, increasing the total allocation from \$82,664 to \$182,664.

**Andrea Zureick**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014.**

**Consent Calendar Items Pulled for Discussion**

**Items removed from the Consent Calendar shall be taken under this item in the order they were presented on the agenda.**

**DISCUSSION ITEMS**

**Discussion - Administrative Matters**

**17. Status of San Bernardino Associated Governments (SANBAG) Financial Audit**

Receive SANBAG's Comprehensive Annual Financial Report (CAFR) on the Annual Financial Audit for Fiscal Year 2013/2014.

**Bill Stawarski**

**This item was reviewed by the Audit Subcommittee on December 10, 2014.**

## **18. Announcement of Appointments and Vacancies to SANBAG Committees and External Boards**

A. Note the following re-appointments:

a. Mayor Deborah Robertson, City of Rialto, and Council Member Dick Riddell, City of Yucaipa, to the SANBAG Transit and Rail Committee.

b. Mayor Paul Eaton, City of Montclair, to the Alameda Corridor-East Construction Authority.

B. Approve the following re-appointments

a. Mayor Larry McCallon, City of Highland, as the Primary Member and Council Member Ed Graham, City of Chino Hills, as the Alternate Member to the Mobile Source Air Pollution Reduction Review Committee (MSRC).

C. Note the following vacancies and request Board Members to express their interest in serving on the following:

a. Metro Gold Line Phase II JPA – Alternate Member.

b. SR 91 Advisory Committee – Ex Officio Member.

D. Announce the results of the Mountain/Desert Sub Region cities' caucus to select a member to serve on the SANBAG General Policy Committee.

**Duane Baker**

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

## **Discussion - Council of Governments**

### **19. Update from the Housing Element Group of the Countywide Vision on Development Processing Best Practices**

Receive and file the report.

**Duane Baker**

**This item was discussed at the City/County Manager's Technical Advisory Committee meeting on November 6, 2014.**

## **Discussion - Project Delivery**

### **20. Interstate 10 (I-10) Corridor Project Development**

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

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.

**Garry Cohoe**

**This item was reviewed and recommended for approval (10-4-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014. 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 amendment.**

## **Comments from Board Members**

Brief Comments from Board Member

## **Executive Directors Comments**

Brief Comments from the Executive Director

## **Public Comment**

Brief Comments From the General Public

## **ADJOURNMENT**

## **Additional Information**

Attendance

SANBAG Entities

Acronym List

## **Agency Reports**

South Coast Air Quality Management District Agency Report

Mobile Source Air Pollution Reduction Review Committee Agency Report

## **Committee Membership**

Representatives on SCAG Committees

SANBAG Committee Memberships

## **Mission Statement**

Mission Statement

## **Communications**

## 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. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

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

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

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

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

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

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

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

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

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

**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.

*Adopted By SANBAG Board of Directors January 2008  
Revised March 2014*



# Important Dates to Remember...

## January 2015

### SANBAG Meetings – Scheduled:

General Policy Committee	Jan 14	9:00 am	The Super Chief
Commuter Rail/Transit Committee	Jan 15	9:00 am	SANBAG Lobby, 1 <sup>st</sup> Floor
Metro Valley Study Session	Jan 15	10:00 am	SANBAG Lobby, 1 <sup>st</sup> Floor
Mountain/Desert Committee	Jan 16	9:30 am	Town of Apple Valley

### Other Meetings/Events:

SANBAG Short Range Transit Plan (East Valley) Public Outreach	Jan 26	3:00pm – 7:00pm	SANBAG Super Chief Conf. Rm 1170 W. 3 <sup>rd</sup> St., 2 <sup>nd</sup> Floor San Bernardino, CA 92410
SANBAG Short Range Transit Plan (Morongo Basin) Public Outreach	Jan 27	3:00pm – 7:00pm	Helen Gray Education Ctr 6601 White Feather Rd. Joshua Tree, CA 92252
SANBAG Short Range Transit Plan (West Valley) Public Outreach	Jan 28	3:00pm – 7:00pm	City of Ontario 303 East B Street Ontario, CA 91764
SANBAG Short Range Transit Plan (High Desert) Public Outreach	Jan 29	4:00pm – 7:00pm	Town of Apple Valley 14975 Dale Evans Parkway Apple Valley, CA 92307

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



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

## *Minute Action*

AGENDA ITEM: 1

**Date:** January 7, 2015

**Subject:**

Information Relative to Possible Conflict of Interest

**Recommendation:**

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

**Background:**

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

**Closed Session #2 - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION**

POTENTIAL CONFLICT OF INTEREST: TW Telecom

Item No.	Contract No.	Principals & Agents	Subcontractors
20	C08008	Parsons Transportation Group (PTG) <i>David Speirs</i>	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:**

Vicki Watson, Clerk of the Board

Approved  
 Board of Directors  
 Date: January 7, 2015

Witnessed By:

Entity: CMA, COG, CTA, CTC, SAFE

## *Minute Action*

AGENDA ITEM: 2

**Date:** *January 7, 2015*

**Subject:**

October/November 2014 Procurement Report

**Recommendation:**

Receive the October/November 2014 Procurement Report.

**Background:**

The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on March 12, 2014. On February 6, 2013, the Board of Directors authorized the Executive Director, or designee, to approve: a) contracts and purchase orders up to \$100,000 and for purchase orders originally \$100,000 or more, increasing the purchase order amount up to 10% of the original purchase order value, not to exceed \$25,000; b) amendments with a zero dollar value; c) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; and d) amendments that cumulatively do not exceed 50% of the original contract value or \$100,000, whichever is less and to release Request for Proposal (RFP), Request for Quote (RFQ) and Invitation for Bid (IFB) for proposed contracts from which funding has been approved in San Bernardino Associated Governments (SANBAG's) Annual Budget, and which are estimated not-to-exceed \$1,000,000. SANBAG staff has compiled this report that summarizes all contract actions approved by the Executive Director, or designee.

On July 11, 2012, the Board of Directors authorized SANBAG's General Counsel to award and execute legal services contracts up to \$50,000 with outside counsel as needed on behalf of SANBAG and its authorities organized under the umbrella of the Council of Governments. Also, periodically notify the Board after exercising such authority.

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

**Financial Impact:**

This item imposes no impact on the Fiscal Year 2014/2015 budget. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy (Policy No. 11000).

**Reviewed By:**

This item was received by the General Policy Committee on December 10, 2014.

**Responsible Staff:**

Bill Stawarski, Chief Financial Officer

*Entity: CMA, COG, CTA, CTC, SAFE*

Board of Directors Agenda Item  
January 7, 2015  
Page 2

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Approved  
Board of Directors  
Date: January 7, 2015  
Witnessed By:

## Attachment A

### October/November Contract Actions

#### New Contracts Executed:

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
15-1001046	Park & Ride Lot Lease	City of Chino Hills	\$26,880.00	Park & Ride Lot Lease offers commuters a place to park to allow for carpooling, van pooling, and ride share.
15-1001121*	Rideshare Program in South Coast Air Basin (CMAQ)	Caltrans	\$2,035,000.00	Develop, promote, and implement a three year rideshare program through the South Coast Air Basin in San Bernardino County.

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

## Attachment A

### October/November Contract Amendment Actions

#### Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended Contract Total
C14125 Amendment 2	Added a second trip for a presentation to the full Board at the November meeting. Project: Employee Classification, Compensation and Benefits Study.	Koff & Associates	Original: \$34,940.00 Amend. 1: \$0.00	\$2,000.00	\$36,940.00
C13032 Amendment 2	Reduced the terms of retention to a total amount of \$80,000 until project completion. Project: Construction management services for Lenwood Road Grade Separation Project.	Simon Wong Engineering	Original: \$2,493,341.00 Amend. 1: \$0.00	\$0.00	\$2,493,341.00
C14011 Amendment 1	Added Extra work for emergency FSP service coverage along any of the Beats. Project: Freeway Services Patrol along Beat 5.	Airport Mobil Towing	Original: \$928,500.00	\$44,000.00	\$972,500.00
C14039 Amendment 1	Extended the contract to allow for sufficient review time by the local agencies. Project: Morongo Basin Area Transportation Study.	Fehr & Peers	Original: \$64,500.00	\$0.00	\$64,500.00
C14009 Amendment 1	Added Extra work for emergency FSP service coverage along any of the Beats. Project: Freeway Services Patrol along Beat 1.	Pomona Valley Towing	Original: \$561,180.00	\$44,000.00	\$605,180.00

Attachment: GPC1412a1-wws (1525 : Procurement Report)

## Attachment A

### October/November Contract Task Order Actions

**Contract Task Order (CTO) Executed:**

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C12238 CTO 10	Pre award audit for I-15 Express lane	Bazilio Cobb Associates	\$250,000.00	CTO 1 \$60,608.04 CTO 2 \$5,775.00 CTO 3 \$7,645.00 CTO 4 \$1,640.00 CTO 5 \$13,975.00 CTO 6 \$19,450.00 CTO 7 \$13,975.00 CTO 8 \$8,850.00 CTO 9 \$8,755.00	\$10,950.00
C12238 CTO 11	Pre award audit for I-10 University	Bazilio Cobb Associates	\$250,000.00	CTO 1 \$60,608.04 CTO 2 \$5,775.00 CTO 3 \$7,645.00 CTO 4 \$1,640.00 CTO 5 \$13,975.00 CTO 6 \$19,450.00 CTO 7 \$13,975.00 CTO 8 \$8,850.00 CTO 9 \$8,755.00	\$9,100.00

Attachment: GPC1412a1-wws (1525 : Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C12238 CTO 12	Pre award audit for I-210 Pepper CM services	Bazilio Cobb Associates	\$250,000.00	CTO 1 \$60,608.04 CTO 2 \$5,775.00 CTO 3 \$7,645.00 CTO 4 \$1,640.00 CTO 5 \$13,975.00 CTO 6 \$19,450.00 CTO 7 \$13,975.00 CTO 8 \$8,850.00 CTO 9 \$8,755.00	\$4,260.00
C14086 CTO 6 Amendment 1	Additional Environmental Phasing for NEPA and CEQA	Parsons Brinkerhoff	20,000,000 shared with Hatch Mott MacDonald C14003	CTO 1 \$42,500 CTO 2 \$520,105 CTO 3 \$20,000 CTO 5 \$388,136 CTO 6 \$124,911 CTO 9 \$29,917 CTO 12B \$247,445 CTO 21 \$3,014.70	Original CTO \$124,911.00  Amendment to CTO \$10,985.00  New CTO Total \$135,896.00

Attachment: GPC1412a1-wws (1525 : Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C14086 CTO 27	Mountain Area Regional Transit Radio system assessment phase 1	Parsons Brinkerhoff	20,000,000 shared with Hatch Mott MacDonald C14003	CTO 1 \$42,500 CTO 2 \$520,105 CTO 3 \$20,000 CTO 5 \$388,136 CTO 6 \$124,911 CTO 9 \$29,917 CTO 12B \$247,445 CTO 21 \$3,014.70	\$13,774.98

Attachment: GPC1412a1-wws (1525 : Procurement Report)

## Attachment A

### October/November Purchase Order Actions

**Purchase Orders:**

<b>PO No.</b>	<b>PO Issue Date</b>	<b>Vendor Name</b>	<b>Description of Services</b>	<b>PO Dollar Amount</b>
4001218	09/10/2014	Sigmanet, Inc.	Design, configuration, support, and documentation for the implementation of Laserfiche. Estimated hours 44 at \$175 for Engineer and \$130 for Project Manager.	\$5,396.50
<b>Total</b>				<b>\$40,980.31</b>

Attachment: GPC1412a1-wws (1525 : Procurement Report)

## Attachment A

### October/November Purchase Order Amendment Actions

**Purchase Order Amendments Executed:**

<b>Purchase Order No. &amp; Amendment No.</b>	<b>Description of Services and Reason for Amendment</b>	<b>Vendor Name</b>	<b>Previous Amendments &amp; Dollar Values</b>	<b>Dollar Amount of Amendment</b>	<b>Amended PO Total</b>
4000988 Amendment 1	Bandwith service auto renewed for one year to 7/10/15 due to change of SANBAG IT staff and Account Manager at Cogent. This service will be procured before auto renewal takes effect.	Cogent Communications	\$25,000.00	\$22,300.00	\$47,300.00

Attachment: GPC1412a1-wws (1525 : Procurement Report)

## Attachment B

### October/November RFPs and IFBs

#### Release of RFP's and IFB's

Release Date	RFP/IFB No.	Description of Services	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
11/5/14	RFP15-1001061	On-Call Internal Audit and Price Review Services	\$250,000.00	April 1, 2015	On-Call Internal Audit and Price Review Services for A&E contracts awarded by SANBAG.
11/13/14	RFP15-1001071	Insurance Compliance and Certificate Tracking Services	\$60,000.00	February 11, 2015	Insurance Compliance and Certificate Tracking Services to provide and manage all aspect of insurance verification and compliance using a web-based certificate of insurance tracking system.
10/17/14	RFP15-1001107	Disadvantaged Business Enterprise Consulting Services	\$100,000.00	February 18, 2015	Disadvantaged Business Enterprise Consulting Services to Review and update of DBE related materials including manuals and forms and Develop contract-specific DBE goals.

Attachment: GPC1412a2-wws (1525 : Procurement Report)

<b>Release Date</b>	<b>RFP/IFB No.</b>	<b>Description of Services</b>	<b>Anticipated Dollar Amount</b>	<b>Anticipated Award Date</b>	<b>Description of Overall Program and Program Budget</b>
10/27/14	RFP15-1001098	FY2012-2014 Transportation Development Act Triennial Performance Audits	\$127,000.00	February 4, 2015	FY2012-2014 Transportation Development Act Triennial Performance Audits of each of the six transit providers.
				<b>Total</b>	<b>\$537,000.00</b>

Attachment: GPC1412a2-wws (1525 : Procurement Report)

- 
- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
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## *Minute Action*

AGENDA ITEM: 3

**Date:** *January 7, 2015*

**Subject:**

Budget to Actual Report for fourth quarter ending September 30, 2014

**Recommendation:**

Receive and file Budget to Actual Report for fourth quarter ending September 30, 2014.

**Background:**

SANBAG's Budget for Fiscal Year 2014/2015 for new activity was adopted by the Board of Directors on June 4, 2014. This report provides a summary of program activity and task activity compared to Budget. Budgetary information includes the original and revised budgets, and year-to-date expenditures.

**Financial Impact:**

This item reports the status of expenditures against budget and imposes no financial impact on the Fiscal Year 2014/2015 Budget.

**Reviewed By:**

This item was received by the General Policy Committee on December 10, 2014.

**Responsible Staff:**

Bill Stawarski, Chief Financial Officer

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:

*Entity: CMA, COG, CTA, CTC, SAFE*

**San Bernardino Associated Governments  
Budget to Actual Report: July 2014 - Sept 2014  
Fiscal Year 2014/2015**

**AIR QUALITY & TRAVELER SERVICES PROGRAM**

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDGET
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDED
0102	Air Quality Activities	533,342	-	-	533,342	19,889	513,453	3.73%
0406	Traveler Services	2,221,512	-	18,817	2,202,695	331,485	1,871,210	15.05%
0702	Call Box System	1,451,691	-	971	1,450,720	136,395	1,314,325	9.40%
0704	Freeway Service Patrol/State	2,749,293	-	7,318	2,741,975	305,285	2,436,690	11.13%
0706	Intelligent Transportation Systems	64,260	-	-	64,260	-	64,260	0.00%
<b>TOTAL AIR QUALITY &amp; TRAVELER SERVICES PROGRAM</b>		<b>7,020,098</b>	<b>-</b>	<b>27,106</b>	<b>6,992,992</b>	<b>793,055</b>	<b>6,199,937</b>	<b>11.34%</b>

**TRANSPORTATION PLANNING & PROGRAMMING PROGRAM**

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDGET
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDED
0110	Regional Planning	543,056	-	-	543,056	88,647	454,409	16.32%
0203	Congestion Management	311,314	-	-	311,314	6,209	305,105	1.99%
0213	High Desert Corridor Studies	10,000	-	-	10,000	-	10,000	0.00%
0404	Subregional Planning	2,995,455	-	-	2,995,455	232,531	2,762,924	7.76%
0941	Mt./Desert Planning & Project Development	167,895	-	-	167,895	14,235	153,660	8.48%
<b>TOTAL TRANSPORTATION PLANNING &amp; PROGRAMMING PROGRAM</b>		<b>4,027,720</b>	<b>-</b>	<b>-</b>	<b>4,027,720</b>	<b>341,623</b>	<b>3,686,097</b>	<b>8.48%</b>

**GENERAL - COUNCIL OF GOVERNMENTS SUPPORT PROGRAM**

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDGET
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDED
0104	Intergovernmental Relations	508,103	-	-	508,103	62,049	446,054	12.21%
0490	Council of Governments New Initiatives	422,275	-	-	422,275	-	422,275	0.00%
0492	Joint Solar Purchase Agreement	647,237	-	-	647,237	739	646,498	0.11%
0495	Green House Gas	148,050	-	-	148,050	2,542	145,508	1.72%
0503	Legislation	575,069	-	-	575,069	72,394	502,675	12.59%
0601	County Transportation Commission-General	331,540	-	-	331,540	39,945	291,595	12.05%
0605	Publications & Public Outreach	796,303	-	-	796,303	46,642	749,661	5.86%
0708	Property Assessed Clean Energy	1,828,244	-	-	1,828,244	(168,784) *	1,997,028	-9.23%
0805	Building Operations & Maintenance	37,763	-	-	37,763	6,226	31,537	16.49%
0942	Financial Management	240,324	-	10,787	229,537	30,760	198,777	13.40%
<b>TOTAL COUNCIL OF GOVERNMENTS SUPPORT PROGRAM</b>		<b>5,534,908</b>	<b>-</b>	<b>10,787</b>	<b>5,524,121</b>	<b>92,515</b>	<b>5,431,606</b>	<b>1.67%</b>

**TRANSIT & PASSENGER RAIL PROGRAM**

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDGET
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDED
0309	General Transit	442,238	-	175	442,063	77,657	364,407	17.57%
0310	Transit Operating	8,832,028	-	7,787,699	1,044,329	1,044,329	0	100.00%
0311	Transit Capital	3,633,997	-	435,391	3,198,606	2,335,523	863,084	73.02%
0322	San Bernardino Transit Center	14,544,211	-	19,660	14,524,551	966,142	13,558,409	6.65%
0323	Downtown San Bernardino Passenger Rail	48,372,836	-	3,365,995	45,006,841	1,690,856	43,315,985	3.76%
0324	Redlands Passenger Rail	21,720,276	-	-	21,720,276	43,893	21,676,383	0.20%
0325	San Gabriel Subdivision Line Improvements	4,407,742	-	-	4,407,742	31,732	4,376,010	0.72%
0352	General Commuter Rail	2,082,616	-	175	2,082,441	66,878	2,015,563	3.21%
0377	Commuter Rail Operating Expenses	13,221,730	-	7,396,181	5,825,549	4,412,513	1,413,036	75.74%
0379	Commuter Rail Capital Expenses	1,051,217	-	-	1,051,217	-	1,051,217	0.00%
<b>TOTAL TRANSIT &amp; PASSENGER RAIL PROGRAM</b>		<b>118,308,891</b>	<b>-</b>	<b>19,005,276</b>	<b>99,303,615</b>	<b>10,669,522</b>	<b>88,634,094</b>	<b>10.74%</b>

Attachment: SANBAG Exp Act v Budget (1540 : Budget to Actual Report fourth quarter ending

**MAJOR PROJECT DELIVERY PROGRAM**

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDGET
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDED
0701	Valley Signal Coordination	383,182	-	1,722	381,460	8,834	372,626	2.32%
0803	SR 210 Baseline Road Interchange	785,654	-	-	785,654	927	784,727	0.12%
0815	Measure I Program Management	5,704,352	-	-	5,704,352	454,814	5,249,538	7.97%
0817	SR 60 Sound Wall	5,405	-	-	5,405	-	5,405	0.00%
0820	SR 210 Final Design	20,000	-	-	20,000	-	20,000	0.00%
0822	SR 210 Right of Way Acquisition	1,005,405	-	-	1,005,405	(27,894) **	1,033,299	-2.77%
0824	SR 210 Construction	2,308,497	-	-	2,308,497	178,204	2,130,293	7.72%
0825	I-10 Corridor Project Development	7,036,212	-	-	7,036,212	450,079	6,586,133	6.40%
0826	I-10 Citrus/Cherry Interchanges	23,601,345	-	51,530	23,549,815	1,415,617	22,134,199	6.01%
0830	I-215 San Bernardino/Riverside Project Development	5,405	-	-	5,405	-	5,405	0.00%
0834	I-215 Final Design	25,405	-	-	25,405	88	25,317	0.35%
0836	I-215 Right of Way Acquisition	105,405	-	-	105,405	-	105,405	0.00%
0838	I-215 Construction	13,486,874	-	25,000	13,461,874	80,848	13,381,026	0.60%
0839	I-215 Bi- County HOV Gap Closure Project	21,392,576	-	-	21,392,576	350,006	21,042,570	1.64%
0840	I-215 Barton Road Interchange	17,167,249	-	-	17,167,249	38,308	17,128,941	0.22%
0841	I-10 Riverside Interchange	313,711	-	-	313,711	104,644	209,067	33.36%
0842	I-10 Tippecanoe Interchange	24,601,520	-	1,464	24,600,056	140,950	24,459,106	0.57%
0845	Mt. Vernon/Washington Interchange	5,947,492	-	-	5,947,492	142,248	5,805,244	2.39%
0850	Alternative Project Financing	2,207,436	-	-	2,207,436	11,855	2,195,581	0.54%
0851	I-10/Monte Vista Avenue Interchange	508,106	-	-	508,106	-	508,106	0.00%
0852	I-15 Corridor Improvement	3,395,264	-	-	3,395,264	26,833	3,368,431	0.79%
0853	I-215 University Pkwy/State Street Interchange	358,106	-	-	358,106	-	358,106	0.00%
0854	I-10 EB Truck Climb/Live Oak to County Line	575,133	-	-	575,133	-	575,133	0.00%
0862	I-10 Westbound Lane Addition - Yucaipa	147,311	-	-	147,311	3,187	144,124	2.16%
0869	Glen Helen Parkway Grade Separation	3,721,621	-	-	3,721,621	489	3,721,132	0.01%
0870	Hunts Lane Grade Separation	3,032,932	-	-	3,032,932	810,555	2,222,377	26.73%
0871	State St./University Parkway Grade Separation	6,905	-	-	6,905	-	6,905	0.00%
0874	Palm Avenue Grade Separation	12,327,659	-	-	12,327,659	1,017,595	11,310,064	8.25%
0876	South Milliken Avenue Grade Separation	5,974,306	-	-	5,974,306	3,762	5,970,544	0.06%
0877	Vineyard Avenue Grade Separation	8,078,053	-	-	8,078,053	2,149	8,075,904	0.03%
0879	Colton Crossing BNSF/UPRR Grade Separation	37,011	-	-	37,011	1,196	35,815	3.23%
0880	I-15/I-215 Devore Interchange	17,721,729	-	22,699	17,699,030	808,692	16,890,338	4.57%
0881	Lenwood Avenue Grade Separation	19,455,328	-	5,000	19,450,328	1,112,681	18,337,647	5.72%
0882	North Milliken Avenue Grade Separation	5,518,405	-	5,510,014	8,391	-	8,391	0.00%
0883	SR 210 Pepper Avenue Interchange	2,556,983	-	-	2,556,983	97,665	2,459,318	3.82%
0884	Laurel Avenue Grade Separation	20,923,859	-	24,704	20,899,155	563,828	20,335,327	2.70%
0885	9th Street Rail Improvements	3,032,432	-	-	3,032,432	1,255	3,031,177	0.04%
0886	Colton Quiet Zone Project	51,621	-	5,000	46,621	2,343	44,278	5.03%
0887	SR 210 Lane Addition	1,276,198	-	-	1,276,198	34,382	1,241,816	2.69%
0888	I-15 La Mesa/Nisqualli Interchange	130,811	-	-	130,811	348	130,463	0.27%
0890	I-15 Rancho Interchange	14,146,552	-	-	14,146,552	1,746,009	12,400,543	12.34%
0891	US 395 Widen SR-18/Chamberlaine/Adelanto	4,022,159	-	-	4,022,159	-	4,022,159	0.00%
0892	I-15 Baseline Interchange Improvement	30,056,203	-	-	30,056,203	39,148	30,017,055	0.13%
0893	State Route 60 Central Avenue Interchange	382,269	-	-	382,269	2,642	379,627	0.69%
0894	State Route 60 Archibald Avenue Interchange	345,538	-	-	345,538	3,349	342,189	0.97%
0895	I-10 Alabama Street Interchange	381,485	-	-	381,485	-	381,485	0.00%
0896	I-10 Pepper Avenue Interchange	564,698	-	-	564,698	39,676	525,022	7.03%
0897	I-10 Cedar Avenue Interchange	6,805,620	-	-	6,805,620	3,827	6,801,793	0.06%
0898	I-10 Mount Vernon Avenue Interchange	350,000	-	-	350,000	-	350,000	0.00%
0899	I-10 University Street Interchange	509,790	-	-	509,790	595	509,195	0.12%
<b>TOTAL MAJOR PROJECT DELIVERY PROGRAM</b>		<b>292,497,212</b>	<b>-</b>	<b>5,647,133</b>	<b>286,850,079</b>	<b>9,671,734</b>	<b>277,178,345</b>	<b>3.37%</b>

Attachment: SANBAG Exp Act v Budget (1540 : Budget to Actual Report fourth quarter ending

**TRANSPORTATION FUND ADMINISTRATION PROGRAM**

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDGET
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDED
0373	Federal/State Fund Administration	645,205	-	-	645,205	101,606	543,599	15.75%
0500	Transportation Improvement Program	378,748	-	-	378,748	43,449	335,299	11.47%
0501	Federal Transit Act Programming	134,777	-	-	134,777	27,823	106,954	20.64%
0502	TDA Administration	872,632	-	-	872,632	49,253	823,379	5.64%
0504	Measure I Administration	582,452	-	-	582,452	35,939	546,513	6.17%
0506	Local Transportation Fund	63,196,177	-	-	63,196,177	-	63,196,177	0.00%
0507	State Transit Assistance Fund	23,678,391	-	-	23,678,391	-	23,678,391	0.00%
0515	Measure I Valley Apportionment & Allocation	18,624,346	-	18,614,729	9,617	9,617	0	100.00%
0516	Measure I Mountain/Desert Apportionment & Allocation	18,730,337	-	15,898,907	2,831,430	60,441	2,770,988	2.13%
0609	Strategic Planning/Delivery Planning	490,857	-	-	490,857	37,959	452,898	7.73%
0610	Measure I 2010-2040 Project Advancement	11,397,102	-	51,724	11,345,378	7,992	11,337,386	0.07%
0615	Measure I Local Stimulus	-	-	-	-	-	-	0.00%
0918	Measure I Local Pass-through	40,031,700	-	-	40,031,700	2,577,113	37,454,586.90	6.44%
<b>TOTAL TRANSPORTATION FUND ADMINISTRATION PROGRAM</b>		<b>178,762,724</b>	<b>-</b>	<b>34,565,360</b>	<b>144,197,364</b>	<b>2,951,192</b>	<b>141,246,172</b>	<b>2.05%</b>

**DEBT SERVICE**

TASK#	TASK DESCRIPTION	ORIGINAL			REVISED		TASK	% OF BUDGET
		BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDED
0965	2012 A Sales Tax Revenue Bond	6,076,840	-	-	6,076,840	4,207,034	1,869,806	69.23%
0966	2014 A Sales Tax Revenue Bond	5,505,842	-	-	5,505,842	-	5,505,842	0.00%
<b>TOTAL DEBT SERVICE PROGRAM</b>		<b>11,582,682</b>	<b>-</b>	<b>-</b>	<b>11,582,682</b>	<b>4,207,034</b>	<b>7,375,648</b>	<b>36.32%</b>

<b>GRAND TOTAL ALL PROGRAMS</b>	<b>617,734,235</b>	<b>-</b>	<b>59,255,661</b>	<b>558,478,574</b>	<b>28,726,675</b>	<b>529,751,899</b>	<b>5.14%</b>
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**CONSOLIDATED BY PROGRAM**

PROGRAM DESCRIPTION	ORIGINAL			REVISED		PROGRAM	% OF BUDGET
	BUDGET	AMENDMENTS	ENCUMBRANCES	BUDGET	EXPENDITURES	BALANCE	EXPENDED
AIR QUALITY & TRAVELER SERVICES PROGRAM	7,020,098	-	27,106	6,992,992	793,055	6,199,937	11.34%
TRANSPORTATION PLANNING & PROGRAMMING PROGRAM	4,027,720	-	-	4,027,720	341,623	3,686,097	8.48%
GENERAL - COUNCIL OF GOVERNMENTS SUPPORT PROGRAM	5,534,908	-	10,787	5,524,121	92,515	5,431,606	1.67%
TRANSIT & PASSENGER RAIL PROGRAM	118,308,891	-	19,005,276	99,303,615	10,669,522	88,634,094	10.74%
MAJOR PROJECT DELIVERY PROGRAM	292,497,212	-	5,647,133	286,850,079	9,671,734	277,178,345	3.37%
TRANSPORTATION FUND ADMINISTRATION PROGRAM	178,762,724	-	34,565,360	144,197,364	2,951,192	141,246,172	2.05%
DEBT SERVICE PROGRAM	11,582,682	-	-	11,582,682	4,207,034	7,375,648	36.32%
<b>GRAND TOTAL ALL PROGRAMS</b>	<b>617,734,235</b>	<b>0</b>	<b>59,255,661</b>	<b>558,478,574</b>	<b>28,726,675</b>	<b>529,751,899</b>	<b>5.14%</b>

\* Timing of deposits for PACE Program creates a temporary credit balance in expenditures.

\*\* Reimbursement for legal fees as a credit to expenditure account, but expenditure was incurred in prior year.

**NOTES:** Certain budget appropriations represent timing of capital expenditures and can be expended over several years.  
Measure I Local pass through includes reversal of prior Fiscal Year accruals.

Attachment: SANBAG Exp Act v Budget (1540 : Budget to Actual Report fourth quarter ending

## *Minute Action*

AGENDA ITEM: 4

**Date:** January 7, 2015

**Subject:**

Insurance Premium Update

**Recommendation:**

Receive and file insurance premium update report.

**Background:**

SANBAG's risk management program includes a number of insurance policies that are renewed annually each December. SANBAG's broker, Keenan, provides consulting advice and recommendations to SANBAG on the appropriate insurance coverage. Keenan markets SANBAG's insurance requirements and negotiates with a number of carriers.

SANBAG staff has requested Keenan to renew insurance policies to June 30, 2015 to coincide with SANBAG's fiscal year-end. The following programs are included in the renewal:

<u>Carrier</u>	<u>Coverage</u>	<u>Cost</u>
National Assurance Company	General Liability	\$ 62,211
Allied World National Assurance	Excess Liability	33,643
The Hartford Insurance Group	Automotive	1,002
National Union Fire Insurance	Public Officials Liability	102,253
National Union Fire Insurance	Crime	5,861
Great American	Excess Crime	18,814
Affiliated FM	Property	24,400
Zenith	Workers Compensation	79,539
	Total	<u>\$ 327,723</u>

The total premium cost (including taxes) of \$327,723, represents a .74% or \$3,566 decrease from the previous year. Automobile, property, public officials, and crime rates remained flat. The general liability and workers compensation policies are based on estimated annual payrolls which increased. The excess liability, automobile, property, crime and excess crime are based on market conditions, losses, and underwriting. The public officials liability policy is based on estimated expenditures.

The following chart provides a four (4) year comparison of premium costs of the insurance policies. The total cost without Public Officials Liability decreased from \$305,854 in 2014 to \$302,992 for 2015. The total cost with Public Officials Liability decreased from \$481,849 in 2014 to \$478,283 for 2015.

*Entity: CMA, COG, CTA, CTC, SAFE*

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Attached is a schedule listing renewal coverage, limits and claim history as of November 2014.

Premiums	12/01/2011- 12/01/2012	12/01/2012- 12/01/2013	12/01/2013- 12/01/2014	12/01/2014- 06/30/2015
<b>Policy</b>				
Automobile (\$1K deductible)	\$ 1,439	\$ 1,502	\$ 1,722	\$ 1,718
Crime	2,699	3,635	3,687	3,702
Excess Crime	9,900	10,890	11,000	11,883
General Liability	82,672	88,149	105,264	106,647
Property (\$10K deductible)	38,249	43,589	41,829	41,829
Excess Liability	46,721	49,302	56,966	57,674
Workers Compensation	59,311	60,304	85,386	79,539
Total without Public Officials Liability	240,991	257,371	305,854	302,992
Public Officials Liability (\$100K self-insured retention)	115,569	165,360	175,995	175,291
Total with Public Officials Liability	<u>\$ 356,560</u>	<u>\$ 422,731</u>	<u>\$ 481,849</u>	<u>\$ 478,283</u>

Note: Amounts for 12/01/2014 to 06/30/2015 are annualized for comparison purposes.

***Financial Impact:***

This item is consistent with the approved Fiscal Year 2014/2015 Budget, Task 0105, Indirect Project Management.

***Reviewed By:***

This item was received by the General Policy Committee on December 10, 2014.

***Responsible Staff:***

Bill Stawarski, Chief Financial Officer

Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:

**San Bernardino Associated Governments - Renewal Comparison  
Moving to 7/1 Renewal Period**

	<u>Expiring Program</u> 12/1/13 - 12/1/14	<u>Renewal Program</u> 12/1/14 - 07/01/15	<u>Estimated Annual</u> 12/1/14 - 12/1/15	<u>%</u> <u>Change</u>
<b>General Liability Program</b>	12 Months	7 Months	12 Months	
Exposure Base (Annual Payroll)	\$ 4,491,000.00	\$ 2,653,000	\$ 4,548,000	1%
Rate	\$ 2.27	\$ 2.27	\$ 2.27	0%
Premium	\$ 102,000.00	\$ 60,282.00	\$ 103,340.57	
Terrorism - Optional	Included	Included	Included	
CA Surplus Lines Tax (3%)	\$ 3,060.00	\$ 1,808.46	\$ 3,100.22	
CA Stamping Fee (.2%)	\$ 204.00	\$ 120.56	\$ 206.68	
<b>Total Annual Premium</b>	<b>\$ 105,264.00</b>	<b>\$ 62,211.02</b>	<b>\$ 106,647.47</b>	1%
<b>Rate remains flat, however there is an increase in exposure (payroll).</b>				
<b>Excess Liability Program</b>	12 Months	7 Months	12 Months	
Premium:	\$ 55,200.00	\$ 32,600.00	\$ 55,885.71	1%
Terrorism - Optional	Included	Included	Included	
CA Surplus Lines Tax	\$ 1,656.00	\$ 978.00	\$ 1,676.57	
CA Stamping Fee	\$ 110.40	\$ 65.20	\$ 111.77	
<b>Total Annual Premium</b>	<b>\$ 56,966.40</b>	<b>\$ 33,643.20</b>	<b>\$ 57,674.06</b>	1%
<b>Policy is based upon a flat premium. Slight increase due to market conditions.</b>				
<b>Automobile Liability</b>	12 Months	7 Months	12 Months	
<b>Total Annual Premium:</b>	<b>\$ 1,722.00</b>	<b>\$ 1,002.00</b>	<b>\$ 1,717.71</b>	0%
<b>Flat renewal</b>				
<b>Workers Compensation Program</b>	12 Months	12 Months	12 Months	
Exposure Base (Estimated Payroll)	\$ 4,490,651	\$ 4,907,246	\$ 4,907,246	9%
Rate per \$100 Payroll				
8742: Salespersons	\$ 1.87	\$ 1.76	\$ 1.76	-6%
8810: Clerical	\$ 1.41	\$ 1.40	\$ 1.40	-1%
9410: Municipal Worker	\$ 4.57	\$ 4.41	\$ 4.41	-4%
Premium (Including surcharges)	\$ 82,886.00	\$ 77,039.00	\$ 77,039.00	
Intermediary Fee (Not Keenan)	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00	
<b>Total Estimated Annual Premium:</b>	<b>\$ 85,386.00</b>	<b>\$ 79,539.00</b>	<b>\$ 79,539.00</b>	-7%
<b>Payroll increased, exmod and overall rates decreased.</b>				
<b>Property Program</b>	12 Months	7 Months	12 Months	
Total Insurable Values (TIV)	\$ 25,005,838	\$ 25,005,838	\$ 25,005,838	0%
Rate per \$100 TIV	\$ 0.1673	\$ 0.0976	\$ 0.1673	0%
<b>Premium:</b>	<b>\$ 41,829</b>	<b>\$ 24,400</b>	<b>\$ 41,829</b>	0%
<b>Flat renewal</b>				
<b>Public Officials Liability &amp; EPL</b>	12 Months	7 Months	7 Months	
Exposure Base (Expenditures)	\$ 433,000,000	\$ 252,583,333	\$ 433,000,000	
<b>Total Annual Premium:</b>	<b>\$ 175,995</b>	<b>\$ 102,253</b>	<b>\$ 175,291</b>	0%
<b>Flat renewal</b>				
<b>Crime - 19 Month Policy Term 7/1/16</b>	12 Months	19 Months	12 Months	
<b>Total Annual Premium:</b>	<b>\$ 3,687.00</b>	<b>\$ 5,861.00</b>	<b>\$ 3,701.68</b>	0%
<b>Flat renewal, taxes and fees may be slightly increased.</b>				
<b>Excess Crime - 19 Month Policy Term 7/1/16</b>	12 Months	19 Months	12 Months	
<b>Total Annual Premium:</b>	<b>\$ 11,000.00</b>	<b>\$ 18,814.00</b>	<b>\$ 11,882.53</b>	8%
<b>8% rate increase due to exposure (payroll and employee count).</b>				
<b>Keenan Broker Fee</b>	<b>\$ 38,000.00</b>	<b>\$ 39,900.00</b>	<b>\$ 39,900.00</b>	5%
<b>Increase per contract. Entering into third year.</b>				

Attachment: SANBAG\_Renewal Comparison\_Annualized (1522 : Insurance Premium Update)

**San Bernardino Associated Governments  
Renewal Coverage, Limits and Claim History**

<b>Renewal Program 12/1/14 - 07/01/15</b>	
<b>General Liability Program</b>	7 Months
Each Occurrence Limit	\$1,000,000
General Aggregate Limit	\$2,000,000
Products Completed Operations	\$2,000,000
Personal Advertising Limit	\$1,000,000
Damage Premises Rented	\$100,000
Self Insured Retention	\$10,000

<b>Excess Liability Program</b>	7 Months
Each Occurrence Limit	\$9,000,000
Products Completed Operations	\$9,000,000
Aggregate Limit	\$9,000,000

<b>Automobile Liability</b>	7 Months
Bodily Injury Liability	\$1,000,000
Medical Payments	\$5,000
Uninsured Motorists	\$1,000,000
Comp/Collision Deductible	\$1,000

<b>Workers Compensation</b>	12 Months
Workers' Compensation Limit	Statutory
Employers' Liability Each Accident	\$1,000,000
Employers' Liability Disease Ea Employee	\$1,000,000
Employers' Liability Disease Policy Limit	\$1,000,000

<b>Property Program</b>	7 Months
Exposure Base (Total Insured Value)	\$25,005,838
Deductible	\$10,000

<b>Public Officials Liability &amp; EPL</b>	7 Months
Aggregate Limit	\$10,000,000
Deductible	\$100,000

<b>Crime - 19 Month Policy Term 7/1/16</b>	19 Months
Employee Theft	\$1,000,000
Forgery/Alteration	\$1,000,000
Inside Premises/Theft of Money	\$1,000,000
Computer Fraud	\$1,000,000
Faithful Performance	\$1,000,000
Funds Transfer Fraud	\$1,000,000
Counterfeit Money/Orders	\$50,000
Deductible	\$20,000

<b>Excess Crime - 19 Month Policy Term 7/1/16</b>	19 Months
Single Loss Limit	\$9,000,000
Faithful Performance Sublimit	\$5,000,000

<b>Claim History (As of November 2014)</b>		
Policy Year	# of Claims	Total Incurred
2011/2012	3	\$20,493
2011/2012	1	\$2,114
2012/2013	2	\$5,055
2013/2014	4	\$7,150

Policy Year	# of Claims	Total Incurred
2009/2010	2	\$0
2010/2011	1	\$0
2011/2012	0	\$0
2012/2013	0	\$0
2013/2014	3	\$0

Policy Year	# of Claims	Total Incurred
2009/2010	0	\$0
2010/2011	0	\$0
2011/2012	0	\$0
2012/2013	0	\$0
2013/2014	0	\$0

Policy Year	# of Claims	Total Incurred
2009/2010	1	\$1,171
2010/2011	0	\$0
2011/2012	0	\$0
2012/2013	0	\$0
2013/2014	1	\$355

Policy Year	# of Claims	Total Incurred
2010/2011	0	\$0
2011/2012	0	\$0
2012/2013	0	\$0
2013/2014	0	\$0

Policy Year	# of Claims	Total Incurred
2011/2012	0	\$0
2012/2013	0	\$0
2013/2014	0	\$0

Policy Year	# of Claims	Total Incurred
2011/2012	0	\$0
2012/2013	0	\$0
2013/2014	0	\$0

Policy Year	# of Claims	Total Incurred
2008/2009	0	\$0
2009/2010	0	\$0
2010/2011	0	\$0
2011/2012	0	\$0
2012/2013	0	\$0
2013/2014	0	\$0

Attachment: SANBAG\_Renewal Limits Deductibles and Loss Run 121114 (1522 : Insurance Premium Update)

## *Minute Action*

AGENDA ITEM: 5

**Date:** *January 7, 2015*

**Subject:**

Budget Fiscal Year 2015/2016 Assessment Dues

**Recommendation:**

Adopt San Bernardino Associated Government's Fiscal Year 2015/2016 Assessment Dues.

**Background:**

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

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

Total assessment dues of \$104,946 budgeted for Fiscal Year 2015/2016 represent an increase of \$3,354 or 3.3% from the prior year, as shown in the Attachment.

**Financial Impact:**

This item establishes the Fiscal Year 2015/2016 Budget for Assessment Dues and related budgeted expenditures which will be included in the proposed budget for Fiscal Year 2015/2016.

**Reviewed By:**

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014.

**Responsible Staff:**

Bill Stawarski, Chief Financial Officer

Approved  
 Board of Directors  
 Date: January 7, 2015

Witnessed By:

*Entity: CMA, COG, CTA, CTC, SAFE*

**San Bernardino Associated Governments  
General Assessment Dues Calculation  
Fiscal Year 2015/2016**

<u>JURISDICTION:</u>	<u>POP.</u>	<u>% OF</u>	<u>ASSESSED VALUE</u>	<u>% OF</u>	<u>AVG. %</u>	<u>FY2015</u>	<u>FY2016</u>	<u>VAR.</u>
	<u>2014</u>	<u>TOTAL</u>	<u>BEFORE RDA</u>	<u>TOTAL</u>	<u>POP. &amp;</u>	<u>AMOUNT</u>	<u>AMOUNT</u>	
		<u>POP.</u>	<u>2014/2015</u>	<u>VALUE</u>	<u>VALUE</u>			
Adelanto	32,511	1.559%	\$1,658,036,857	0.928%	1.244%	1,263	1,305	\$42
Apple Valley	70,755	3.392%	\$4,836,931,536	2.708%	3.050%	3,099	3,201	\$102
Barstow	23,292	1.117%	\$1,155,685,689	0.647%	0.882%	896	926	\$30
Big Bear Lake	5,121	0.246%	\$3,006,682,566	1.683%	0.964%	980	1,012	\$32
Chino	81,747	3.919%	\$9,880,538,036	5.532%	4.726%	4,801	4,959	\$158
Chino Hills	76,131	3.650%	\$9,956,263,319	5.574%	4.612%	4,686	4,841	\$155
Colton	53,057	2.544%	\$2,793,113,366	1.564%	2.054%	2,087	2,155	\$68
Fontana	202,177	9.694%	\$15,224,456,851	8.523%	9.109%	9,254	9,560	\$306
Grand Terrace	12,285	0.589%	\$833,974,859	0.467%	0.528%	536	554	\$18
Hesperia	91,506	4.387%	\$4,722,050,423	2.644%	3.516%	3,571	3,689	\$118
Highland	54,033	2.591%	\$2,966,566,900	1.661%	2.126%	2,160	2,231	\$71
Loma Linda	23,614	1.132%	\$1,720,047,720	0.963%	1.048%	1,064	1,099	\$35
Montclair	37,374	1.792%	\$2,719,869,503	1.523%	1.657%	1,684	1,739	\$55
Needles	4,908	0.235%	\$305,520,741	0.171%	0.203%	206	213	\$7
Ontario	167,382	8.025%	\$19,940,211,880	11.164%	9.594%	9,747	10,069	\$322
Rancho Cucamonga	172,299	8.261%	\$21,638,319,445	12.114%	10.188%	10,350	10,692	\$342
Redlands	69,882	3.351%	\$7,958,596,314	4.456%	3.903%	3,965	4,096	\$131
Rialto	101,429	4.863%	\$6,451,926,487	3.612%	4.238%	4,305	4,447	\$142
San Bernardino	212,721	10.199%	\$11,298,116,184	6.325%	8.262%	8,394	8,671	\$277
Twentynine Palms	26,576	1.274%	\$823,614,359	0.461%	0.868%	881	911	\$30
Upland	75,147	3.603%	\$7,682,100,008	4.301%	3.952%	4,015	4,147	\$132
Victorville	120,590	5.782%	\$7,268,021,655	4.069%	4.925%	5,004	5,169	\$165
Yucaipa	52,654	2.525%	\$3,701,079,127	2.072%	2.298%	2,335	2,412	\$77
Yucca Valley	21,053	1.009%	\$1,429,719,145	0.800%	0.905%	919	950	\$31
County	297,425	14.260%	\$28,646,389,447	16.038%	15.149%	15,390	15,898	\$508
	<b>2,085,669</b>	<b>100.000%</b>	<b>178,617,832,417</b>	<b>100.00%</b>	<b>100.00%</b>	<b>101,592</b>	<b>104,946</b>	<b>3,354</b>

## NOTES:

- 1) Population Source: Most recent Measure I population data, which is the Department of Finance estimate as of January 1 reconciled to the total population for San Bernardino County.
- 2) Net Assessed Value Source: Property Tax Section, County Auditor/Controller, 2014/2015.
- 3) These calculations are based on the most recent data received from the County of San Bernardino.
- 4) Assessed valuation of jurisdiction includes properties within redevelopment areas.

## *Minute Action*

AGENDA ITEM: 6

**Date:** *January 7, 2015*

**Subject:**

Cooperative Agreement Amendment with Orange County Transportation Authority (OCTA) for Call Answering Center (CAC) services for the Call Box Program

**Recommendation:**

That the Board acting as the San Bernardino County Service Authority for Freeway Emergencies approve Amendment No. 1 to Contract No. R12140 with OCTA for reimbursement of OCTA's share of the Call Box Call Answering Center (CAC) services. This action shall increase the contract by \$110,000 for a new not-to-exceed total of \$373,000.

**Background:**

In February 2002, the San Bernardino County and Riverside County Service Authorities for Freeway Emergencies (SAFEs) began to jointly operate a private CAC through a San Bernardino SAFE contract with Professional Communications Network (PCN). Since that time, PCN has responded to more than 425,000 call box calls and has provided an outstanding level of service to motorists traveling within these counties. The San Bernardino SAFE has been the lead in this contract process, releasing the Request for Proposal (RFP), contracting with PCN and then seeking reimbursement from RCTC for services provided by PCN for calls generated from the Riverside County call box network. In the summer of 2004, the Orange County Transportation Authority (OCTA) released a Request for Proposals (RFP) to seek call box CAC services. After a competitive procurement process, the OCTA Board awarded a contract to PCN for identical services as being provided to the Inland Empire. San Bernardino and Riverside SAFEs permitted PCN and OCTA to utilize the call box software and technology that was developed under San Bernardino SAFE's contract.

In August 2011, the SANBAG Board approved the release of an RFP for CAC Services for San Bernardino, Riverside and Orange County call boxes. On November 2, 2011, the Board approved Contract No. 12005 with PCN.

RCTC's and OCTA's reimbursement of their shares of CAC costs is based on actual costs incurred by PCN and actual call box calls generated from the Riverside County and Orange County call box systems. Other direct costs that are not related to the call taking activities are reimbursed at a 33.3% of the total of direct costs.

SANBAG has processed an amendment to PCN's agreement to include an increase in OCTA's 511 call budget to accommodate the unexpected high volume of 511 calls through PCN, therefore staff is also requesting the approval of an increase in the revenue agreement with OCTA for reimbursement of the additional 511 calls.

**Financial Impact:**

*Entity: SAFE*

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Funds for the OCTA agreement have been programmed into the FY 2014/2015 Call Box Budget. Future funding will be programmed into the respective fiscal year budgets.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014. SANBAG General Counsel has reviewed this item and the draft amendment.

***Responsible Staff:***

Nicole Soto, Air Quality/Mobility Specialist

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:



## CONTRACT SUMMARY SHEET

Contract No. R 12140 Amendment No. 1

By and Between

San Bernardino County Service Authority for Freeway Emergencies (SAFE) and Orange County Transportation Authority (OCTA)

Contract Description Cooperative Agreement for Call Answering Center (CAC) services.

**Board of Director's Meeting Date:** January 7, 2015

**Overview of BOD Action:** Approve Amendment No. 1 to Revenue Contract 12140 with OCTA for reimbursement for their share of the call box CAC services. Cooperative Agreement not-to-exceed amount amended to increase from \$263,000 to \$373,000, with Agreement ending January 1, 2018.

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

### CONTRACT OVERVIEW

Original Contract Amount	\$	263,000	Original Contingency Amount	\$	0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	263,000	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	0
Current Amendment Amount	\$	110,000	Contingency Amendment	\$	0
<b>TOTAL CONTRACT VALUE</b>	<b>\$</b>	<b>373,000</b>	<b>TOTAL CONTINGENCY VALUE</b>	<b>\$</b>	<b>0</b>
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>					<b>\$ 373,000</b>

<b>Contract Start Date</b> 12/7/11	<b>Current Contract Expiration Date</b> 1/1/18	<b>Revised Contract Expiration Date</b>
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Has the contract term been amended?  No  Yes - please explain.

### FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 702.

A Budget Amendment is required.

How are we funding current FY?

Federal Funds  State Funds  Local Funds  TDA Funds  Measure I Funds

*Provide Brief Overview of the Overall Funding for the duration of the Contract:*

The California Department of Motor Vehicles collects the annual \$1 vehicle registration fee from vehicles registered in San Bernardino County for use in maintaining and operating the Call Box program.

Payable  Receivable

### CONTRACT MANAGEMENT INFORMATION

**Check all applicable boxes:**

Retention? If yes, indicate % \_\_\_\_\_.

Disadvantaged Business Enterprise (DBE) Goal \_\_\_\_\_ %

Nicole Soto  
Project Manager (Print Name)

DUANE A. BAKER  
Task Manager (Print Name)

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

Jeffery Hill  
Contract Administrator (Print Name)

William Stawarske  
Chief Financial Officer (Print Name)

[Signature] 10/21/14  
Signature Date

[Signature] 10-21-14  
Signature Date

[Signature] 10-29-14  
Signature Date

[Signature] 10/29/14  
Signature Date

[Signature] 11/4/14  
Signature Date

**AMENDMENT NO. 1 TO**

**CONTRACT R12140**

**BETWEEN**

**SAN BERNARDINO ASSOCIATED GOVERNMENTS ACTING IN ITS CAPACITY AS  
THE SAN BERNARDINO COUNTY SERVICE AUTHORITY FOR FREEWAY  
EMERGENCIES**

**AND**

**ORANGE COUNTY TRANSPORTATION AUTHORITY**

**THIS AMENDMENT NO. 1** to Revenue Contract R12140, is made by and between the San Bernardino County Transportation Authority, acting in its capacity as the San Bernardino Service Authority for Freeway Emergencies (“SAN BERNARDINO COUNTY SAFE”) and Orange County Transportation Authority (“AUTHORITY”).

**RECITALS:**

**WHEREAS**, SAN BERNARDINO COUNTY SAFE has engaged PCN as the contractor to render services for the provision of call box call answering center services within the San Bernardino, Riverside County, and Orange County (“Project”), as set forth in the SAN BERNARDINO COUNTY SAFE Contract No. C12005, executed on November 2, 2011 (the “Primary Agreement”) Exhibit “A”; and

**WHEREAS**, SAN BERNARDINO COUNTY SAFE and PCN entered into Amendment No. 1 to the Primary Agreement on July 24, 2012, to provide additional insurance and indemnity requirements; and

**WHEREAS**, SAN BERNARDINO COUNTY SAFE AND PCN entered into Amendment No. 2 to the Primary Agreement on June 11, 2014, to exercise the first available option year through June 30, 2015; and

**WHEREAS**, SAN BERNARDINO COUNTY SAFE and the AUTHORITY, entered into a Cooperative Agreement (SANBAG Agreement No. R12140) effective November 2, 2011, hereinafter called “AGREEMENT”, for the purpose of allocating the costs of paying PCN for Services under the Primary Agreement in accordance with the call box phone calls serviced by PCN within the geographical areas of the respective Parties hereto; and

**WHEREAS**, SAN BERNARDINO COUNTY SAFE and the AUTHORITY, recognize the original AGREEMENT underestimated the maximum obligation due to the number of GO511 calls; and

**NOW THEREFORE**, SAN BERNARDINO COUNTY SAFE and AUTHORITY mutually agree to amend the AGREEMENT as follows:

- 1. Amend Section 3.4, "Maximum Obligation" to delete the section in its entirety and replace it with the following:

"Notwithstanding any provisions of this Agreement to the contrary, AUTHORITY and SAN BERNARDINO COUNTY SAFE mutually agree that AUTHORITY's maximum cumulative payment obligation shall be Three Hundred Seventy-Three Thousand Dollars (\$373,000) which shall include all amounts payable to the Contractor in payments as set forth in Exhibit "A."

- 2. The Agreement is incorporated into this Amendment.
- 3. Except as amended by this Amendment, all other provisions of the AGREEMENT shall remain in full force and effect.
- 4. The Effective Date of this Amendment is the date SAN BERNARDINO COUNTY SAFE executes this Amendment No. 1.

**ORANGE COUNTY TRANSPORTATION  
AUTHORITY**

**SAN BERNARDINO COUNTY SAFE**

By: \_\_\_\_\_  
Darrell Johnson  
Chief Executive Officer

By: \_\_\_\_\_  
Raymond W. Wolfe, Ph.D.  
Executive Director

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Kennard R. Smart, Jr.  
General Counsel

By: \_\_\_\_\_  
Robert D. Herrick  
Asst. General Counsel

APPROVED:

**CONCURRENCE:**

By: \_\_\_\_\_  
Beth McCormick  
General Manager, Transit

By: \_\_\_\_\_  
Jeffery Hill  
Procurement Manager

Attachment: R12140-01 (1532 : OCTA Amendment 2 - 511)

## *Minute Action*

AGENDA ITEM: 7

**Date:** *January 7, 2015*

**Subject:**

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

**Recommendation:**

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

**Entity:** *CTA, CTC*

## Board of Directors Agenda Item

January 7, 2015

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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 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.
- Stipends and 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.

It is recommended that Policy 10008 be approved by the Board.

***Financial Impact:***

This item is consistent with the adopted SANBAG budget.

***Reviewed By:***

This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014. This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on December 12, 2014. SANBAG General Counsel has reviewed this item and the policy.

***Responsible Staff:***

Garry Cohoe, Director of Project Delivery

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:

San Bernardino Associated Governments	<b>Policy</b>	<b>10008</b>
Adopted by the Board of Directors	Month Day, Year	Revised
		mm/dd/yy
<b>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)</b>	Revision No.	0

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

<b>Table of Contents</b>
Purpose   Membership   Meeting Schedule   Procedures   Rules for Addressing the Sub-Committee   Revision History

**I. PURPOSE**

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**

**A. 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.

**B. 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).

**C. 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.

**D. Stipend**

Stipend and mileage will be paid to members when applicable.

**E. Membership Terms**

Membership shall consist of two-year terms commencing January 1, 2015. There is no maximum number of terms for a member.

**F. Membership Absences**

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

- Regular participation in the Sub-Committee is encouraged, recognizing that unavoidable absences will occur on an occasional basis.
- SANBAG staff shall notify the SANBAG President in the event that any one Sub-Committee member is absent from three consecutive Sub-Committee meetings.
- Upon notification by SANBAG staff, the SANBAG President or designee shall contact the Sub-Committee member to discuss the record of absences.

Attachment: Draft Policy 10008 [Revision 1] (1536 : Change status of Express Lanes Ad Hoc Committee to a Standing Sub-Committee)

- 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.

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### 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.

It is anticipated that the sub-committee may not be required to meet every month due to the lack of pressing business. Should it be determined that a meeting is not required on a scheduled meeting date, the meeting will be cancelled and noticed appropriately.

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### IV. PROCEDURES

A. 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.

B. 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.

C. 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.

D. In general, items that are only relevant to the Valley region will be agendaized on the Metro Valley Study Session; items that are only relevant to the Mountain Desert region will be agendaized on the Mountain/Desert Policy Committee; and those items that are relevant to both regions will be agendaized for both bodies.

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### 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.

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### VI. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted.	Mm/dd/yy

## *Minute Action*

AGENDA ITEM: 8

**Date:** *January 7, 2015*

**Subject:**

Amendment No. 1 to the Assignment and Assumption Agreement C13127 for the Lenwood Grade Separation Project

**Recommendation:**

That the Board, acting in the capacity as the San Bernardino County Transportation Commission: Approve Amendment No.1 to Assignment and Assumption Agreement C13127 between the City of Barstow and the San Bernardino County Transportation Commission to allow for reimbursement to the City of costs paid to BNSF Railroad Company (BNSF) for right of way and construction related expenditures identified within the BNSF Overpass Agreement.

**Background:**

**This is an amendment to the Assignment and Assumption contract.** The Lenwood Grade Separation Project will grade separate Lenwood Road and the BNSF Railway tracks, increasing safety and eliminating the delay at the existing at-grade crossing. In May 2011, the County of San Bernardino, the City of Barstow (City), and San Bernardino Associated Governments, acting as the San Bernardino County Transportation Commission (SANBAG) entered into an Agreement C11199 to fully fund the construction of the grade separation over BNSF tracks at Lenwood Road. In February 2012, this agreement was amended to swap Congestion Management and Air Quality funds with Surface Transportation Program funds. In March 2014 Amendment No. 2 was approved increasing programming on the right of way phase, reducing programming to the construction phase and updating the overall funding plan. The net result was a reduction to the total project cost by \$578,941.

In May 2013, the City and BNSF finalized an Overpass Agreement for the Construction & Maintenance of Lenwood Grade Separation. For SANBAG to construct the Lenwood Road Overpass Structure it was necessary for the City to assign the obligations relating to the construction of the Overpass Agreement to SANBAG. At the July 2013 SANBAG Board of Directors meeting, the Board agreed SANBAG would assume certain obligations of the Overpass Agreement by approving Assignment and Assumption Agreement C13127. The City retained all of its obligations under the Overpass Agreement that arise out of maintenance of the Overpass Structure and occupation and use of BNSF right-of-way after construction of the Overpass Structure is completed. This Assignment and Assumption Agreement did not change any of the funding obligations of the parties as identified in the Project funding agreement C11199.

In reviewing the project's costs, staff noted that the Overpass Agreement specified that the City is responsible to pay the BNSF for administrative fees, licenses, insurance, easements, and flagging costs for an estimated total of \$991,287. Although these costs were anticipated in the

*Entity: CTC*

Board of Directors Agenda Item

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project budget, reimbursement to the City for these project costs was not addressed in the original agreement. Therefore, the purpose of this amendment is to provide a mechanism to SANBAG for reimbursement to the City for these direct project costs. Staff requests approval of this recommendation.

***Financial Impact:***

This item is consistent with the Fiscal Year 2014/2015 SANBAG approved budget and has no fiscal impact. Task No. 0881, PUC Section 190 and Trade Corridors Improvement Funds.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on December 12, 2014. SANBAG General Counsel and Procurement Manager has reviewed this item and the amendment.

***Responsible Staff:***

Garry Cohoe, Director of Project Delivery

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:



## CONTRACT SUMMARY SHEET

Contract No. C 13127 Amendment No. 1

By and Between

San Bernardino County Transportation Commission and City of Barstow

Contract Description Assignment and Assumption Agreement for Lenwood G.S., Amendment 1

**Board of Director's Meeting Date:** January 7, 2015  
**Overview of BOD Action:** C13127 Approved July 10, 2013

Is this a Sole-Source procurement?  Yes  No

CONTRACT OVERVIEW					
Original Contract Amount	\$	0.00	Original Contingency Amount	\$	0.00
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	991,287	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$		Contingency Amendment	\$	
<b>TOTAL CONTRACT VALUE</b>	\$	991,287	<b>TOTAL CONTINGENCY VALUE</b>	\$	0.00
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>					\$ 991,287

Contract Start Date 7/11/13	Current Contract Expiration Date 12/31/17	Revised Contract Expiration Date
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

FINANCIAL INFORMATION				
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>881</u> .				
<input type="checkbox"/> A Budget Amendment is required.				
How are we funding current FY?				
<input type="checkbox"/> Federal Funds	<input checked="" type="checkbox"/> State Funds	<input type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds	<input type="checkbox"/> Measure I Funds
Provide Brief Overview of the Overall Funding for the duration of the Contract:				
TCIF and Section 190				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable				

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

Andrea Nieto  
Project Manager (Print Name)

Garry Cohoe  
Task Manager (Print Name)

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

Jeffery Hill  
Contract Administrator (Print Name)

W STAWARSKI  
Chief Financial Officer (Print Name)

<u>[Signature]</u> Signature	<u>11/24/14</u> Date
<u>[Signature]</u> Signature	<u>11-24-14</u> Date
<u>[Signature]</u> Signature	<u>12-4-14</u> Date
<u>[Signature]</u> Signature	<u>12/8/14</u> Date
<u>[Signature]</u> Signature	<u>12/16/14</u> Date

AMENDMENT No. 1 to ASSIGNMENT AND ASSUMPTION AGREEMENT  
(CONTRACT NO. C13127)  
BY AND BETWEEN  
THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION  
AND  
THE CITY OF BARSTOW  
LENWOOD ROAD/BNSF GRADE SEPARATION

This Amendment No.1 (AMENDMENT) to Assignment and Assumption Agreement Contract No. C13127 (CONTRACT) is by and between the San Bernardino County Transportation Commission (hereinafter called COMMISSION) and the City of Barstow (hereinafter called CITY).

RECITALS:

A. CITY and BNSF Railway Company (BNSF) entered into an Overpass Agreement (AGREEMENT), BNSF File No. BF10001915, Lenwood Road Overpass, U.S. DOT No. 026062X, LS 7600, MP5.77, Cajon Subdivision, effective as of May 20, 2013, to construct the Lenwood Road Overpass (STRUCTURE), including but not limited to, any and all changes to telephone, telegraph, signal, and electrical lines and appurtenances, temporary and permanent track work, fencing, grading, alterations to or new construction of drainage facilities, preliminary and construction engineering, and contract preparation.

B. BNSF consented to the assignment to and assumption by COMMISSION of a portion of the CITY's rights and obligations under the AGREEMENT (See AGREEMENT Article IV, Paragraph 17).

C. The Parties entered into the CONTRACT effective July 11, 2013, under which CITY assigned to COMMISSION and COMMISSION assumed CITY's obligations to perform construction work under the AGREEMENT during the STRUCTURE's construction phase, and under which CITY retained all obligations under the AGREEMENT related to ownership and maintenance of the STRUCTURE upon completion of the STRUCTURE.

D. It is the intent of the COMMISSION to reimburse CITY for certain CITY funding obligations under the AGREEMENT, and to set forth COMMISSION's reimbursement obligations in this AMENDMENT.

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

1. The CONTRACT is amended in the following particulars:

Remove and replace Paragraph 5 with the following:

“5. COMMISSION agrees to reimburse CITY for actual CITY expenditures identified in AGREEMENT Article II entitled “BNSF Obligations” Paragraphs 1,

2, 4, 5, and 6, and Article III entitled "Agency Obligations", with the exception of Article III Paragraph 9 ( future inspection and maintenance of the STRUCTURE) and of Article III Paragraph 16 (indemnification)."

- 2. The Recitals are incorporated into the body of this AMENDMENT.
- 3. This AMENDMENT is not intended to amend, supersede or modify in any way funding obligations set forth in the Cooperative Agreement No. C11199 between CITY, COMMISSION and the County of San Bernardino entered into May 2011, and amended in February 2012.
- 4. Except as expressly amended by this AMENDMENT the CONTRACT shall remain in full force and effect.

IN WITNESS WHEREOF, the authorized parties have executed this Contract below, and the Contract is effective as of the date executed by COMMISSION.

SAN BERNARDINO COUNTY  
TRANSPORTATION COMMISSION

CITY OF BARSTOW

By: \_\_\_\_\_  
L. Denis Michael  
President, SANBAG Board of  
Directors

By: \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM

By: \_\_\_\_\_  
Eileen Monaghan Teichert  
General Counsel

Date: \_\_\_\_\_

Attachment: C13127-01 (1535 : Lenwood Grade Separation Project Assignment and Assumption Agreement Amendment)

## *Minute Action*

AGENDA ITEM: 9

**Date:** *January 7, 2015*

**Subject:**

Construction Cooperative Agreement Amendment for Interstate 215 Segments 1 and 2

**Recommendation:**

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

A. Approve Amendment 2 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

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

**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.

*Entity: CTA*

Board of Directors Agenda Item

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In addition, staff is recommending authority be granted to the Executive Director to sign Amendment 2 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 was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014. SANBAG General Counsel and Procurement Manager have reviewed this item and the contract as to form.

***Responsible Staff:***

Garry Cohoe, Director of Project Delivery

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:



### 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:** ~~N/A~~ 1/7/15  
**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 approved at the 11/5/14 Board meeting and for specific contracts such as  
**Is this a Sole-Source procurement?**  Yes  No Skanska \$

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

*Jacobus.  
PLUS A  
J.T.M  
CONTINGENCY*

**Contract Start Date** 4/1/09 **Current Contract Expiration Date** 12/31/14 **Revised Contract Expiration Date** 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 \_\_\_\_\_ %

*gm*

Dennis Saylor		11/21/14
Project Manager (Print Name)	Signature	Date
<u>Garry Colton</u>		11-24-14
Task Manager (Print Name)	Signature	Date
<u>Andrea Zurek</u>		11/26/14
Dir. of Fund Admin. & Programming (Print Name)	Signature	Date
<u>Jeffery Hill</u>		11/21/14
Contract Administrator (Print Name)	Signature	Date
<u>William Sawalick</u>		11/21/14
Chief Financial Officer (Print Name)	Signature	Date

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 16<sup>th</sup> 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 16<sup>th</sup> 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 \$2,400,000; increase Congestion Mitigation and Air Quality (CMAQ) capital funds to \$29,606,000; increase the Federal Projects of National and Regional Significance (PNRS) LY40 capital funds to \$18,586,065; decrease the State Regional Surface Transportation

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.

**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

SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY

By: \_\_\_\_\_  
Basem E. Muallem, P.E.  
District Director

By: \_\_\_\_\_  
Raymond W. Wolfe, PhD.  
Executive Director

APPROVED AS TO FORM:

ATTEST:

By: \_\_\_\_\_  
Attorney,  
Department of Transportation

By: \_\_\_\_\_  
Vicki Watson  
Board Clerk

CERTIFIED AS TO FINANCIAL TERMS  
AND CONDITIONS:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Accounting Administrator

By: \_\_\_\_\_  
Eileen Monaghan Teichert  
General Counsel

CERTIFIED AS TO FUNDS:

CONCURRENCE:

By: \_\_\_\_\_  
Lisa Pacheco  
District Budget Manager

By: \_\_\_\_\_  
Jeffery Hill  
Procurement Manager

## District Agreement No. 8-1427 A/2

Fund Type	CONSTRUCTION CAPITAL		CONSTRUCTION SUPPORT		Totals
	CALTRANS	AUTHORITY	CALTRANS	AUTHORITY	
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
<b>Totals</b>	\$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	\$ 29,606,000		\$ 29,606,000
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**

## *Minute Action*

AGENDA ITEM: 10

**Date:** *January 7, 2015*

**Subject:**

Valley and Victor Valley Jurisdiction Development Impact Fee Update

**Recommendation:**

That the San Bernardino County Transportation Commission, acting as the Congestion Management Agency, recommend the following for final approval:

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.

**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. Implementation and maintenance of a development mitigation program is required to maintain conformance with the CMP Land Use/Transportation Analysis Program. Failure to comply with the maintenance requirements of the development mitigation program could result in withholding of Section 2105 gas tax dollars. Remedy periods are provided for in both state law and SANBAG CMP policy.

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 6<sup>th</sup> Street/Arrow Highway. For instance, the 2007 cost estimate at 6<sup>th</sup> 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. The Upland Sphere consists of the San Antonio Heights area.

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

## Board of Directors Agenda Item

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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 and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014. This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on December 12, 2014.

**Responsible Staff:**

Steve Smith, Director of Planning

Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:

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

Jurisdiction	Development Share of Nexus Projects in Millions				
	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
<b>Total</b>	<b>\$1,121.96</b>	<b>\$1,514.05</b>	<b>\$1,832.53</b>	<b>\$1,829.87</b>	<b>\$1,741.81</b>
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 (San Antonio Heights)	\$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
<b>Total</b>	<b>\$191.92</b>	<b>\$203.67</b>	<b>\$242.32</b>	<b>\$244.18</b>	<b>\$233.68</b>

Attachment: Table 1 - Development Share for Local Jurisdictions (1534 : DIF Update)

## *Minute Action*

### AGENDA ITEM: 11

**Date:** *January 7, 2015*

**Subject:**

Valley Transportation Services Fiscal Year 2014/2015 Budget

**Recommendation:**

Approve Valley Transportation Services Fiscal Year 2014/2015 Budget pursuant to the terms of Contract No. C11174 Section 3(d).

**Background:**

On May 4, 2011, the Board approved Contract No. C11174 with Valley Transportation Services, Inc. (VTrans). The contract with VTrans documented the requirements for the agency's receipt of Measure I funds for on-going annual programs of benefit to the San Bernardino Valley Senior and Disabled populations. The contract detailed the revenue allocation process, reporting, and auditing requirements.

As part of the contract in section 3(d), VTrans is required to submit their annual budget to the SANBAG Board for approval. Attachment 1 is the agenda item from VTrans Board of Directors as well as their budget that was approved during their May 2014 Board Meeting.

The highlights of VTrans budget includes commencing with a Taxi Voucher Program and Travel Reimbursement Program (TREP) in the Valley. A portion of these projects will be paid for by federal Job Access Reverse Commute (JARC) funds which were awarded to them through a competitive grant process by SANBAG in October 2013. Additionally, during this fiscal year their maintenance department should be fully operational which will allow social service and non-profit agencies to bring their paratransit vehicles to this location for all vehicle maintenance and repair. VTrans will also be adding a new staff position *Client Relations Coordinator*. This new employee will be working on the TREP and Taxi Voucher Program.

At the conclusion of the 2013 audits, VTrans had a fund balance of \$4,151,665. During this fiscal year VTrans will begin using \$624,446 of this balance. This funding will be used to continue their support to various non-profit and social service agencies by providing Measure I Senior and Disabled funds as a match to federal grants awarded to these agencies. Some of these agencies include, but are not limited to, Pomona Valley Workshop, Central City Lutheran Mission and OPARC.

At this time staff is requesting that the Board approve the Valley Transportation Services Fiscal Year 2014/2015 Budget pursuant to the terms of Contract No. C11174 Section 3(d).

*Entity: CTA, CTC*

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***Financial Impact:***

This item has no direct impact on the Fiscal Year 2014/2015 SANBAG Budget. Contract No. C11174 provides for the amount and the mechanism for providing Valley Transportation Services Measure I funding. These funds have already been included in the SANBAG Fiscal Year 2014/2015 Budget under Task No. 0310.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014.

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:

**DATE: May 28, 2014**  
**TO: VTrans Board of Directors**  
**FROM: Beth Kranda, CEO**  
**RE: Fiscal Year 2014-2015 Operating & Capital Budgets**

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**Discussion:**

The FY 2014-15 Operating and Capital Budget represents a comprehensive plan of committing VTrans' Measure I Funds to fully operate existing programs, fund more of its Community Partner's operating and capital requirements, and to expand into new and exciting services for the community that it serves. The financial budget has been developed to include the new and existing programs discussed with the Board during the Strategic Plan Workshop and in line with the funding allocations from SANBAG. Staff believes the plan meets the directives of the Board of Directors and its mission statement to provide alternative transportation services to the senior citizens, persons with disabilities and persons of low-income of the western portion of San Bernardino County.

The VTrans Operating Department does not include any funding for additional staffing. Management believes that they can accomplish their goals with existing staff and contracted consulting services. New for FY 14-15 in the general consulting services line item is an increase to expand VTrans' service potential into the areas of "In-Person Eligibility and ADA Access Services". All other expense categories are in line with current spending requirements. The only capital item listed for the VTrans' Operating Department is computer equipment to enhance the presentation to the Board and interested parties in the board room at VTrans' headquarters.

The Maintenance Department is planned to be fully functional and staffed in FY 14-15. After delays in design, permitting and construction, staff is committed to begin operations in the next couple of months. Staffing for next year is planned to be only one manager and one mechanic. The proposed capital program consists of the equipment requirements that have been previously discussed with the Board, but were not acquired in FY 13-14 due to not having sufficient spacing to store and safeguard the new assets. The capital program additionally includes the procuring of specialized vans to use in meeting the requirements of its new customer base.

The Travel Training and TREP Department Budgets were developed to reflect the grants that have been approved for these programs. The Measure I match for the Travel Training budget is projected to be \$84,000 with JARC and New Freedom Funds covering the balance of the operating requirements. The TREP will be fully funded with New Freedom Funds. Staffing for TREP will be expanded to share 1/3 of the new "client relations coordinator" position that is planned to be added in FY 14-15.

Two new programs are planned to be operated in FY 2014-15, the TAXI Voucher Program and the Valley TREP Program. The Valley TREP is funded by a 50% match of Measure I Funds and a combination of \$120,000 of New Freedom Funds and \$30,000 of JARC Funds. Staffing for these programs will be provided by the existing TREP Manager for VTrans and the new proposed client relations coordinator.

VTrans' commitment to its Community Service Partners has been enhanced in FY 14-15 to meet their operating and capital requirements. Measure I funds have additionally been programmed for the OPARC and 211 Mobility Manager projects planned to be operational for the next fiscal year. VTrans' management is also proposing that \$175,000 be programmed for community Senior Services' operational and capital programs in FY 14-15.

This item has been reviewed by the Finance Committee.

**Fiscal Impact:**

The FY 2014-15 Operating and Capital Budget is a financial plan that will fully utilize VTrans' expected Measure I funding of \$2,204,100 and additionally allocate approximately \$625,000 of its carryover reserves.

**Recommendations:**

- a. Adopt VTrans' Fiscal Year 2014 – 2015 Operating and Capital Budgets

**Attachment:**

- a. Measure I Funding and Utilization Summary
- b. Operating Budget Worksheets by Department.
- c. Proposed Capital Budget

Valley Transportation Services  
 Fiscal Year 2014-15  
 Operating Fund  
 Proposed Budget

	Fiscal Year 2013-14												FY 2014-15		Explanations		
	Actual		Projected					Adopted					Proposed Budget				
	Jul '13 - Mar '14	Apr '14	May '14	June '14	Jul '13 - Jun '14	Jul '14	Annual Budget										
<b>Income</b>																	
407007 - Other Income	798	0	0	0	0	798	3,000	1,701,117	189,013	189,013	189,013	2,268,156	2,173,350	908,950	0	Per projection from SANBAG	
409002 - Measure I OP Revenue	5,886	650	650	650	650	7,836	10,000							10,000		Estimate using prior year budget	
414001 - Interest Income	1,707,801	189,663	189,663	189,663	189,663	2,276,791	2,186,350							918,950			
<b>Total Income</b>																	
<b>Expense</b>																	
501001 - Payroll	142,923	16,000	16,000	16,000	16,000	190,923	200,000							223,700		Based on projected payroll	
502001 - Payroll Taxes - Employer	11,712	1,000	1,000	1,000	1,000	14,712	16,500							18,600		Based on percentage of payroll (8.3%)	
502002 - Workers Comp	1,693	175	175	175	175	2,218	2,000							2,700		Based on prior year payroll (1.2%)	
502003 - Medical Expense	8,147	850	850	850	850	10,697	12,000							18,000		3 Employees at max. contract per year	
502005 - Employee Pension Costs	5,262	4,522	1,005	1,005	1,1794	11,400							23,000		Assume max allowable per employee		
502007 - Employee Benefit- Insurance	3,787	425	425	425	5,062								6,000		Based on prior year actuals		
503001 - Professional Services	36,218	5,000	4,000	5,000	50,218	50,000							50,000		No change from prior year		
5030011 - Accounting Services	0	28,000	10,000	5,000	43,000	59,550							300,000		Eligibility & ADA Access		
5030012 - Consulting Services	12,730	1,500	1,500	3,000	18,730	29,410							50,000		Based on Projected requirements		
5030013 - Legal Services	6,592	7,792	1,200	1,200	7,792	20,000							10,000		Marketing of new services		
5030015 - Marketing Services	55,540	34,500	15,500	14,200	119,740	158,960							410,000				
<b>Total 503001 - Professional Services</b>																	
503002 - Payroll Processing Services	4,719	550	550	550	6,369	4,000							6,500		Based on prior year actuals		
503005 - Facility	27,884	3,300	3,300	3,300	37,784	40,000							42,000		Projected with increase in November		
5030051 - Facility Rent	0	0	0	0	500	2,000							2,000		Based on prior year budget		
5030052 - Facility Repair	325	15	15	15	370	350							400		Based on prior year actuals		
5030053 - Facility - Alarm	28,208	3,315	3,315	3,815	38,653	42,350							44,400				
<b>Total 503005 - Facility</b>																	
503006 - Community Service	4,781	0	0	0	4,781	25,000							25,000		Based on prior year budget		
5030621 - Scholarships	4,781	0	0	0	4,781	25,000							25,000		Based on prior year actuals		
<b>Total 503006 - Community Service</b>																	
504008 - Office Supplies	3,228	359	359	359	4,304	10,000							5,000		Based on prior year actuals		
504009 - Postage	184	20	20	20	245	4,000							1,000		Based on prior year actuals		
505001 - Telephone	2,279	260	260	260	3,059	5,000							7,000		Based on prior year budget		
506001 - Insurance Premiums	7,407	0	0	0	7,407	10,000							10,000		Based on prior year budget		
506021 - Computer Supp. Serv. & Software	8,200	925	925	925	10,975	30,000							15,000		Projected to increase with more users		
506052 - Minor Equip & Office Furniture	0	0	0	0	0	4,000							2,000		Minor amounts projected		
507001 - Tax/License/Dues/Permits	160	0	0	0	160	50							250		Based on prior year actuals		
509001 - Travel	5,615	500	1,000	0	7,115	5,600							15,000		Based on expected increase		
5090011 - Board Travel	3,916	175	175	175	3,916	9,000							9,000		Based on prior year budget		
5090012 - Staff Travel	1,515	675	1,175	175	2,040	5,400							2,500		Based on prior year actuals		
5090013 - Employee Mileage Reimburse	11,046	675	1,175	175	13,071	20,000							26,500				
<b>Total 509001 - Travel</b>																	
509002 - Professional Development	6,797	0	0	0	6,797	7,000							7,500		Based on prior year actuals		
509005 - Dues & Memberships	1,735	20	20	20	1,735	7,000							5,000		Based on prior year actuals		
511001 - Interest Expense	180	0	0	0	240	300							1,500		Full year copier expense		
512002 - Equipment Rental	0	2,000	0	2,000	7,554	6,500							10,000		Based on prior year budget		
513002 - Depreciation-Non Grant Equip	2,938	350	350	350	3,988	50,000							50,000		Based on additional FY Depreciation		
514001 - Miscellaneous	314,480	65,946	41,929	42,129	464,484	627,260							918,950		Based on prior year budget		
<b>Total Expense</b>																	
<b>Net Income</b>	1,393,322	123,717	147,734	147,534	1,812,306	1,559,090							0				

Attachment: Attachment 1 VTrans Budget (1529 : VTrans Budget)

**Measure I Funding Summary  
Fiscal Year 2014-15**

	<u>Allocation Amounts</u>	<u>Source</u>
<b>Total Allocation Per SANBAG Forecast</b>	<u><b>2,204,109</b></u>	Projected SANBAG Allocation
<b>Valley Transportation Depts.</b>		
VTS - Operations	908,950	VTS Operating Budget
VTS Capital Program	449,126	Capital Program Summary
Valley TREP	150,000	Per Board Approved Funding
Travel Training	84,787	"
Maintenance	83,918	"
Taxi Voucher	300,000	"
<b>Total Valley Transportation Depts.</b>	<u><b>1,976,781</b></u>	
<b>Community Partners:</b>		
PVW	50,766	Per Board Approved Funding
CCLM	65,696	"
CSS	50,000	"
OPARC	79,967	"
211 Mobility	30,345	"
Senior Services	375,000	New Program Spending Estimates
Potential	200,000	Unplanned New Partners
<b>Total Community Partners</b>	<u><b>851,774</b></u>	
<b>Total Applications</b>	<u><b>2,828,555</b></u>	
<b>Balance From Reserves</b>	<u><b>(624,446)</b></u>	

Attachment: Attachment 1 VTrans Budget (1529 : VTrans Budget)

Valley Transportation Services  
 Fiscal Year 2014-15  
 TREP  
 Proposed Budget

Fiscal Year 2013-14

	Actual 7/13-3/14	Projected				FY 13-14	Adopted Budget	FY 2014-15 Budget	Explanations
		Apr 14	May 14	June 14					
<b>Income</b>									
409008 - New Freedom Operating Revenue	103,287	33,455	17,075	17,075	170,893	186,161	200,000	Per Grant Application	
<b>Expense</b>									
501001 - Payroll	39,270	4,300	4,300	4,300	52,170	54,000	75,920		
502001 - Payroll Taxes - Employer	3,375	370	370	370	4,485	5,400			
502002 - Workers Comp	307	310	310	310	1,237	400			
502003 - Medical Expense	2,751	300	300	300	3,651	3,600			
502007 - Employee Benefit- Insurance	101	15	15	15	146				
503001 - Professional Services	1,846	-	-	-	1,846		2,500		
5030015 - Marketing Services	1,846	-	-	-	1,846				
<b>Total 503001 - Professional Services</b>	1,800	200	200	200	2,400	2,400	2,400		
503005 - Facility	1,800	200	200	200	2,400	2,400	1,800		
5030051 - Facility Rent	983	100	100	100	1,283	2,000	1,800		
<b>Total 503005 - Facility</b>	467	50	50	50	617	1,200	2,000		
504008 - Office Supplies	-	65	65	65	669	300	1,000		
504009 - Postage	474	77	77	77	1,000	1,000	3,900		
504010 - Duplicating	-	-	-	-	-	200	8,000		
506001 - Telephone	319	40	40	40	439	200			
506021 - Computer Supp, Serv. & Software	1,395	150	150	150	1,845	1,051			
506052 - Minor Equip & Office Furniture	1,714	190	190	190	2,284	1,251			
509001 - Travel	1,040	100	100	100	1,340	1,900			
5090012 - Staff Travel	64,806	11,000	11,000	11,000	97,806	108,110	100,480		
5090013 - Employee Mileage Reimbursement	655	75	75	75	880	1,000	800		
<b>Total 509001 - Travel</b>	119,688	17,075	17,075	17,075	170,893	186,161	200,000		
509002 - Professional Development	(16,380)	-	-	-	-	-	-		
509008 - Mileage Reimbursement Stipend									
514001 - Miscellaneous									
<b>Total Expense</b>									
<b>Net Income</b>									

Valley Transportation Services  
 Fiscal Year 2014-15  
 Travel Training  
 Proposed Budget

	Fiscal Year 2013-14						FY 2014-15		Explanations
	Actual Jul '13 - Mar '14	Apr '14	May '14	June '14	Jul '13 - Jun '14	Adopted Annual Budget	Proposed Budget		
<b>Income</b>									
409007 - JARC - Operating Revenue	75,150	17,335	8,803	8,553	109,840	205,589	211,968		
409008 - New Freedom Operating Revenue	45,090	10,401	5,282	5,132	65,904	123,353	127,181		
409200 - VTrans Match - Measure I	30,060	6,934	3,521	3,421	43,936	82,236	84,364		
<b>Total Income</b>	<b>150,299</b>	<b>34,670</b>	<b>17,605</b>	<b>17,105</b>	<b>219,680</b>	<b>411,178</b>	<b>423,513</b>		
<b>Expense</b>									
501001 - Payroll	124,275	13,900	13,900	13,900	165,975	238,342	245,492		
502001 - Payroll Taxes - Employer	11,280	1,250	1,250	1,250	15,038	98,614	101,573		
502002 - Workers Comp	1,203	150	150	150	1,653				
502003 - Medical Expense	10,585	850	850	850	13,135				
502007 - Employee Benefit-Insurance	76	10	-	-	86				
503001 - Professional Services	50	-	-	-	50				
5030011 - Accounting Services	128	-	-	-	128	15,450	15,914		
5030012 - Consulting Services	54	-	-	-	54	3,090	3,183		
5030013 - Legal Services	1,985	-	-	-	1,985				
5030015 - Marketing Services	2,216	-	-	-	2,216	18,540	19,096		
<b>Total 503001 - Professional Services</b>									
503002 - Payroll Processing Services	13	-	-	-	13				
504008 - Office Supplies	1,471	165	165	165	1,966	7,416	7,638		
504009 - Postage	125	15	15	15	170				
505001 - Telephone	4,647	525	525	525	6,222	15,450	15,914		
506021 - Computer Supp. Serv. & Software	983	100	100	100	1,283	6,180	6,365		
506052 - Minor Equip & Office Furniture	-	-	-	-	-	2,575	2,652		
509001 - Travel	431	100	100	100	731				
5090012 - Staff Travel	6,194	100	100	100	6,194	13,905	14,322		
5090013 - Employee Mileage Reimbursement	6,625	100	100	100	6,925	13,905	14,322		
<b>Total 509001 - Travel</b>									
509002 - Professional Development	2,901	-	500	-	3,401	3,090	3,183		
509008 - Mileage Reimbursement Stipend	1,447	50	50	50	1,597				
514001 - Miscellaneous	167,655	17,115	17,605	17,105	219,680	411,178	423,513		
<b>Total Expense</b>	<b>(17,555)</b>	<b>17,555</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Net Income</b>									

Valley Transportation  
 Fiscal Year 2014-15  
 Community Service Partners  
 Proposed Budget

	Fiscal Year 2013-14					Adopted Annual Budget	FY 2014-15 Proposed Budget	Explanations
	Actual Jul '13 - Mar '14	Apr 14	May 14	June 14	Jul '13 - Jun '14			
Revenue:								
409002 - Measure t OP Revenue							851,774.00	
Expense								
503031 - Loma Linda	19,150.55				19,150.55	29,925.00	0.00	
503064 - Pomona Valley Workshop	46,782.12				46,782.12	54,900.00	50,766.00	
503066 - Central City Lutheran	16,829.70				16,829.70	21,600.00	65,696.00	
503068 - Community Senior Services	18,719.39				18,719.39	70,470.00	50,000.00	
503626 - OPARC							79,967.00	
503630 - 211 Mobility Manager							30,345.00	
503632 - Senior Programs (Capital - 20% Match)							75,000.00	
503632 - Senior Programs (Operating Grants)							300,000.00	
New Partner Funding							200,000.00	
Total Expense	101,481.76	0.00	0.00	0.00	101,481.76	176,895.00	851,774.00	

Attachment: Attachment 1 VTrans Budget (1529 : VTrans Budget)

Valley Transportation Services  
 Fiscal Year 2014-15  
 Maintenance Department  
 Proposed Budget

	Fiscal Year 2013-14					FY 2014-15 Proposed Budget	Explanations
	Jul-Mar 14	Apr 14	May 14	June 14	Jul 13 - June 14 Annual Budget		
<b>Income</b>							
407002 - Maintenance Service Revenue	272.16	0.00	0.00	272.16	106,560.00	187,200	Based 40 hours billable at \$90/hour
407003 - Maintenance Parts Revenue	0.00	0.00	0.00	0.00	1,240.00	30,000	Based on 20% mark-up for start up
<b>Total Income</b>	272.16	0.00	0.00	272.16	107,800.00	217,200	
<b>Expense</b>							
501001 - Payroll	30,500.00	5,000.00	5,000.00	45,500.00	65,680.00	118,100	Based on Project Payroll (Mgr + Mechanic)
502001 - Payroll Taxes - Employer	2,949.26	483.49	483.49	4,399.73	6,825.00	9,802	Based on percentage of payroll (8.3%)
502002 - Workers Comp	2,454.59	440.20	440.20	3,775.19	6,242.00	11,220	Based on prior year payroll (.095%)
502003 - Medical Expense	1,618.81	300.00	500.00	2,918.81	4,200.00	12,000	Based on contract limits for 2 employees
502005 - Employer Pension Costs					0.00	2,000	Assume max allowable per employee
503001 - Professional Services	1,862.50	250.00	250.00	2,362.50	5,313.00	2,000	Estimate to assist with accounting interface
5030011 - Accounting Services	0.00	0.00	0.00	0.00	4,500.00	1,000	Contingency amount
5030012 - Consulting Services	3,974.00	0.00	500.00	4,974.00		2,000	Contingency amount
5030013 - Legal Services	1,984.77	0.00	0	1,984.77		2,000	To assist with marketing new dept.
5030015 - Marketing Services	7,821.27	250.00	500.00	9,321.27	9,813.00	7,000	
<b>Total 503001 - Professional Services</b>	15,858.00	3,169.20	3,169.20	25,365.60	32,000.00	38,400	Based on current contract
503005 - Facility	228.00	114.00	114.00	114.00	570.00	1,000	Estimate per year
5030051 - Facility Rent	16,086.00	3,283.20	3,283.20	3,283.20	25,935.60	39,400	
<b>Total 503005 - Facility</b>	122.16	0.00	0.00	122.16		25,000	Estimate of parts usage
504006 - Cost of Goods Parts	215.30	0.00	50.00	0.00	265.30	1,800	Projected to increase with more usage
504008 - Office Supplies	5.98	2.00	2.00	11.98		250	
504009 - Postage	60.78	33.00	33.00	159.78	2,400.00	5,000	Based on full-year usage
505001 - Telephone	1,085.33	243.00	243.00	1,814.33	3,753.00	12,000	Estimated at \$1000 a month
505002 - Utilities	205.00	0.00	0.00	205.00	505.00	12,000	Estimate per current quote
506001 - Insurance Premiums	1,972.95	220.00	220.00	2,632.95	5,751.00	6,500	Current software fees
506021 - Computer Supp. Serv. & Software	0.00	0.00	0.00	0.00	17,046.00	21,046	See supporting detail + \$500 mo contingency
506052 - Minor Equip & Office Furniture	518.83	0.00	500.00	1,018.83	1,899.00	2,400	Contingency for training travel
509001 - Travel	501.57	0.00	0.00	501.57		1,200	Contingency amount
5090012 - Staff Travel							
5090013 - Employee Mileage	1,020.40	0.00	500.00	1,520.40	1,899.00	3,600	
<b>Total 509001 - Travel</b>	1,965.48	0.00	500.00	2,465.48	2,144.00	2,400	Contingency continuing education
509002 - Professional Development	0.00	0.00	0.00	0.00	2,900.00	1,500	Contingency amount
509005 - Dues & Memberships	217.41	0.00	0.00	217.41	988.00	2,500	Contingency amount
514001 - Miscellaneous	0.00	0.00	0.00	0.00	10,000.00	10,000	Contingency amount
69800 - Operating Contingency	43,610.52			43,610.52	126,136.00		See capital program
69900 - Cap. Assets-Temp Holding Acct.	0.00			0.00	57,740.00		See capital program
69901 - Construction Contingency	111,911.24	10,254.89	11,254.89	144,875.91	356,892.00	301,118	
<b>Total Expense</b>	-111,639.08	-10,254.89	#####	-10,704.89	-144,603.75	-249,092.00	
<b>Net Income</b>							

Attachment: Attachment 1 VTrans Budget (1529 : VTrans Budget)

**Valley Transportation Services  
Fiscal Year 2014-15  
VALLEY TREP  
Proposed Budget**

**Valley TREP Program  
Fiscal Year 2014-15  
Proposed Grant Program Spending**

	<b>FY 2014-15</b>
	<b><u>Proposed Budget</u></b>
<b>Income</b>	
JARC - Operating Revenue	30,000.00
New Freedom Operating Revenue	120,000.00
VTrans Match - Measure I	150,000.00
<b>Total Income</b>	<b><u>300,000.00</u></b>
<b>Expense</b>	
Payroll	75,728.00
Benefits and Taxes	44,144.00
Employee Mileage	2,500.00
Telephone	1,200.00
Rent	2,400.00
Postage	2,400.00
Bank Charges	2,000.00
Mileage Stipends	162,228.00
Offices Furniture/Equipment	5,000.00
Marketing	2,400.00
<b>Total Expense</b>	<b><u>300,000.00</u></b>
<b>Net Income</b>	<b><u><u>0.00</u></u></b>

Valley Transportation Services  
 Fiscal Year 2014-15  
 TAXI Program  
 Proposed Budget

Taxi Program  
 Fiscal Year 2014-15  
 Proposed Grant Program Spending

	<u>FY 2014-15</u> <u>Proposed Budget</u>
<b>Income</b>	
JARC - Operating Revenue	100,000.00
New Freedom Operating Revenue	0.00
VTrans Match - Measure I	300,000.00
<b>Total Income</b>	<u>400,000.00</u>
<b>Expense</b>	
Payroll	57,798.00
Benefits and Taxes	28,180.00
Employee Mileage	2,000.00
Telephone	2,400.00
Rent	1,500.00
Postage	10,000.00
Bank Charges	10,000.00
Mileage Stipends	279,122.00
Offices Furniture/Equipment	5,000.00
Marketing	4,000.00
<b>Total Expense</b>	<u>400,000.00</u>
<b>Net Income</b>	<u>0.00</u>

Valley Transportation Services  
Capital Improvement Program  
Fiscal Year 2014-15

	<u>Amount</u>
Valley Transportation Services	
Board Room Computer Equip	10,000
Total Valley Transportation	<u>10,000</u>
Maintenance Department	
Equipment	205,581
Furniture	16,446
Leasehold Improvements	217,099
Total Maintenance Dept.	<u>439,126</u>
Total Capital Projected Budget	<u><u>449,126</u></u>

Attachment: Attachment 1 VTrans Budget (1529 : VTrans Budget)

## *Minute Action*

AGENDA ITEM: 12

**Date:** *January 7, 2015*

**Subject:**

Transit and Rail Fiscal Year 2014/2015 Department Budget Amendment

**Recommendation:**

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 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

*Entity: CTA, CTC*

## Board of Directors Agenda Item

January 7, 2015

Page 2

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 was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014.

***Responsible Staff:***

Mitch Alderman, Director of Transit and Rail Programs

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:

## *Minute Action*

### AGENDA ITEM: 13

**Date:** *January 7, 2015*

**Subject:**

Request for Proposals for SANBAG's Federal Advocacy Services

**Recommendation:**

Approve the release of Request for Proposal 15-1001161 for Federal Advocacy Services to be provided through December 31, 2016.

**Background:**

On January 10, 2007, the SANBAG Board of Directors (Board) approved an initial contract with Van Scoyoc Associates, Incorporated (VSA) for a four year term, ending December 31, 2011. The Board approved an additional four-year contract on November 2, 2011, with one two-year option term. The initial contract is set to expire on December 31, 2015. Should the Board exercise the option term, the new contract expiration date would be December 31, 2017.

At this time, staff is recommending that Board not exercise the option term and instead release a new Request for Proposals (RFP). This will allow SANBAG to evaluate service levels and providers following the November 2014 election. Beginning in January 2015, the U.S. Senate and House of Representatives will both have Republican majorities. This new dynamic, paired with a Democratic Administration, may require some re-evaluation of the existing federal advocacy service contract.

In addition, the contract was last procured prior to the arrival of the current Director of Legislative and Public Affairs. A revised Scope of Work, Attachment A, is provided for Committee review and comment. This revised Scope will help clarify roles and responsibilities, as well as improve accountability and responsiveness.

Upon Board approval of the RFP, SANBAG staff will (1) post and disseminate the RFP; (2) organize a selection committee; and (3) report back to the Board with a recommended contract award.

The selection committee will be comprised of individuals representing some or all of the following entities: Southern California transportation entities or councils of governments; the Executive Director, the Director of Legislative and Public Affairs; and Members of the SANBAG Legislative Ad Hoc Committee, if desired.

The recommended contract duration for this RFP is two years, with two, two-year option term extensions to match the federal congressional calendar and election cycle.

*Entity: CMA, COG, CTA, CTC*

Board of Directors Agenda Item  
January 7, 2015  
Page 2

***Financial Impact:***

SANBAG has budgeted for Federal Advocacy Services contracts in the FY2014/2015 SANBAG Budget (4110.01.0503.52001)

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014.

***Responsible Staff:***

Wendy Strack, Director of Legislative and Public Affairs

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:

## ATTACHMENT 1

**General Statement** – The Consultant will work to advance SANBAG’s policy, funding, and regulatory objectives in Washington, D.C., as outlined in the annual legislative platform, adopted by the Board of Directors. The Consultant will work to develop bi-partisan support, where possible, for the outlined objectives and Board approved priorities. The Director of Legislative and Public Affairs and/or his/her designee will be the key contact and will coordinate the work of the Consultant. Under the direction and coordination, the Consultant shall be responsible for implementing the objectives described below.

### A. Program Development

- a. Assist with the development of SANBAG’s annual federal legislative platform by identifying potential policy issues, key anticipated funding and regulatory items, changing political dynamics, and pending proposals.
- b. Maintain a current awareness of SANBAG Board actions, programs, activities, policies.
- c. Develop and maintain knowledge of the technical and political aspects of transportation funding, as well as the priorities and issues affecting councils of governments.

*Deliverables:*

- *Electronically provide information, copies of introduced legislation, relevant testimony, analyses, as well as social media or news articles impacting SANBAG’s identified priorities.*
- *Monitor SANBAG Committee and Board Agendas*

### B. Relationships

a. Possess strategic relationships and communicate SANBAG’s positions on major budgetary, regulatory, or policy issues with House and Senate leadership, Members, relevant House and Senate committee staff, and the Administration, as well as federal agencies such as the Office of Management and Budget and the U.S. Department of Transportation (US DOT), including the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), and the Federal Aviation Administration (FAA), and any other federal department, agency, board, or commission whose decisions impact SANBAG.

I. Make recommendations for when direct engagement by SANBAG Board Members and staff would be effective.

b. Routinely communicate and collaborate with the San Bernardino County Federal Delegation regarding SANBAG’s interests and priorities.

I. Make recommendations for when direct engagement of the delegation by SANBAG Board Members and staff would be effective.

c. Identify key partners, groups, and individuals to build alliances, partnerships and coalitions in order to advance SANBAG's interests. Coordinate efforts with other entities seeking common goals and outcomes including the America Public Transit Association (APTA), the American Association of State Highway and Transportation Officials (AASHTO), and other leading transportation advocacy organizations. Additionally, coordinate with other Southern California transportation agencies and councils of governments on areas of mutual concern.

*Deliverables:*

- *Electronic reports on the outcomes of meetings and issues impacting SANBAG.*
- *Participation in lobbying coalitions related to SANBAG's priorities.*

**C. Advocacy**

a. Make specific, pro-active recommendations with respect to appropriate timing and manner of engagement including providing strategic counsel on the development of, coordination of, and leadership on advocacy, strategy, and tactics to advance and achieve SANBAG's federal priorities.

b. Communicate SANBAG's positions on legislative, regulatory, budgetary, and policy items. Prepare materials, testimony, notes, letters, and other written communications to advance SANBAG's positions, as appropriate.

c. Identify and recommend positions on legislation, amendments to legislation, regulations, budget proposals, funding, regulatory, and other items of interest to or impacting SANBAG and provide analyses or supplemental information related to these items upon request.

d. Conduct activities necessary to carry out SANBAG's priorities with regard to the passage, defeat, or amendment of proposed legislative items.

e. Assist in the development and implementation of federal transportation policy that is favorable to SANBAG.

f. Maximize funding opportunities for SANBAG, including securing a stable and long-term surface transportation bill and annual appropriations bills, as well as position SANBAG to receive funding from discretionary programs and maintain at least current levels of funding for FHWA and FTA formula funding programs.

I. Develop a comprehensive strategy for ensuring SANBAG's priorities are included in the next transportation reauthorization and annual appropriations bills.

II. Secure funding from discretionary grant programs through the US DOT such as the Transportation Investments Generating Economic Recovery (TIGER) or other grant programs.

III. Guide SANBAG through FTA New and Small Starts funding processes, securing funding and executing Full Funding Grant Agreements.

g. Represent and advocate on behalf of SANBAG or with SANBAG Board Members or staff at meetings. This also includes testifying on behalf of or preparing/organizing testimony for SANBAG Board Members or staff and preparing legislative language and other materials to ensure SANBAG's goals and objectives are achieved.

h. Build agency image in Washington, D.C. including but not limited to: developing communications strategies to promote and support SANBAG's interests and image; building relationships between stakeholders and SANBAG Board Members and staff; and promoting SANBAG's visibility through clear and consistent representation of the agency.

i. Provide information related to financial, policy, or informational hearings on issues that impact SANBAG's priorities as well as SANBAG's projects, programs, and services. Arrange for participation in such events as appropriate for SANBAG Board Members and staff.

j. Coordinate project and area tours for relevant House and Senate Leaders, Key Committee Members and Staff, Members of the Administration or the San Bernardino County Federal Delegation.

k. Secure Member or Administration attendance at project related events and ceremonies.

l. Monitor Federal Register notices and other federal public comment notices. Provide input on the scope and timing of appropriate responses in order to support SANBAG's projects, programs, and services.

m. Undertake additional assignments that have been mutually agreed upon by both parties and are necessary to accomplish OCTA's objectives in Washington, D.C.

*Deliverables:*

- *Provide copies of regulations or legislative language along with a summary, analysis, and information related to sponsors, supporters, and opponents.*
- *Copies of draft or preliminary language allowing SANBAG to engage early in the development of language, policies and regulations impacting SANBAG, transportation funding, or other items of interest.*
- *Notification of hearings and securing of speaker spots, as appropriate.*
- *Analyses of budgetary proposals or legislative items impacting SANBAG.*
- *Oral or written briefings on major legislative/policy initiatives.*

- *Secure equitable share of funding for SANBAG projects, programs, services, and priorities.*
- *Achieving SANBAG legislative, funding, and regulatory advocacy objectives.*
- *Copies of all written correspondence, testimony, advocacy materials, and position papers given on behalf of SANBAG.*

#### **D. Washington, D.C. Travel**

a. Assist SANBAG with the planning and scheduling of meetings for Board Members and staff with key officials to advance SANBAG's priorities, along with the appropriate logistical support. As appropriate, lead the meeting and/or guide SANBAG in preparation for these meetings.

b. Assist with the development of an Annual Advocacy Trip to Washington, D.C. for SANBAG Board Members and staff, upon request. This includes securing meeting space, scheduling meetings, and identifying issues for consideration.

#### *Deliverables:*

- *Schedule of meetings with key stakeholders, Leadership and Key Members, and the Administration.*
- *Successful arrangement of a Washington, D.C. Advocacy Trip, if applicable.*

#### **E. Administrative Issues**

a. Maintain a Washington, D.C. Office and a visible presence in Washington, D.C. This office shall be available for use by Board Members and staff, as needed, while conducting SANBAG business in Washington, D.C.

#### b. Written and Oral Reports

I. Provide a monthly invoice for work performed on behalf of SANBAG, including a written update of activities engaged in on behalf of SANBAG during that time period including but not limited to: testimony before committees, individual meetings with Members or staff, written correspondence on behalf of SANBAG, and the status of SANBAG's key initiatives. The report should also contain any relevant information regarding activities/progress on major legislation, adopted a budget, and general activities or actions that could impact SANBAG's interests.

II. Provide oral updates to the Board of Directors regarding the pending actions, key issues, and the status of SANBAG priorities, upon request. These shall occur no less than one per year, but no more than four. These updates may also include one annual strategic planning session with SANBAG Board Members or staff.

III. Prepare memos on particular items of interest as requested or as major issues arise requiring supplemental background and context.

IV. Provide an annual end-of-year report to summarize activities made throughout the year, accomplishments towards SANBAGs goals, and ideas for further consideration.

c. Assist with the filing of lobbying disclosure forms, as appropriate.

d. The Consultant shall maintain close communication with SANBAG staff and Board of Directors.

*Deliverables:*

- *An office in Washington, D.C., convenient to the Capitol.*
- *A monthly invoice including a summary of activities engaged in on behalf of SANBAG.*
- *An annual end-of-year report of accomplishments.*

## *Minute Action*

### AGENDA ITEM: 14

**Date:** January 7, 2015

**Subject:**

Yucca Loma Corridor - Green Tree Boulevard Extension Project

**Recommendation:**

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

- A. Allocate \$1,240,465.00 in Victor Valley Major Local Highway Program funds to the City of Victorville for the Yucca Loma Corridor Project – Green Tree Boulevard Extension Project.
- B. Approve Funding Agreement 15-1001115 (Attachment 1) in the amount of \$1,240,465.00 with the City of Victorville for the Yucca Loma Corridor Project – Green Tree Boulevard Extension Project.
- C. Approve a budget amendment to increase Task 0516 Measure I Mountain/Desert Apportionment and Allocations with \$1,240,465.00 from Measure I Victor Valley Fund-Major Local Highway.

**Background:**

The Green Tree Boulevard Extension project (Project) is the third phase of the Yucca Loma Corridor and will provide a connection between the Yucca Loma Bridge/Yates Road improvements currently under construction and the existing Green Tree Boulevard/Hesperia Road intersection in the City of Victorville (City). The Project limit on the west is the intersection of Hesperia Road and Green Tree Boulevard and on the east is the re-aligned Ridgecrest Road, a portion of Yates Road and an extension of Chinquapin Road. The Project includes a four-lane bridge over the Burlington Northern Santa Fe (BNSF) Railroad.

On September 5, 2012, the SANBAG Board allocated \$3,947,535 of federal earmark funds at risk of rescission to the Project, which released a like amount of Victor Valley Measure I Major Local Highway funds to the High Desert Corridor Project.

The Project design is approximately 35% complete, with comments from both the City and BNSF being addressed, and is expected to be completed in mid-2015. The City is ready to move forward with the right-of-way phase and has identified \$759,535 of the federal earmark funds as being available after funding the design phase. In order to fully fund the right-of-way phase, the City has requested \$1,240,465 of Victor Valley Major Local Highway Funds to supplement the available earmark funds.

Representatives of the Victor Valley Subarea met on September 17, 2014, and approved the City's request for \$1,240,465. As noted in the agreement, this allocation and the prior allocation of the earmark funds include public share funding in excess of the required public

*Entity: CTA*

Board of Directors Agenda Item

January 7, 2015

Page 2

share for the design and right-of-way phases. The required developer share will be made up for in the construction phase.

***Financial Impact:***

A budget amendment is needed to increase Task 0516 Measure I Mountain/Desert Apportionment and Allocations with \$1,240,465.00 from Measure I Victor Valley Fund-Major Local Highway funds.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on December 12, 2014. This item and the draft agreement have been reviewed by General Counsel.

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:



# CONTRACT SUMMARY SHEET

Contract No. C 15-1001115 Amendment No. \_\_\_\_\_

By and Between

San Bernardino Associated Governments and City of Victorville

Contract Description Project Funding Agreement for Green Tree Boulevard Extension

**Board of Director's Meeting Date:** 1/7/15  
**Overview of BOD Action:** Approve allocation, funding agreement and budget amendment

Is this a Sole-Source procurement?  Yes  No  N/A

CONTRACT OVERVIEW					
Original Contract Amount	\$	1,240,465.00	Original Contingency Amount	\$	
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$		Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$		Contingency Amendment	\$	
<b>TOTAL CONTRACT VALUE</b>	\$	1,240,465.00	<b>TOTAL CONTINGENCY VALUE</b>	\$	
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>					\$ 1,240,465.00

<b>Contract Start Date</b> 1/7/15	<b>Current Contract Expiration Date</b> 6/30/17	<b>Revised Contract Expiration Date</b>
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

**FINANCIAL INFORMATION**

Budget authority for this contract currently exists in Task No. 0516.  
 A Budget Amendment is required.  
 How are we funding current FY?

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 Victor Valley MLHP Funds and Demo fund allocated as part of the idle earmark process. The Demo funds will not go through the SANBAG budget.  
 Payable  Receivable

**CONTRACT MANAGEMENT INFORMATION**

**Check all applicable boxes:**

Retention? If yes, indicate % \_\_\_\_\_.

Disadvantaged Business Enterprise (DBE) Goal \_\_\_\_\_ %

Ellen Pollema  
Project Manager (Print Name)

Andres Tureck  
Task Manager (Print Name)

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

W. STAWRSKI  
Contract Administrator (Print Name)

W. STAWRSKI  
Chief Financial Officer (Print Name)

Ellen Pollema 12/19/14  
Signature Date

Andres Tureck 12-19-14  
Signature Date

Andres Tureck 12-19-14  
Signature Date

Jeffery Hill 12/19/14  
Signature Date

W. Stawrski 12/19/14  
Signature Date

**PROJECT FUNDING AGREEMENT NO. 15-1001115**

**BETWEEN**

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

**AND**

**CITY OF VICTORVILLE**

**FOR**

**THE YUCCA LOMA CORRIDOR – GREEN TREE BOULEVARD EXTENSION  
PROJECT  
IN THE CITY OF VICTORVILLE**

THIS Project Funding Agreement (“Agreement”) is made and entered into this \_\_\_\_ day of \_\_\_\_\_ by and between the San Bernardino County Transportation Authority (hereinafter referred to as “AUTHORITY”) and the City of Victorville (hereinafter referred to as “CITY”). AUTHORITY and CITY shall be individually or collectively, as applicable, known as “Party” or “Parties.”

RECITALS

- A. The Measure I 2010-2040 Expenditure Plan and the Victor Valley Subarea transportation planning partners have identified projects eligible for partial funding from Measure I 2010-2040 Victor Valley Subarea Major Local Highway Program (“MLHP”) funds; and
- B. AUTHORITY prepared a study referenced herein as the Nexus Study dated November 2, 2011, and, in accordance with the Measure I 2010-2040 Expenditure Plan, that identified for projects located in CITY the AUTHORITY Public Share as 51% and the CITY Developer Share as 49%; and
- C. The Yucca Loma Corridor – Green Tree Boulevard Extension Project in the City of Victorville (“PROJECT”) is one of the projects identified as eligible for such funding and is described more fully in Attachment A; and
- D. CITY identified a need of \$1,240,465 to complete right-of-way activities for the PROJECT; and

E. The Victor Valley Subarea transportation planning partners have identified this PROJECT as eligible for partial funding in an amount up to \$1,240,465 from Measure I 2010-2040 MLHP funds for the PROJECT; and

F. On August 3, 2011, AUTHORITY'S Board of Directors approved Memorandum of Understanding No. C12038 among AUTHORITY, San Bernardino County, Town of Apple Valley and the CITY regarding Nexus Study Developer Share contributions for the PROJECT and the I-15 La Mesa Nisqualli Interchange; and

G. On September 5, 2012, AUTHORITY's Board of Directors approved allocation principles resulting in the allocation of \$3,947,535 in idle federal earmark as Public Share to the PROJECT; and

H. On January 7, 2015, AUTHORITY's Board of Directors approved an allocation of \$1,240,465 in Victor Valley Subarea MLHP funds to CITY for the PROJECT; and

I. This Agreement is to be carried out in accordance with the policies in the Measure I 2010-2040 Strategic Plan including the use of Development Impact Fees by CITY to pay its share of PROJECT costs; and

J. Parties desire to proceed with the PROJECT in a timely manner; and

K. This Agreement is intended to delineate the duties and funding responsibilities of the Parties for the PROJECT; and

L. AUTHORITY and CITY are entering into this Agreement with the understanding that AUTHORITY will reimburse CITY for eligible PROJECT expenditures with MLHP funds and that Caltrans will reimburse CITY for eligible PROJECT expenditures with federal earmark funds.

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

## SECTION I

### AUTHORITY AGREES:

1. To reimburse CITY for the actual cost of the PROJECT up to a maximum of \$1,240,465 in MLHP Funds. An estimate of costs for the PROJECT is provided in Attachment B. AUTHORITY shall have no further responsibilities to provide any funding for PROJECT exceeding this amount without an amendment to this agreement.
2. To reimburse CITY within 30 days after CITY submits an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT expenditures that were incurred by CITY up to a maximum of \$1,204,465, consistent with the invoicing requirements of the Measure I 2010-2040 Strategic Plan, including

backup information. Invoices may be submitted to AUTHORITY as frequently as monthly. Right of Way Phase invoices for expenses incurred after December 1, 2014, are eligible for reimbursement.

3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of CITY performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to AUTHORITY when planning and conducting additional audits.
4. To assign a project liaison for the purpose of attending Project Development Team (PDT) meetings.

## SECTION II

### CITY AGREES:

1. To be the lead agency for this PROJECT and to diligently undertake and complete in a timely manner the Scope of Work for the PROJECT as shown in Attachment A.
2. To be responsible for all project costs in excess of \$3,947,535 in federal earmark funds and \$1,240,465 in MLHP funds absent approval of an additional allocation from the AUTHORITY Board of Directors.
3. To be responsible for expending that portion of the eligible PROJECT expenses that are incurred by CITY, subject to reimbursement by AUTHORITY hereunder, for an amount not to exceed \$1,240,465 in MLHP Funds, and are reimbursable by AUTHORITY in accordance with Section I, Paragraph 2. Expenses relative to time spent on the PROJECT by CITY are considered eligible PROJECT expenses and may be charged to the PROJECT funds subject to AUTHORITY's guidelines.
4. To seek reimbursement of \$3,947,535 federal earmark funds directly from Caltrans.
5. To abide by all AUTHORITY, CITY, County, State, and Federal laws, regulations, policies and procedures pertaining to the PROJECT.
6. To prepare and submit to AUTHORITY an original and two copies of signed invoices for reimbursement of eligible PROJECT expenses. Invoices may be submitted to AUTHORITY as frequently as monthly.
7. To maintain all source documents, books and records connected with its performance under this Agreement for a minimum of five (5) years from the date of the Final Report of Expenditures submittal to AUTHORITY or until audit resolution is achieved, whichever is later, and to make all such supporting information available for inspection and audit by representatives of AUTHORITY during normal business hours

at CITY's City Hall. Copies will be made and furnished by CITY upon written request by AUTHORITY.

8. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support CITY's requests for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of PROJECT work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by CITY.
9. To prepare a Final Report of Expenditures, including a final invoice reporting the actual eligible PROJECT costs expended for those activities described in the work activities, and to submit that Final Report of Expenditures and final invoice no later than 120 days following the completion of those expenditures. An original and two copies of the Final Report of Expenditures shall be submitted to AUTHORITY and must state that these PROJECT funds were used in conformance with this Agreement and for those PROJECT-specific work activities described.
10. To cooperate in having a PROJECT-specific audit completed by AUTHORITY, at AUTHORITY's option and expense, upon completion of the PROJECT. The audit must state that all funds expended on the PROJECT were used in conformance with this Agreement.
11. To repay to AUTHORITY any reimbursement for Measure I costs that are determined by subsequent audit to be unallowable within one hundred twenty (120) days of CITY receiving notice of audit findings, which time shall include an opportunity for CITY to respond to and/or resolve the findings. Should the findings not be otherwise resolved and CITY fail to reimburse moneys due AUTHORITY within one hundred twenty (120) days of audit findings, or within such other period as may be agreed between both Parties, the AUTHORITY reserves the right to withhold future payments due CITY from any source under AUTHORITY's control.
12. To include AUTHORITY in Project Development Team (PDT) meetings if and when such meetings are held and in related communications on PROJECT progress, to provide at least quarterly schedule updates to AUTHORITY, and to consult with AUTHORITY on critical issues relative to the PROJECT.
13. As an eligible PROJECT expense, to post signs at the boundaries of the PROJECT noting that PROJECT is funded with Measure I funds. Signs shall bear the logos of AUTHORITY and CITY.

### SECTION III

#### IT IS MUTUALLY AGREED:

1. To abide by all applicable Federal, State and Local laws and regulations pertaining to the PROJECT, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this Agreement.
2. The final PROJECT cost may ultimately exceed current estimates of PROJECT cost. Any additional eligible costs resulting from unforeseen conditions over the estimated total of the PROJECT cost, shall be borne by CITY unless prior authorization has been approved by the AUTHORITY Board of Directors pursuant to Section III, Paragraphs 3 and 4 of this Agreement;
3. That an amendment to this agreement is required prior to proceeding with CONSTRUCTION.
4. In the event CITY determines PROJECT work may exceed the not to exceed amount identified in Section I, Paragraph 1, CITY shall inform AUTHORITY of this determination and thereafter the Parties shall work together in an attempt to agree upon an amendment to the PROJECT amounts identified in this Agreement. In no event, however, shall AUTHORITY be responsible for PROJECT costs in excess of the PROJECT amounts identified herein absent a written amendment to this Agreement that is approved by the Parties.
5. Eligible PROJECT reimbursements shall include only those costs incurred by CITY for PROJECT-specific work activities that are described in this Agreement and shall not include escalation or interest.
6. Neither AUTHORITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless AUTHORITY, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. CITY's indemnification obligation applies to AUTHORITY's "active" as well as "passive" negligence but does not apply to AUTHORITY's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.
7. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or

jurisdiction delegated to AUTHORITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, AUTHORITY shall fully defend, indemnify and save harmless CITY , its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement. AUTHORITY’s indemnification obligation applies to CITY’s “active” as well as “passive” negligence but does not apply to CITY’s “sole negligence” or “willful misconduct” within the meaning of Civil Code Section 2782.

- 8. This Agreement will be considered terminated upon reimbursement of eligible costs by AUTHORITY or June 30, 2017, whichever is sooner, provided that the provisions of Paragraphs 7, 8, 9, 10 and 11 of Section II, and Paragraphs 6 and 7 of Section III, shall survive the termination of this Agreement. The Agreement may also be terminated by AUTHORITY, in its sole discretion, in the event the PROJECT work described in Attachment A has not been initiated or let by CITY within twelve (12) months of the Effective Date of this Agreement.
- 9. AUTHORITY may terminate this Agreement if CITY fails to perform according to the terms of this Agreement and if this failure jeopardizes the delivery of the PROJECT according to the terms herein.
- 10. The Recitals to this Agreement are true and correct and are incorporated into this Agreement.
- 11. Attachment A, The YUCCA LOMA CORRIDOR - GREEN TREE BOULEVARD EXTENSION PROJECT, (Description of Project and Milestones), and Attachment B, The YUCCA LOMA CORRIDOR - GREEN TREE BOULEVARD EXTENSION PROJECT (Summary of Estimated Costs), are attached to and incorporated into this Agreement.
- 12. This Agreement is effective and shall be dated on the date executed by AUTHORITY.

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

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

Attachment: 15-1001115 Green Tree Blvd. (1538 : New Contract Green Tree Boulevard Extension Funding Agreement)

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

**CITY OF VICTORVILLE**

By: \_\_\_\_\_  
L. Dennis Michael, President  
Board of Directors

By: \_\_\_\_\_  
Jim Cox  
Mayor

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM AND  
PROCEDURE:

APPROVED AS TO FORM AND  
PROCEDURE:

By: \_\_\_\_\_  
Eileen Monaghan Teichert  
AUTHORITY General Counsel

By: \_\_\_\_\_  
Andre de Bortnowsky  
CITY Attorney

Date: \_\_\_\_\_

ATTEST:

By: \_\_\_\_\_  
Jeffery Hill  
Procurement Manager

BY: \_\_\_\_\_  
Carolee Bates  
City Clerk

Date: \_\_\_\_\_

BY: \_\_\_\_\_  
Chuck Buquet  
Risk Manager

Date: \_\_\_\_\_

Attachment: 15-1001115 Green Tree Blvd. (1538 : New Contract Green Tree Boulevard Extension Funding Agreement)

## Attachment A

### YUCCA LOMA CORRIDOR - GREEN TREE BOULEVARD EXTENSION PROJECT

#### Description of Project and Milestones

<b>Project Title</b>					
YUCCA LOMA CORRIDOR - GREEN TREE BOULEVARD EXTENSION					
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>					
<p>The Green Tree Boulevard Extension in the City of Victorville is the third phase of the Yucca Loma Corridor. It will provide connection between the Yucca Loma Bridge/Yates Road improvements currently under construction in the Town of Apple Valley and the existing Green Tree Boulevard. The project limit on the west is at the intersection of Hesperia Road and Green Tree Boulevard and on the east the re-aligned Ridgecrest Road, a portion of Yates Road, and an extension of Chinquapin Road. The project includes a four-lane bridge over the BNSF railroad.</p>					
<b>Component</b>		<b>Implementing Agency</b>		<b>Reimbursements</b>	
PA&ED		Town of Apple Valley			
PS&E		City of Victorville			
Right of Way		City of Victorville			
Construction		City of Victorville			
<b>Legislative Districts</b>					
<b>Assembly:</b>		33	<b>Senate:</b>		21
<b>Congressional:</b>		8			
<b>Purpose and Need</b>					
<p>The Yucca Loma Corridor is of regional importance to the High Desert communities of the Victor Valley as a new east-west connection. The Corridor is midway between the two existing Mojave River crossings at Highway 18 and Bear Valley Road. The Green Tree Blvd. extension, starting at the Yucca Loma Corridor’s western limits, is the final segment which will connect Yates Road, the Yucca Loma Bridge, and Yucca Loma Road. The four-lane, 1.0 mile roadway includes a bridge over the BNSF Railroad.</p>					
<b>Project Benefits</b>					
<p>The benefit of the completion of the Green Tree Boulevard segment of the completed Yucca Loma Corridor are region-wide, and will serve anyone who drives, works, or operates a business in Victor Valley. The Green Tree Blvd. project, as the final link in the corridor, will provide traffic congestion relief as traffic congestion affects nearly everyone, but perhaps especially those residents and business owners in Victorville who must endure it on a daily basis. The residents of the Town of Apple Valley as well as the San Bernardino County residents of Spring Valley Lake are also going to benefit from this new east-west connection. Drivers using this Corridor will also have easier access to Interstate 15 via the new interchange at LaMesa/Nisqualli Road and the existing Palmdale Road interchange.</p>					

Attachment: 15-1001115 Green Tree Blvd. (1538 : New Contract Green Tree Boulevard Extension Funding Agreement)

Project Milestone		Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		1/07/11
Circulate Draft Environmental Document	<b>Document Type</b> IS/EA	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		6/10/13
Begin Design (PS&E) Phase		2/05/14
End Design Phase (Ready to List for Advertisement Milestone)		6/30/16
Begin Right of Way Phase		1/20/15
End Right of Way Phase (Right of Way Certification Milestone)		1/20/18
Begin Construction Phase (Contract Award Milestone)		8/01/18
End Construction Phase (Construction Contract Acceptance Milestone)		8/01/20
Begin Closeout Phase		8/01/20
End Closeout Phase (Closeout Report)		8/01/21

Attachment: 15-1001115 Green Tree Blvd. (1538 : New Contract Green Tree Boulevard Extension Funding Agreement)

**ATTACHMENT B**  
**YUCCA LOMA CORRIDOR - GREEN TREE BOULEVARD EXTENSION PROJECT**  
**CITY OF VICTORVILLE**

**Summary of Estimated Costs**

Phase	Total Est. Cost	Shares per Nexus Study		Actual Contribution	
		Public Share	Developer Share	Public Share <sup>1</sup>	Developer Share <sup>2</sup>
		51.00%	49.00%	N/A	N/A
Final Design	\$ 3,188,000	\$ 1,625,880	\$ 1,562,120	\$ 3,188,000	\$ -
Right-of-Way	\$ 2,000,000	\$ 1,020,000	\$ 980,000	\$ 2,000,000	\$ -
Subtotal	\$ 5,188,000	\$ 2,645,880	\$ 2,542,120	\$ 5,188,000	\$ -
Future Phase – Requires an amendment to Contract No. 15-1001115					
Construction	\$ 34,000,000	\$ 17,340,000	\$ 16,660,000	\$ 14,797,880	\$ 19,202,120
Total	\$ 39,188,000	\$ 19,985,880	\$ 19,202,120	\$ 19,985,880	\$ 19,202,120

1 AUTHORITY's Share can be from sources under control of AUTHORITY including but not limited to Measure I Major/Local Highways program, and State Transportation Improvement Program (STIP), Surface Transportation Program (STP), without necessitating an amendment of this agreement. The \$3,947,535 of federal earmark funds allocated to PROJECT as part of the idle earmark process are regarded as Public Share.

2 CITY shall be responsible for coordination of Developer Share funds with other jurisdictions as required per C12038.

## *Minute Action*

### AGENDA ITEM: 15

**Date:** *January 7, 2015*

**Subject:**

Amended Contract and Additional Allocation SR62/Dumosa Ave. Traffic Signal Project

**Recommendation:**

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

- A. Approve allocation of an additional \$215,000 in Measure I Morongo Basin Major Local Highway Program Funds to the Town of Yucca Valley for the State Route 62/Dumosa Avenue Traffic Signal Project.
- B. Approve a budget amendment to increase Task No. 0516, Measure I/Mountain Desert Apportionment and Allocation by \$215,000 to be funded with \$215,000 of Measure I Morongo Basin Major Local Highway Program Funds.
- C. Approve Amendment No. 1 to Funding Agreement C13161 with the Town of Yucca Valley to increase the agreement amount from \$471,000 to \$686,000 for the State Route 62/Dumosa Avenue Traffic Signal Project.

**Background:**

The Dumosa Avenue/State Route 62 (SR62) Traffic Signal Project includes a new traffic signal and raised median on Dumosa Avenue south of SR62 as well as modifications to the existing turn pockets for eastbound and westbound traffic on SR62.

On July 3, 2013, the Board of Directors approved the original allocation of \$471,000 of Measure I Major Local Highway Program (MLHP) funds with an associated funding agreement for the Project.

On July 15, 2014, the Town of Yucca Valley (Town) adopted a Resolution approving the plans and specifications for the project and authorized the Town Clerk to advertise and receive bids. The construction contract was awarded to DBX, Inc. on September 2, 2014, in the amount of \$588,338 with a contingency of \$58,662, for a total contract value of \$647,000. The total construction phase is estimated to cost \$686,000. The approval was subject to the receipt of additional MLHP funds from SANBAG to complete the project.

The Town is requesting an additional \$215,000 in MLHP funds to fund the project construction. The Town has contributed \$137,400 toward the pre-construction phases of the project. Morongo Basin Subarea representatives met on September 8, 2014, to discuss the details of the project and concur with the increased allocation.

Construction is scheduled to begin in early 2015 and expected to be complete approximately 90 days thereafter.

*Entity: CTA*

Board of Directors Agenda Item

January 7, 2015

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***Financial Impact:***

The item is not consistent with the Fiscal Year 2014/2015 budget. A budget amendment is required to increase Task No. 0516 by \$215,000 to be funded by Measure I Morongo Basin Major Local Highway Program funds.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Mountain Desert/Policy Committee on December 12, 2014. This item and draft amendment have been reviewed by General Counsel.

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:



### CONTRACT SUMMARY SHEET

Contract No. C 13161 Amendment No. 01

By and Between

San Bernardino County Transportation Authority and Town of Yucca Valley

Contract Description The State Route 62/Dumosa Avenue Traffic Signal Project

**Board of Director's Meeting Date:** 1/7/15  
**Overview of BOD Action:** Approve additional allocation of MLHP Funds

Is this a Sole-Source procurement?  Yes  No **N/A**

CONTRACT OVERVIEW					
Original Contract Amount	\$	471,000	Original Contingency Amount	\$	0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	471,000	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	0
Current Amendment Amount	\$	215,000	Contingency Amendment	\$	0
<b>TOTAL CONTRACT VALUE</b>	<b>\$</b>	<b>686,000</b>	<b>TOTAL CONTINGENCY VALUE</b>	<b>\$</b>	<b>0</b>
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>					<b>\$ 686,000</b>

<b>Contract Start Date</b> 07/03/13	<b>Current Contract Expiration Date</b> 07/01/17	<b>Revised Contract Expiration Date</b>
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

**FINANCIAL INFORMATION**

Budget authority for this contract currently exists in Task No. \_\_\_\_\_.  
 A Budget Amendment is required.  
 How are we funding current FY? MSI Morongo Basin MLHP Fund 4530

Federal Funds  State Funds  Local Funds  TDA Funds  Measure I Funds

Provide Brief Overview of the Overall Funding for the duration of the Contract:

Payable  Receivable

**CONTRACT MANAGEMENT INFORMATION**

Check all applicable boxes:

Retention? If yes, indicate % \_\_\_\_\_.  
 Disadvantaged Business Enterprise (DBE) Goal \_\_\_\_\_ %

Alan Pollema  
Project Manager (Print Name)

Andrea Turcick  
Task Manager (Print Name)

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

Jessery Hill  
Contract Administrator (Print Name)

W. SWARSKI  
Chief Financial Officer (Print Name)

Alan Pollema 12/19/14  
Signature Date

Andrea Turcick 12-19-14  
Signature Date

Andrea Turcick 12-19-14  
Signature Date

Jessery Hill 12/19/14  
Signature Date

W. Swarski 12/19/14  
Signature Date

**AMENDMENT NO. 1 TO****CONTRACT NO. C13161****BY AND BETWEEN**

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

**AND**

**TOWN OF YUCCA VALLEY**

**FOR**

**THE STATE ROUTE 62/DUMOSA AVENUE TRAFFIC SIGNAL PROJECT,  
TOWN OF YUCCA VALLEY**

THIS AMENDMENT NO. 1 to CONTRACT No. C13161 is made by and between the Town of Yucca Valley (hereinafter called "TOWN") and the San Bernardino Associated Governments, acting in its capacity as the San Bernardino County Transportation Authority (hereinafter referred to as "AUTHORITY").

RECITALS

WHEREAS, TOWN has requested additional Major Local Highway Program (MLHP) Funds to fully fund the State Route 62/Dumosa Avenue Traffic Signal Project.

WHEREAS, the parties desire to amend the Contract terms regarding "Amount" as requested by TOWN.

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

1. Paragraph 1 of Section I is deleted in its entirety and replaced with the following:

"1. To reimburse TOWN for the actual cost of the PROJECT up to a maximum of \$686,000 in MLHP Funds. An estimate of costs for the PROJECT is provided in Attachment B. AUTHORITY shall have no further responsibilities to provide any funding for PROJECT exceeding this amount."

2. Paragraph 2 of Section I is deleted in its entirety and replaced with the following:

"1.2. To reimburse TOWN within 30 days after TOWN submits an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT expenditures that were incurred by TOWN up to a maximum of \$686,000, consistent with the invoicing requirements of the

Measure I 2010-2040 Strategic Plan, including backup information. Invoices may be submitted to AUTHORITY as frequently as monthly.”

3. Paragraph 2 of Section II is deleted in its entirety and replaced with the following:

“2. To be responsible for expending that portion of the eligible PROJECT expenses that are incurred by TOWN, subject to reimbursement by AUTHORITY hereunder, for an amount not to exceed \$686,000 in MLHP Funds, and are reimbursable by AUTHORITY in accordance with Section I, Paragraph 2. Expenses relative to time spent on the PROJECT by TOWN are considered eligible PROJECT expenses and may be charged to the PROJECT funds subject to AUTHORITY’s guidelines.”

4. Attachments A and B to the Agreement are replaced in their entirety with Attachments A.1 and B.1, attached to and incorporated into this Amendment.

5. The Agreement is incorporated into this Amendment.

6. Except as expressly modified by this Amendment, all other terms and conditions of the Agreement shall remain in full force and effect.

This Agreement is effective and shall be dated on the date executed by AUTHORITY.

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

**TOWN OF YUCCA VALLEY**

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Robert Lombardo  
Mayor

By: \_\_\_\_\_  
L. Dennis Michael  
President, Board of Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Eileen Monaghan Teichert  
General Counsel

**CONCURRENCE:**

By: \_\_\_\_\_  
Jeffery Hill  
Procurement Manager

Attachment: C13161-01 (1539 : Amended Contract and Additional Allocation SR62/Dumosa Ave. Traffic Signal Project)

## ATTACHMENT A.1

### DESCRIPTION OF PROJECT AND SCHEDULE

<b>Project Title</b>		
State Route 62/Dumosa Ave Traffic Signal in the Town of Yucca Valley		
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>		
Construction of a traffic signal at the intersection of SR62 and Dumosa Avenue including ADA compliant ramps, raised median construction on Dumosa Ave south of SR62 and modifications to the existing turn pockets for east and west bound traffic on SR62.		
<b>Purpose and Need</b>		
The existing commercial shopping centers, Town Hall Complex and proposed 75 unit Senior Housing Development generates a highly traveled intersection by both pedestrians and vehicles. The purpose of the project is to provide safe and efficient interstate and interregional mobility of visitors and goods and an improved and safe transportation corridor through the Town of Yucca Valley for both visitors and local residents who use the route to access not only our public & commercial facilities, but also Joshua Tree National Park and the California Welcome Center as well as military vehicles accessing the Twentynine Palms Marine Corps Air Ground Combat Center.		
<b>Project Benefits</b>		
Project benefits include increased pedestrian safety, increased pedestrian and vehicular visibility resulting in a potential reduction of vehicular conflicts, installation of ADA compliant curb ramps, signalization, elimination of two way center left turn lane and construction of medians resulting in a reduction of vehicular turning movements and expanding existing turn lanes resulting in potential reduction in vehicular conflicts.		
<b>Project Milestone</b>		<b>Proposed</b>
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		06/01/13
Circulate Draft Environmental Document	<b>Document Type</b>	N/A
Draft Project Report		08/01/13
End Environmental Phase (PA&ED Milestone)		08/01/13
Begin Design (PS&E) Phase		07/01/13
End Design Phase (Ready to List for Advertisement Milestone)		09/01/13
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		11/01/14
End Construction Phase (Construction Contract Acceptance Milestone)		01/31/15
Begin Closeout Phase		02/01/15
End Closeout Phase (Closeout Report)		07/01/17

**ATTACHMENT B.1****STATE ROUTE 62/DUMOSA AVENUE TRAFFIC SIGNAL PROJECT,  
TOWN OF YUCCA VALLEY****Funding Summary**

<b>Phase</b>	<b>Cost</b>	<b>AUTHORITY Share*</b>	<b>TOWN Share</b>
PA&ED	\$ 50,000.00	\$ -	\$ 50,000.00
Final Design	\$ 81,800.00	\$ -	\$ 81,800.00
Right of Way	\$ -	\$ -	\$ -
Construction	\$ 588,338.00	\$ 588,338.00	\$ -
Contingency	\$ 58,662.00	\$ 58,662.00	\$ -
Construction Support	\$ 39,000.00	\$ 39,000.00	\$ -
<b>Total</b>	<b>\$ 817,800.00</b>	<b>\$ 686,000.00</b>	<b>\$ 131,800.00</b>

\*AUTHORITY's Share can be from sources under control of AUTHORITY including but not limited to Measure I Major/Local Highways program, State Transportation Improvement Program (STIP), or Surface Transportation Program (STP) without necessitating an amendment of this agreement.

## *Minute Action*

### AGENDA ITEM: 16

**Date:** *January 7, 2015*

**Subject:**

Amend Fiscal Year 2014/2015 State Transit Assistance Fund Allocation for City of Needles

**Recommendation:**

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

Approve an increase of \$100,000 to the Fiscal Year 2014/2015 State Transit Assistance Fund - Population allocation for the City of Needles for the construction of office space and a transit maintenance facility, increasing the total allocation from \$82,664 to \$182,664.

**Background:**

The City of Needles currently houses their Needles Area Transit (NAT) office and vehicles behind the Oil, Lube and Latte located in the City of Needles (Attachment 1). This area provides little protection for the vehicles and has limited office space for staff. The City of Needles staff has been working on a solution to these issues including building office space in the recently rehabilitated El Garces Intermodal Transit Facility and construction of an adjacent garage. The proposed office consists of a larger office space, crew room, storage area, unisex restroom, and fire protection system. The proposed garage is a 1,500 square foot pre-engineered metal building located approximately 330 feet from the new office.

The City obtained \$75,000 from the Proposition 1B Transit Security Grant Program (TSGP) and was allocated \$200,000 in State Transportation Assistance funds (STAF) by SANBAG in Fiscal Year (FY) 2013/2014 for this project. At the time, the City believed that \$275,000 would be enough to cover their project costs, but the bids came in higher than expected. SANBAG staff proposes to allocate an additional \$100,000 from Mountain/Desert STAF-Population funds, which will cover the cost of the project and allow for the City to have a 10% contingency.

Taking into account the \$100,000 allocation, the Mountain/Desert STAF-Population fund balance at the end of FY 2014/2015 is estimated at \$11.2 million. Historically, the Mountain/Desert STAF-Population funds are allocated on an as needed basis to the various Mountain/Desert transit operators.

Staff recommends an increase of \$100,000 to the FY 2014/2015 State Transit Assistance Fund - Population allocation for the City of Needles for the construction of a transit office and maintenance facility, increasing the total allocation from \$82,664 to \$182,664.

*Entity: CTC*

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***Financial Impact:***

This item is consistent with the SANBAG Fiscal Year 2014/2015 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on December 10, 2014.

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

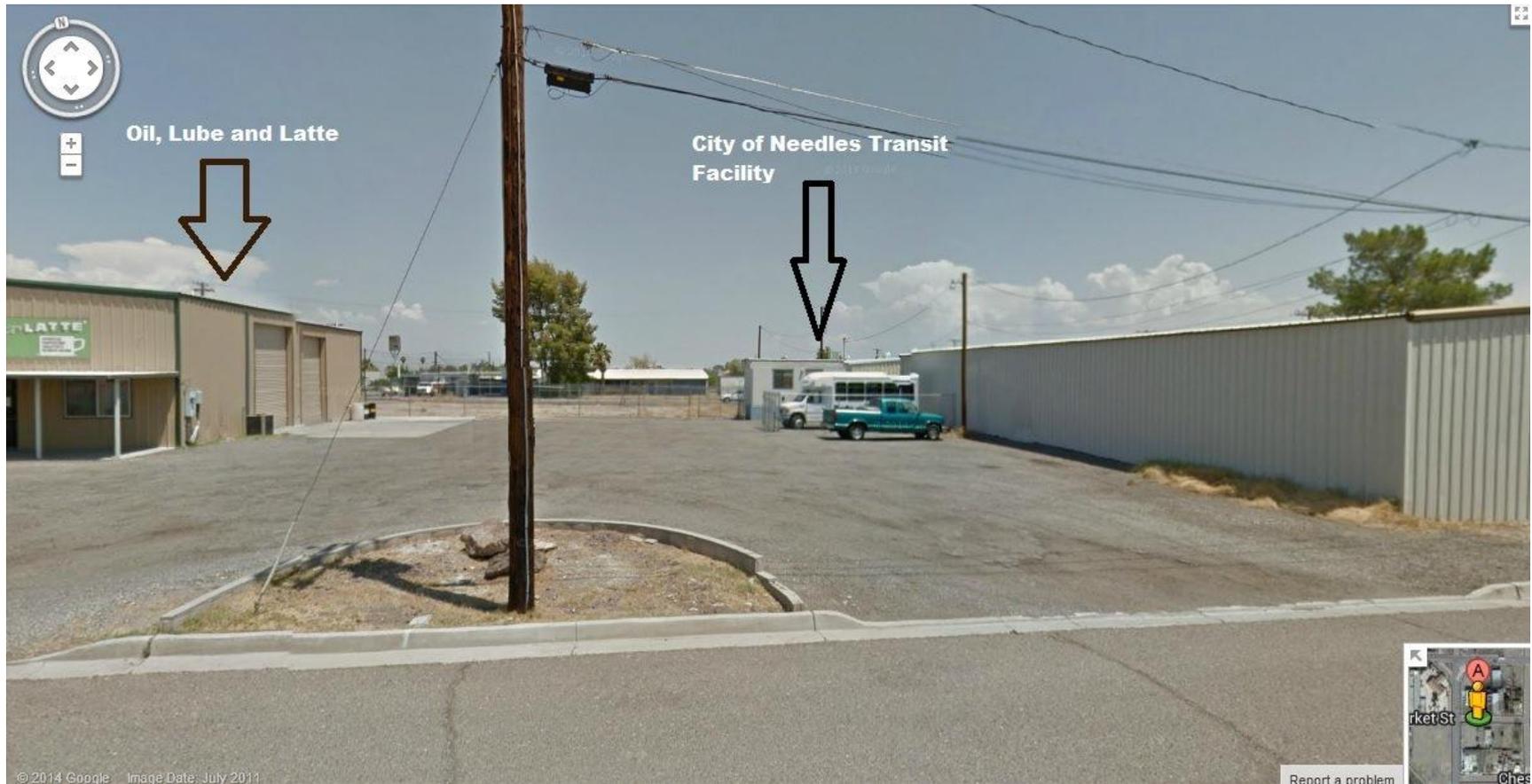
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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:

Attachment 1

City of Needles Transit Facility  
Behind the Oil, Lube and Latte  
1714 W Broadway St, Needles, CA



© 2014 Google. Image Date: July 2011  
From Google Maps

Attachment: Needles Transit Facility (1530 : Revised FY 2014-2015 STAF Pop allocation for City of

## *Minute Action*

### AGENDA ITEM: 17

**Date:** *January 7, 2015*

**Subject:**

Status of San Bernardino Associated Governments (SANBAG) Financial Audit

**Recommendation:**

Receive SANBAG's Comprehensive Annual Financial Report (CAFR) on the Annual Financial Audit for Fiscal Year 2013/2014.

**Background:**

The Joint Powers Agreement creating SANBAG, as well as the Single Audit Act and the U.S. Office of Management and Budget (OMB) require an annual audit be conducted of SANBAG and its affiliated organizations. The audit of the financial statements for Fiscal Year 2013/2014 is being conducted by the firm of McGladrey.

The financial audit includes four basic elements:

1. Audit of SANBAG's Basic Financial Statements;
2. Audit of the State Transit Assistance Fund of the County of San Bernardino;
3. Audit of the Local Transportation Fund of the County of San Bernardino; and
4. Single Audit Compliance Reports in accordance the OMB.

McGladrey issued an unmodified opinion which indicates that there are no material errors or omissions on the financial statements. Highlights for the Fiscal Year 2013/2014 include the following:

- CAFR Format. The CAFR includes three main sections: Introductory, Financial, and Statistical:
  - The introductory section includes a letter of transmittal, Fiscal Year 2013 Certificate of Achievement for Excellence in Financial reporting, organization chart, and list of principal officials.
  - The financial section includes the Independent Auditor's report, management discussion and analysis, basic financial statements, and required supplementary information.
  - Statistical section includes financial trends, revenue capacity, debt capacity, demographic and economic information, and operating information.

*Entity: CMA, COG, CTA, CTC, SAFE*

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- Fiscal Position. SANBAG's net position increased by \$40,590,180 due to program and general revenues exceeding expenses for the fiscal year. Fund balances increased by \$126,224,466 mainly due to recording of sales tax revenue bonds issued and the related premium.
- Single Audit. No findings noted and unmodified opinion issued by McGladrey.

The CAFR, State Transit Assistance Fund, Local Transportation Fund, Single Audit, and GANN Limit are distributed separately from this staff report to all Board members.

***Financial Impact:***

This item has no direct impact on the Fiscal Year 2014/2015 budget. The audit contract costs are budgeted in the Indirect-General (0120) and TDA Administration (0502) tasks.

***Reviewed By:***

This item was reviewed by the Audit Subcommittee on December 10, 2014.

***Responsible Staff:***

Bill Stawarski, Chief Financial Officer

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:

## *Minute Action*

AGENDA ITEM: 18

**Date:** *January 7, 2015*

**Subject:**

Announcement of Appointments and Vacancies to SANBAG Committees and External Boards

**Recommendation:**

- A. Note the following re-appointments:
- a. Mayor Deborah Robertson, City of Rialto, and Council Member Dick Riddell, City of Yucaipa, to the SANBAG Transit and Rail Committee.
  - b. Mayor Paul Eaton, City of Montclair, to the Alameda Corridor-East Construction Authority.
- B. Approve the following re-appointments
- a. Mayor Larry McCallon, City of Highland, as the Primary Member and Council Member Ed Graham, City of Chino Hills, as the Alternate Member to the Mobile Source Air Pollution Reduction Review Committee (MSRC).
- C. Note the following vacancies and request Board Members to express their interest in serving on the following:
- a. Metro Gold Line Phase II JPA – Alternate Member.
  - b. SR 91 Advisory Committee – Ex Officio Member.
- D. Announce the results of the Mountain/Desert Sub Region cities' caucus to select a member to serve on the SANBAG General Policy Committee.

**Background:**

- A. **Presidential Re-Appointments to SANBAG and External Committees** - SANBAG Policy provides for the Board President to make certain appointments to outside committees and Boards and that those appointments be announced at the next SANBAG Board Meeting.

SANBAG President Dennis Michael has made the following re-appointments:

- a. Mayor Deborah Robertson, City of Rialto, and Council Member Dick Riddell, City of Yucaipa, to the SANBAG Transit and Rail Committee for terms expiring December 31, 2016.
  - b. Mayor Paul Eaton, City of Montclair, to the Alameda Corridor-East Construction Authority (Ex Officio) for a term expiring December 31, 2016.
- B. **Board Re-Appointments to External Committees** – SANBAG Policy or external agency by-laws provides for the Board of Directors to make certain appointments to outside committees and Boards. The following re-appointments are recommended for approval by the Board of Directors:
- a. Mayor Larry McCallon, City of Highland, as the Primary Member and Council Member Ed Graham, City of Chino Hills, as the Alternate Member to the Mobile

*Entity: COG, CTA, CTC*

Source Air Pollution Reduction Review Committee (MSRC) for terms expiring December 31, 2016. The MSRC develops and implements work programs which reduce mobile emissions, funded by AB2766 fee on vehicle registrations.

- C. **Vacancies** – SANBAG has the following vacancies on outside agencies. SANBAG Board Members should make their interest known to the Board President if they would like to be appointed for any of these positions.
- a. Metro Gold Line Phase II JPA (Alternate) - The JPA serves as the forum for the review, consideration, study, development and recommendation of policies and plans for the extension of the Gold Line from Pasadena to Montclair. This is a Board appointment and the term for this position will expire December 31, 2016.
  - b. SR 91 Advisory Committee (Ex Officio) - This Committee reviews issues and makes recommendations to OCTA regarding maintenance, operations, improvements and use of toll revenues from the SR 91 express lanes. This is a Board appointment and the term for this position will expire December 31, 2016.
- D. **Results of the Mountain/Desert Subregion Cities' Caucus** – The Mountain/Desert Cities held a caucus among their members to select a member to serve on the General Policy Committee. The results of the caucus will be announced at the Board meeting. This position was previously held by Council Member Jim Harris of Twentynine Palms.

***Financial Impact:***

This item is consistent with the adopted SANBAG budget.

***Reviewed By:***

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

***Responsible Staff:***

Duane Baker, Director of Management Services

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Approved  
 Board of Directors  
 Date: January 7, 2015

Witnessed By:

## *Minute Action*

### AGENDA ITEM: 19

**Date:** January 7, 2015

**Subject:**

Update from the Housing Element Group of the Countywide Vision on Development Processing Best Practices

**Recommendation:**

Receive and file the report.

**Background:**

During last year, the Housing Element Group of the Countywide Vision picked up on the Business Friendly Best Practices document that was compiled by SANBAG. This Best Practices Inventory was created by the Jobs/Economy Element Group of the Countywide Vision and that group has been working with the Housing Element Group because of the overlap on this issue of development processing. The Housing Element Group has used the Best Practices Inventory as a basis for conversations that took place between cities and the county and the development community on development processing. These conversations were about how best practices are being implemented by local government and how those best practices can be spread. Part of the conversation included the perspective of local government as to what best practices could be used by the development community to help them with their processing.

These conversations took place in a workshop hosted by SANBAG, the County and the Building Industry Association (BIA) that included city managers, planners and developers and at the City/County Managers Technical Advisory Committee where representatives of the BIA and NAIOP were present to talk with city managers. It was identified that a good next step for the process of spreading best practices would be for more focused meetings to take place between representatives of the BIA and NAIOP and specific cities on current practices, further best practices that can be introduced, ways to find time and cost savings in development processing, and best practices that developers could use to improve processing their projects.

SANBAG's member agencies have stepped up by contributing to the Business Friendly Best Practices Inventory and by participating in these continuing conversations on development processing to help achieve the Countywide Vision goal to "Establish San Bernardino County as a model in the state where local government, regulatory agencies and communities are truly business friendly." This work is not done. Soon your city may be contacted by representatives of the development community to invite your key staff to participate in focused discussions on development processing. These detailed discussions will help lead the way to even more improvements and your cities' continued participation is important to our continued success and progress.

**Financial Impact:**

This item is consistent with the adopted SANBAG budget.

**Entity:** COG

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***Reviewed By:***

This item was discussed at the City/County Manager's Technical Advisory Committee meeting on November 6, 2014.

***Responsible Staff:***

Duane Baker, Director of Management Services

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Approved  
Board of Directors  
Date: January 7, 2015  
Witnessed By:

## *Minute Action*

AGENDA ITEM: 20

**Date:** *January 7, 2015*

**Subject:**

Interstate 10 (I-10) Corridor Project Development

**Recommendation:**

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

- 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

*Entity: CTA, CTC*

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

## Board of Directors Agenda Item

January 7, 2015

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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 was reviewed and recommended for approval (10-4-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on December 11, 2014. 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 amendment.

**Responsible Staff:**

Garry Cohoe, Director of Project Delivery

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Approved  
Board of Directors  
Date: January 7, 2015

Witnessed By:



### CONTRACT SUMMARY SHEET

Contract No. C 08008 Amendment No. 2

By and Between

San Bernardino County Transportation 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 <i>Inclusive of prior amendments</i>	\$	20,252,330	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	1,497,670
Current Amendment Amount	\$	6,376,706	Contingency Amendment	\$	0
<b>TOTAL CONTRACT VALUE</b>	\$	<b>26,629,036</b>	<b>TOTAL CONTINGENCY VALUE</b>	\$	<b>1,497,670</b>
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>					\$ <b>28,126,706</b>

GM

**Contract Start Date** 07/01/07    **Current Contract Expiration Date** 8/31/16    **Revised Contract Expiration Date** 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)	<u>Gary Cohen</u>	Signature	<u>[Signature]</u>	Date	<u>11/25/14</u>
Task Manager (Print Name)	<u>Andrea Zureick</u>	Signature	<u>[Signature]</u>	Date	<u>11-25-14</u>
Dir. of Fund Admin. & Programming (Print Name)	<u>Jeffery Hill</u>	Signature	<u>[Signature]</u>	Date	<u>11/25/14</u>
Contract Administrator (Print Name)	<u>William Stawarska</u>	Signature	<u>[Signature]</u>	Date	<u>12/5/14</u>
Chief Financial Officer (Print Name)		Signature		Date	

**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, 2<sup>nd</sup> 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 the earlier of 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**.

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 1<sup>st</sup> 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 Article 15 and 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,

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:

**“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 3] (1541 : 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**

**AUTHORITY**

By: \_\_\_\_\_  
Kevin A. Haboian  
Senior Vice President

By: \_\_\_\_\_  
L. Dennis Michael  
President, Board of Directors

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**APPROVED AS TO FORM**

By: \_\_\_\_\_  
Eileen Monaghan Teichert  
General Counsel

**CONCURRENCE**

By: \_\_\_\_\_  
Jeffery Hill  
Procurement Manager

Attachment: C08008-02 [Revision 3] (1541 : 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

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*

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**

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

### **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

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

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.

**2.17 Draft and Final Pavement Life Cycle Cost Analysis**

*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.*

**2.18 Draft and Final Modified Access Report**

*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.*

## **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 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

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

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

- 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 Irrecoverable 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)

### **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

**ATTACHMENT B-2: I-10 CORRIDOR PROJECT COST PROPOSAL FOR AMENDMENT 2**

Parsons

November 25, 2014

**I. DIRECT SALARY COSTS**

	Personnel Category	Labor Rate Range		Rate	Hours	Total
		Low	High			
1	Principal Project Manager	\$ 80.00	\$ 110.00	\$ 97.12	2356	\$228,802.94
2	Deputy Project Manager	\$ 45.00	\$ 85.00	\$ 64.42	2420	\$155,906.08
3	Design Engineering Manager	\$ 50.00	\$ 90.00	\$ 84.75	2822	\$239,164.50
4	Principal Transportation Engineer	\$ 90.00	\$ 120.00	\$ 102.40	248	\$25,396.19
5	Principal Pavement Engineer	\$ 100.00	\$ 130.00	\$ 120.00	240	\$28,800.00
6	Project Engineer	\$ 35.00	\$ 70.00	\$ 49.86	1672	\$83,364.25
7	Principal Engineer	\$ 45.00	\$ 85.00	\$ 61.88	2128	\$131,670.00
8	Senior Project Engineer	\$ 40.00	\$ 80.00	\$ 58.43	360	\$21,035.88
9	Senior Project Engineer	\$ 40.00	\$ 80.00	\$ 67.20	1980	\$133,063.92
10	Engineer II	\$ 25.00	\$ 50.00	\$ 40.11	520	\$20,857.20
11	Senior Project Engineer	\$ 40.00	\$ 80.00	\$ 60.05	2068	\$124,183.40
12	Engineer II	\$ 25.00	\$ 50.00	\$ 42.65	2048	\$87,355.39
13	Engineer II	\$ 25.00	\$ 50.00	\$ 41.68	1100	\$45,850.20
14	Engineer I	\$ 20.00	\$ 45.00	\$ 34.52	1320	\$45,565.08
15	Associate Engineer	\$ 20.00	\$ 40.00	\$ 30.11	2028	\$61,059.02
16	Graphics Designer	\$ 30.00	\$ 60.00	\$ 47.75	160	\$7,640.32
17	Structures CAD/Technician	\$ 40.00	\$ 80.00	\$ 55.38	0	\$0.00
18	Supervising Bridge Engineer	\$ 40.00	\$ 80.00	\$ 67.23	218	\$14,655.05
19	Bridge Engineer	\$ 20.00	\$ 40.00	\$ 31.21	0	\$0.00
20	Senior Bridge Engineer	\$ 30.00	\$ 60.00	\$ 47.04	68	\$3,198.72
21	Traffic Lead	\$ 50.00	\$ 90.00	\$ 73.18	780	\$57,079.62
22	Senior Traffic Engineer	\$ 50.00	\$ 90.00	\$ 70.54	40	\$2,821.52
23	Senior Transportation Engineer	\$ 30.00	\$ 60.00	\$ 46.02	1040	\$47,859.76
24	Senior Transportation Engineer	\$ 30.00	\$ 60.00	\$ 47.72	1040	\$49,632.96
25	Senior Drainage Engineer	\$ 55.00	\$ 100.00	\$ 73.93	0	\$0.00
26	Senior Drainage Engineer	\$ 55.00	\$ 100.00	\$ 85.52	0	\$0.00
27	Drainage Engineer	\$ 20.00	\$ 45.00	\$ 35.53	0	\$0.00
28	Principal Planner	\$ 30.00	\$ 60.00	\$ 43.26	0	\$0.00
29	Env./Technical Specialist	\$ 45.00	\$ 85.00	\$ 63.90	0	\$0.00
30	Project Planner	\$ 40.00	\$ 80.00	\$ 58.24	3888	\$226,437.12
31	Project Planner	\$ 40.00	\$ 80.00	\$ 61.36	2280	\$139,905.36
32	Senior Planner	\$ 25.00	\$ 50.00	\$ 37.98	1560	\$59,248.80
33	Planner	\$ 20.00	\$ 45.00	\$ 35.01	920	\$32,209.20
34	Associate Planner	\$ 20.00	\$ 40.00	\$ 31.25	1400	\$43,750.00
35	Associate Planner	\$ 20.00	\$ 40.00	\$ 29.45	1240	\$36,514.28
36	Associate Planner	\$ 20.00	\$ 40.00	\$ 26.44	120	\$3,172.80
37	Principal Project Manager (Haz Materials)	\$ 45.00	\$ 85.00	\$ 77.55	0	\$0.00
38	Senior Scientist	\$ 30.00	\$ 60.00	\$ 32.59	0	\$0.00
39	Graphic Artist	\$ 30.00	\$ 60.00	\$ 39.16	0	\$0.00
40	Principal Architect	\$ 45.00	\$ 85.00	\$ 55.77	0	\$0.00
41	Principal Noise Engineer	\$ 60.00	\$ 115.00	\$ 102.40	960	\$98,306.88
42	Noise Specialist	\$ 30.00	\$ 60.00	\$ 48.08	1560	\$75,000.12
43	Noise Specialist	\$ 30.00	\$ 60.00	\$ 41.59	1560	\$64,874.16
44	Senior Noise Control Technician	\$ 20.00	\$ 40.00	\$ 30.60	1560	\$47,740.68
45	Project Controls / Clerical / Admin	\$ 40.00	\$ 80.00	\$ 52.24	216	\$11,284.70
46	Technical Editor	\$ 25.00	\$ 50.00	\$ 44.42	240	\$10,660.56
47	Principal Project Bridge Engineer	\$ 45.00	\$ 85.00	\$ 67.83	0	\$0.00
48	Administrative/Clerical	\$ 25.00	\$ 45.00	\$ 32.02	0	\$0.00

Subtotal Direct Labor Costs 44,160 \$2,464,066.67 (a)

**IIa. LABOR COSTS**

SUBTOTAL DIRECT LABOR COSTS	\$	<u>2,464,066.67</u>	
		Subtotal (a)	
ANTICIPATED SALARY INCREASES	\$	<u>42,193.03</u>	(b)
<b>TOTAL DIRECT LABOR COSTS</b>		(a) + (b)	= Subtotal \$ <u>2,506,259.70</u> (c)

Attachment: C08008-02 Attachment B-2 (1541 : I-10 Corridor Project Development Amendment No. 2)

**IIb. FRINGE BENEFITS**

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

**IIc. INDIRECT COSTS**

OVERHEAD (f) 92.63 % x \$ 2,506,259.70 = \$ 2,321,548.36 (g)  
 Subtotal (c)

GEN & ADMIN (h) 0.00 % x \$ 2,506,259.70 = \$ 0.00 (i)  
 Subtotal (c)

**TOTAL INDIRECT COSTS** (g) + (i) = Subtotal \$ 2,321,548.36 (j)

**III. FIXED FEE**

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

**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)

## Attachment B-2 (Parsons Escalation Allowance)

Page 1 of 1

Consultant      Parsons  
 Contract No.    SANBAG I-10 Corridor Project  
 Date              November 25, 2014

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

Direct Labor <u>Subtotal</u> 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 %)

Year	Avg Hourly Rate	+	Proposed Escalation	=	Avg Hourly Rate	Year Avg Hourly Rate
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)

Year	Estimated % Completed Each Year	*	Total Hours per Cost Proposal	=	Total Hours per Year	Estimated Hours
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)

Year	Avg Hourly Rate (calculated above)	*	Estimated hours (calculated above)	=	Cost per Year	Estimated Hours
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	
<b>Estimated total of Direct Labor Salary Increase</b>				=	<b>\$42,193.03</b>	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 granted.

Attachment: C08008-02 Attachment B-2 (1541 : I-10 Corridor Project Development Amendment No. 2)

## ATTACHMENT B-2: I-10 CORRIDOR PROJECT REVISED SUBCONTRACTOR LABOR RATE SHEET FOR AMENDMENT 2

Applied EarthWorks, Inc.

November 26, 2014

### I. Labor Costs

Note: Rates shown below includes direct labor and indirect costs calculated at the contract indirect rate and fee.

	Personnel Category	Labor Rate Range		Rate
		Low	High	
1	Principal Investigator - Archaeology	\$ 126.50	\$ 136.75	\$ 129.95
2	Sr. Archaeologist	\$ 92.50	\$ 100.00	\$ 95.58
3	Project Manager	\$ 95.50	\$ 103.50	\$ 98.12
4	Project Manager	\$ 95.50	\$ 103.50	\$ 98.12
5	Sr. Arch. Historian	\$ 90.00	\$ 97.50	\$ 92.77
6	Principal Arch. Historian	\$ 105.50	\$ 114.00	\$ 108.75
7	Staff Archaeologist	\$ 60.50	\$ 65.50	\$ 62.73
8	Graphic Specialist	\$ 58.50	\$ 63.50	\$ 60.59
9	Graphic Specialist	\$ 58.50	\$ 63.50	\$ 60.59
10	GIS Analyt	\$ 58.50	\$ 63.50	\$ 60.59
11	Field Technician	\$ 61.00	\$ 66.00	\$ 62.73
12	Field Technician	\$ 61.00	\$ 66.00	\$ 62.73
13	Admin. Ass't./Tech. Edit	\$ 57.50	\$ 62.50	\$ 59.36
14	Admin. Ass't./Tech. Edit	\$ 57.50	\$ 62.50	\$ 59.36
15	Admin. Ass't./Tech. Edit	\$ 57.50	\$ 62.50	\$ 59.36
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Attachment: C08008-02 Attachment B-2 (1541 : I-10 Corridor Project Development Amendment No. 2)

## ATTACHMENT B-2: I-10 CORRIDOR PROJECT REVISED SUBCONTRACTOR LABOR RATE SHEET FOR AMENDMENT 2

EARTH MECHANICS, INC

November 25, 2014

### I. Labor Costs

Note: Rates shown below includes direct labor and indirect costs calculated at the contract indirect rate and fee.

	Personnel Category	Labor Rate Range		Rate
		Low	High	
1	Principal	\$ 223.00	\$ 223.00	\$ 223.00
2	Principal Engineer	\$ 169.80	\$ 187.29	\$ 187.29
3	Senior Geologist	\$ 157.41	\$ 157.41	\$ 157.41
4	Senior Project Engineer	\$ 126.80	\$ 136.42	\$ 126.80
5	Project Engineer	\$ 107.86	\$ 112.23	\$ 110.77
6	Project Engineer	\$ 107.86	\$ 112.23	\$ 107.86
7	Senior Staff Geologist	\$ 94.74	\$ 94.74	\$ 94.74
8	Staff Engineer	\$ 77.54	\$ 78.71	\$ 77.54
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Attachment: C08008-02 Attachment B-2 (1541 : I-10 Corridor Project Development Amendment No. 2)

## ATTACHMENT B-2: I-10 CORRIDOR PROJECT REVISED SUBCONTRACTOR LABOR RATE SHEET FOR AMENDMENT 2

David Evans and Associates, Inc.

November 26, 2014

### I. Labor Costs

Note: Rates shown below includes direct labor and indirect costs calculated at the contract indirect rate and fee.

	Personnel Category	Labor Rate Range		Rate
		Low	High	
1	Survey Manager	\$ 165.00	\$ 220.00	\$ 170.50
2	Professional Land Surveyor	\$ 165.00	\$ 192.50	\$ 173.88
3	Sr. Survey Analyst	\$ 137.50	\$ 165.00	\$ 145.75
4	Project Surveyor	\$ 137.50	\$ 165.00	\$ 138.93
5	Project Surveyor	\$ 110.00	\$ 137.50	\$ 126.91
6	Project Surveyor	\$ 110.00	\$ 137.50	\$ 123.75
7	Project Surveyor	\$ 110.00	\$ 137.50	\$ 116.88
8	Project Surveyor	\$ 110.00	\$ 137.50	\$ 115.50
9	Project Surveyor	\$ 110.00	\$ 137.50	\$ 112.06
10	Project Coordinator	\$ 68.75	\$ 96.25	\$ 79.75
11	Sr. Project Coordinator	\$ 68.75	\$ 96.25	\$ 79.75
12	PLS Party Chief*	\$ 123.75	\$ 151.25	\$ 134.56
13	Certified Party Chief*	\$ 123.75	\$ 151.25	\$ 129.97
14	Party Chief*	\$ 118.25	\$ 145.75	\$ 124.33
15	Party Chief*	\$ 118.25	\$ 145.75	\$ 124.33
16	Party Chief*	\$ 118.25	\$ 145.75	\$ 124.33
17	Party Chief*	\$ 118.25	\$ 145.75	\$ 124.33
18	Party Chief*	\$ 118.25	\$ 145.75	\$ 124.33
19	Instrumentman*	\$ 110.00	\$ 137.50	\$ 117.45
20	Instrumentman*	\$ 110.00	\$ 137.50	\$ 117.45
21	Instrumentman*	\$ 110.00	\$ 137.50	\$ 117.45
22	Chainman*	\$ 110.00	\$ 137.50	\$ 115.86
23	Apprentice A*	\$ 46.75	\$ 110.00	\$ 50.74
24	Apprentice C*	\$ 46.75	\$ 110.00	\$ 73.70
25	Apprentice D*	\$ 46.75	\$ 110.00	\$ 77.83
26	Apprentice E*	\$ 46.75	\$ 110.00	\$ 81.04
27	Apprentice E*	\$ 46.75	\$ 110.00	\$ 81.04
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\* = indicates prevailing wage classification subject to yearly increases per DIR.

Attachment: C08008-02 Attachment B-2 (1541 : I-10 Corridor Project Development Amendment No. 2)

**ATTACHMENT B-2: I-10 CORRIDOR PROJECT  
REVISED SUBCONTRACTOR LABOR RATE SHEET FOR AMENDMENT 2**

**PARAGON PARTNERS LTD.**

November 26, 2014

**I. Labor Costs**

Note: Rates shown below includes direct labor and indirect costs calculated at the contract indirect rate and fee.

	Personnel Category	Name	Labor Rate Range		Rate
			Low	High	
1	Principal / Project Director / Corporate Broker		\$195.00	\$195.00	\$195.00
2	Project Manager		\$150.00	\$150.00	\$150.00
3	Principal Acquisition Agent		\$115.00	\$115.00	\$115.00
4	Senior Acquisition Agent		\$95.00	\$95.00	\$95.00
5	Acquisition Agent		\$85.00	\$85.00	\$85.00
6	Principal Relocation Agent		\$115.00	\$115.00	\$115.00
7	Senior Relocation Agent		\$95.00	\$95.00	\$95.00
8	Relocation Agent		\$85.00	\$85.00	\$85.00
9	Title Supervisor		\$110.00	\$110.00	\$110.00
10	Senior Title Agent		\$95.00	\$95.00	\$95.00
11	Title Agent		\$85.00	\$85.00	\$85.00
12	Project or Escrow Coordinator		\$75.00	\$75.00	\$75.00
13	Right of Way Engineer, P.E.		\$140.00	\$140.00	\$140.00
14	Senior Right of Way Engineer/GIS Supervisor		\$120.00	\$120.00	\$120.00
15	Associate Right of Way Engineer / GIS Specialist		\$95.00	\$95.00	\$95.00
16	Right of Way Engineering Technician		\$75.00	\$75.00	\$75.00
17	Senior Appraiser		\$140.00	\$140.00	\$140.00
18	Associate Appraiser		\$125.00	\$125.00	\$125.00
19	Administrative Support		\$65.00	\$65.00	\$65.00
20	Office Clerk		\$50.00	\$50.00	\$50.00
21	IT Support		\$125.00	\$125.00	\$125.00
22	Depositions and Court Testimony		\$250.00	\$250.00	\$250.00
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Attachment: C08008-02 Attachment B-2 (1541 : I-10 Corridor Project Development Amendment No. 2)

## ATTACHMENT B-2: I-10 CORRIDOR PROJECT REVISED SUBCONTRACTOR LABOR RATE SHEET FOR AMENDMENT 2

Terry A. Hayes and Associates

November 25, 2014

### I. Labor Costs

Note: Rates shown below includes direct labor and indirect costs calculated at the contract indirect rate and fee.

	Personnel Category	Name	Labor Rate Range		Rate
			Low	High	
1	Senior Environmental Scientist		\$ 150.00	\$ 158.00	\$ 150.34
2	Associate Environmental Scientist		\$ 78.00	\$ 83.00	\$ 78.74
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Rate per April 2014 rates provided by TAHA.

Attachment: C08008-02 Attachment B-2 (1541 : I-10 Corridor Project Development Amendment No. 2)

## ATTACHMENT B-2: I-10 CORRIDOR PROJECT REVISED SUBCONTRACTOR LABOR RATE SHEET FOR AMENDMENT 2

Ecorp

November 25, 2014

### I. Labor Costs

Note: Rates shown below includes direct labor and indirect costs calculated at the contract indirect rate and fee.

	Personnel Category	Name	Labor Rate Range		Rate
			Low	High	
1	Program Manager		\$ 150.00	\$ 158.00	\$ 150.00
2	QA/QC Manager		\$ 172.00	\$ 181.00	\$ 172.00
3	Principal Environmental Analyst		\$ 150.00	\$ 158.00	\$ 150.00
4	Senior Environmental Analyst		\$ 130.00	\$ 137.00	\$ 130.00
5	Associate Environmental Analyst		\$ 120.00	\$ 126.00	\$ 120.00
6	Assistant Environmental Analyst		\$ 68.00	\$ 71.00	\$ 68.00
7	Principal Biologist		\$ 172.00	\$ 181.00	\$ 172.00
8	Senior Biologist		\$ 140.00	\$ 147.00	\$ 140.00
9	Staff Biologist		\$ 125.00	\$ 131.00	\$ 125.00
10	Associate Biologist		\$ 105.00	\$ 110.00	\$ 105.00
11	Assistant Biologist		\$ 94.00	\$ 99.00	\$ 94.00
12	Biological Technician		\$ 73.00	\$ 77.00	\$ 73.00
13	Principal Botanist/ Habitat Restoration		\$ 125.00	\$ 131.00	\$ 125.00
14	Senior Botanist/Habitat Restoration		\$ 115.00	\$ 121.00	\$ 115.00
15	Assitant Botanist/Habitat Restoration		\$ 100.00	\$ 105.00	\$ 100.00
16	Cultural/Paleo Resources Principal Investigator		\$ 56.00	\$ 59.00	\$ 56.00
17	Principal Cultural/Paleo Specialist		\$ 150.00	\$ 158.00	\$ 150.00
18	Senior Cultural Specialist/Historian/Lab/Field Director		\$ 100.00	\$ 105.00	\$ 100.00
19	Cultural Resources Crew Chief		\$ 88.00	\$ 92.00	\$ 88.00
20	Cultural Resources Field Technician		\$ 78.00	\$ 82.00	\$ 78.00
21	Senior Engineer		\$ 156.00	\$ 164.00	\$ 156.00
22	Staff Engineer		\$ 125.00	\$ 131.00	\$ 125.00
23	Principal GIS/CADD/ Graphics Specialist		\$ 145.00	\$ 152.00	\$ 145.00
24	Senior GIS/CADD Specialist		\$ 125.00	\$ 131.00	\$ 125.00
25	GIS/CADD Technician		\$ 95.00	\$ 100.00	\$ 95.00
26	Graphics Specialist		\$ 100.00	\$ 105.00	\$ 100.00
27	Senior Project Accountant/Contracts		\$ 145.00	\$ 152.00	\$ 145.00
28	Associate Project Accountant/Contracts		\$ 105.00	\$ 110.00	\$ 105.00
29	Production Coordinator/Proof Reader		\$ 83.00	\$ 87.00	\$ 83.00
30	Associate Word Processor		\$ 78.00	\$ 82.00	\$ 78.00
31	Clerical		\$ 73.00	\$ 77.00	\$ 73.00
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Rate per March 2013 rate sheet provided by Ecorp.

Attachment: C08008-02 Attachment B-2 (1541 : I-10 Corridor Project Development Amendment No. 2)

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 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
<b>Total Committed</b>	<b>\$22,975,000</b>	<b>\$17,650,000</b>	<b>\$40,625,000</b>

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
<b>Total Proposed (Prior to April 2016 PA for I-10)</b>	<b>\$22,975,000</b>	<b>\$24,480,000</b>	<b>\$47,455,000</b>

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
<b>Total Future</b>		<b>\$53,350,000</b>	<b>\$53,350,000</b>

<b>Total Development Costs Prior to Construction (2019)</b>	<b>\$22,975,000</b>	<b>\$77,830,000</b>	<b>\$100,805,000</b>
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# ADDITIONAL INFORMATION

**BOARD OF DIRECTORS ATTENDANCE RECORD – 2014**

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

X = member attended meeting. \* = alternate member attended meeting. Empty box = Did not attend meeting. Crossed out box = not a Board Member at the time.  
brdatt14

**BOARD OF DIRECTORS ATTENDANCE RECORD – 2014**

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
<b>Rhodes 'Dusty' Rigsby</b> City of Loma Linda	X	X	X	X	X	X	X		X	X	X	X
<b>Paul Eaton</b> City of Montclair	X	X	X	X	X	X	X		X	X	X	X
<b>Edward Paget</b> City of Needles	X	X	X	X	X	X	X		X	X	X	X
<b>Alan Wapner</b> City of Ontario	X	X	X	X	X	X	X			X	X	X
<b>L. Dennis Michael</b> City of Rancho Cucamonga	X	X	X	*	X	X	X		X	X	X	X
<b>Pete Aguilar</b> City of Redlands	X	X	X	X	X	X	X		X	X	X	X
<b>Jon Harrison</b> City of Redlands	X	X	X	X	X	X	X		X	X	X	X
<b>Deborah Robertson</b> City of Rialto	X	X	X	X	X	X	X		X	X	X	X
<b>Patrick Morris</b> City of San Bernardino	X	X	X	X	X	X	X		X	X	X	X
<b>R. Carey Davis</b> City of San Bernardino	X	X	X	X	X	X	X		X	X	X	X
<b>Jim Harris</b> City of Twentynine Palms	X	X	X	X	X	X	X		X	X	X	X
<b>Ray Musser</b> City of Upland	X	X	X	X	X	X	X		X	X	X	X
<b>Ryan McEachron</b> City of Victorville	X	X	X	X	X	X	X		X	X	X	X
<b>Dick Riddell</b> City of Yucaipa	X	X	X	X	X	X	X		X	X	X	X
<b>George Huntington</b> Town of Yucca Valley	X	X	X	X	X	X	X		*	X	X	X
<b>Basem Muallem</b> Ex-Official Member	X	X	X	Christy Connors	X	X	X		X	Christy Connors	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.  
brdatt14

**Communication: Attendance (Additional Information)**

*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.*

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

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

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

# AGENCY REPORTS



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

December 10, 2014

**Members of the Governing Board:**

Chairman  
**Dr. William A. Burke**  
Speaker of the Assembly  
Appointee

Vice Chairman  
**Dennis R. Yates**  
Mayor, Chino  
Cities of San Bernardino County

**Michael D. Antonovich**  
Supervisor, Fifth District  
County of Los Angeles

**Ben Benoit**  
Mayor Pro Tem, Wildomar  
Cities of Riverside County

**John J. Benoit**  
Supervisor, Fourth District  
County of Riverside

**Joe Buscaino**  
Councilmember, 15<sup>th</sup> District  
City of Los Angeles Representative

**Michael A. Cacciotti**  
Councilmember, South Pasadena  
Cities of Los Angeles County/  
Eastern Region

**Josie Gonzales**  
Supervisor, Fifth District  
County of San Bernardino

**Joseph K. Lyou, Ph.D.**  
Governor's Appointee

**Judith Mitchell**  
Mayor, Rolling Hills Estates  
Cities of Los Angeles County/  
Western Region

**Shawn Nelson**  
Supervisor, Fourth District  
County of Orange

**Dr. Clark E. Parker, Sr.**  
Senate Rules Appointee

**Miguel A. Pulido**  
Mayor, Santa Ana  
Cities of Orange County

To: Mayors and Councilmembers  
From: Dennis R. Yates  
Mayor, City of Chino   
Vice Chairman, South Coast AQMD Governing Board /  
Representative, Cities of San Bernardino County

Below is the agenda item and outcome of the December 5, 2014 SCAQMD Governing Board meeting, and a preview of item(s) for discussion at the January 9, 2015 meeting.

**PUBLIC HEARING ITEM AT DECEMBER 5 BOARD MEETING:**

**Amend Rule 1325 - Federal PM2.5 New Source Review Program**  
Rule 1325 incorporates U.S. EPA's requirements for PM2.5 into Regulation XIII – New Source Review. The rule mirrors federal requirements and is applicable to major polluting facilities, which are defined by rule as sources with actual emissions, or the potential to emit, 100 tons per year or more of PM2.5 or its precursors. Based on comments received from the U.S. EPA regarding SIP approvability of Rule 1325, the proposed amended rule will incorporate administrative changes to definitions, provisions and exclusions. Typographical corrections and other minor clarifications are also included. This action is to adopt the resolution: 1) Determining that the proposed amendments to Rule 1325 - Federal PM2.5 New Source Review Program are exempt from the requirements of CEQA; and 2) Amending Rule 1325 - Federal PM2.5 New Source Review Program.

**Vote: 12 Yes; 0 No; 0 Abstain; 1 Absent**

**PUBLIC HEARING(S) SET FOR JANUARY MEETING:**

There are no public hearing items set for the January 9, 2015 Board meeting.

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Communication: South Coast Air Quality Management District Agency Report (Agency Reports)



**REPORT:** Mobile Source Air Pollution Reduction Review Committee

**FROM:** Larry McCallon, SANBAG Representative to the MSRC

**SYNOPSIS:** Below is a summary of key issues addressed at the MSRC’s meeting on November 20, 2014. The next meeting is scheduled for Thursday, January 15, 2015, at 2:00 p.m., in Conference Room CC8.

**Meeting Minutes Approved**

The MSRC unanimously approved the minutes from its September 18 and October 16, 2014 meetings.

**Adoption of 2015 Meeting Schedule**

The MSRC adopted its 2015 meeting schedule. The MSRC will continue to meet on the third Thursday of every month at 2:00 p.m. Its Technical Advisory Committee will continue to meet on the first Thursday of every month at 1:30 p.m., except for the months of January and December which have been moved to the second Thursday because of holiday conflicts. Both meetings are usually conducted in Room CC8.

**Alternative Fuel School Bus Incentives Program**

As part of the FYs 2012-14 Work Program, the MSRC allocated \$2.0 million for the implementation of an Alternative Fuel School Bus Incentives Program. The MSRC previously deemed BusWest qualified for Program participation and authorized them to offer buy-down incentives to qualifying school districts or private providers of pupil transportation. The MSRC approved an initial award to BusWest in January 2014, and in subsequent actions the MSRC approved contract value increases to incentivize additional buses ordered. In November, the MSRC approved a new request from BusWest for an additional \$31,000 to incentivize a full-sized CNG school bus ordered by Banning Unified School District as part of the FYs 2012-14 AB 2766 Discretionary Fund Work Program. This award will be considered by the SCAQMD Board at its December 5, 2014 meeting.

**Alternative Fuel Infrastructure Program**

As part of the FYs 2012-14 Work Program, the MSRC allocated \$7.5 million for the implementation of new and expanded CNG and LNG refueling stations and modification of maintenance facilities to accommodate gaseous-fueled vehicles. A Program Announcement, #PA2014-05, was developed and released on September 6, 2013, with an open application period commencing October 8, 2013 and closing September 26, 2014.

The MSRC previously considered fifteen applications and awarded a total of \$1,903,000 for those projects; one award for \$175,000 was subsequently declined. Fifteen additional applications were received by the deadline. Evaluations have been completed for twelve of these applications; evaluations are still underway for the remaining three applications and they will be considered by the MSRC in the near future. The MSRC approved twelve contract awards totaling \$2,049,954 as part of the FYs 2012-14 AB 2766 Discretionary Fund Work Program.

These awards will be considered by the SCAQMD Board at its December 5, 2014 meeting.

### **Major Event Center Transportation Program**

As part of the FYs 2012-14 Work Program, the MSRC allocated \$4.0 million for event center transportation programs and released a Program Announcement to solicit projects for traffic-impacted centers. In September 2013 and September 2014 the MSRC subsequently allocated an additional \$27,450 and \$54,087, respectively, to the Program, bringing the total Program allocation to \$4,081,537. To date, \$3,630,740 has already been awarded. The Program Announcement closed as of September 30, 2014. Two additional applications were received prior to the deadline. The MSRC considered and unanimously approved an award of \$239,645 to Orange County Transportation Authority (OCTA) to implement special Metrolink service for the 2015 Angels season. The service would be provided in support of 48 Angels home games with two dedicated trains powered by Tier-2 rated engines or better that would run along Metrolink's Orange County Line corridor from Oceanside in the south and Los Angeles Union Station in the north to the terminus at Anaheim Station. In addition, limited service would be provided on Metrolink's Inland Empire-Orange County line from Riverside Downtown to Orange, followed by a transfer at Orange to Anaheim, for 13 Friday games. OCTA would contribute at least \$241,400 in co-funding.

Also in response to the Major Event Center Transportation Program Announcement, the MSRC considered and unanimously approved an award of \$83,960 to Southern California Regional Rail Authority (SCRRA) to implement special Metrolink service for the 2015 NASCAR Sprint Cup Series event to be held in March 2015. The service would provide, free of charge to end users, dedicated Metrolink service on the final day of the event, using locomotives powered by Tier 2-rated engines or better, on three rail lines: 1) from Oceanside; 2) from Oxnard; and 3) from Lancaster. The majority of stops would be located in SCAQMD's jurisdiction. The Auto Club Speedway and SCRRA would collectively contribute no less than \$260,000 in co-funding towards service implementation, advertising and marketing purchases.

These awards will be considered by the SCAQMD Board at its December 5, 2014 meeting.

**FYs 2014-16 Enhanced Fleet Modernization Program**

The Enhanced Fleet Modernization Program (EFMP) is a vehicle retirement and replacement program authorized by the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (AB 118). The program focuses on providing greater incentives to eligible low- and middle-income owners of older vehicles to scrap their existing vehicle and receive a voucher either to help acquire a newer vehicle or cover the cost for transit passes or participation in car-sharing programs. The first year of the EFMP is a pilot demonstration program to determine effective ways to encourage low- and moderate-income consumers to participate in the program. As such, the SCAQMD issued an RFP to solicit proposals in July 2014. Six proposals were received at the close of the RFP submittal period. The proposals were evaluated and scored by a three member review panel that included the MSRC Technical Advisor. Five of the proposals met the minimum technical score for further consideration. Given the diverse and unique approaches for outreach and marketing, the proposal review panel recommended that consideration be given to fund the five technically qualified proposals. One of the applicants was not interested in splitting the available funding. Therefore, four of the qualified proposals are being recommended for funding.

As the SCAQMD Board will be considering the implementation of the EFMP in a separate item at its December 5, 2014 meeting, SCAQMD staff initiated discussions with MSRC staff regarding potential partnership. Given the flexibility of the use of the voucher for a replacement vehicle, transit passes, or car-sharing program, the EFMP is consistent with the MSRC's goals and objectives to reduce motor vehicle emissions. SCAQMD staff would be responsible for program administration. The MSRC considered this partnership opportunity and approved an allocation totaling \$800,000 towards the EFMP as the first element of the FYs 2014-16 AB 2766 Discretionary Fund Work Program. \$200,000 is to be awarded to one of the four recommended proposals, with the remaining \$600,000 to support vehicle replacement, transit and car-sharing vouchers.

At its December 5, 2014, the SCAQMD Board will consider partnering with the MSRC on implementing the AB118 Enhanced Fleet Modernization Program (EFMP) and the allocation of \$800,000 towards the EFMP, as the first element of the FYs 2014-16 AB 2766 Discretionary Fund Work Program.

**FYs 2014-16 Work Program**

On September 18, 2014, the MSRC conducted its annual offsite retreat with its Technical Advisory Committee to brainstorm its upcoming FY 2014-16 AB 2766 Discretionary Fund Work Program, for which approximately \$45 million is available for projects. Discussions continued at the October 16 and November 20 MSRC meetings to determine parameters and priorities stemming from the MSRC-hosted mini-workshops and input from the CEC, CARB, and SCAQMD. MSRC staff will work with the MSRC's Technical Advisory Committee to establish and convene subcommittees to begin crafting

elements of the Work Program and will return to the MSRC at its January 15, 2015 meeting with their recommendations.

### **Received and Approved Final Reports**

The MSRC received and unanimously approved two final report summaries this month as follows:

1. Southern California Regional Rail Authority, Contract #MS14047, which provided \$49,203 to Implement Special Metrolink Service to Auto Club Speedway; and
2. Nationwide Environmental Services, Contract #MS10006, which provided \$94,887 for the purchase of 3 sweepers equipped with advanced natural gas engines.

### **Contract Modification Requests**

The MSRC considered three contract modification requests and took the following unanimous actions:

1. For Griffith Company, Contract #MS11092, which provides \$390,521 for a "Showcase II" off-road vehicle retrofit demonstration program, approval of an 18-month contract term extension;
2. For City of San Fernando, Contract #ML14062 (proposed), which provides \$500,000 to install a new CNG station, approval to substitute the expansion of their existing CNG station for the installation of a new station, with an associated \$112,909 award value reduction;
3. For Ware Disposal Co., Inc., Contract #MS12034, which provides \$133,070 for the purchase of 8 medium-heavy-duty vehicles; approval of a 24-month contract term extension; and
4. For Mineral LLC, Contract #MS11001, which provides \$111,827 to design, host and maintain the MSRC website; approval to issue a task order up to \$3,750 to upgrade the MSRC's website to enhance the functionality of the service with the creation of a new mailing list for meeting changes.

### **Contracts Administrator's Report**

The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2004-05 through the present.

# COMMITTEE MEMBERSHIP

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (Regional Council Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa) District 7 (San Bernardino, Highland) District 8 (Rialto, Fontana) District 9 (Rancho Cucamonga, Upland, Montclair) District 10 (Chino, Chino Hills, Ontario) District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley) District 65 (Adelanto, Apple Valley, Hesperia, Victorville) San Bernardino County	F. Navarro L. McCallon D. Robertson P. Eaton R. Marquez B. Jahn R. McEachron G. Ovitt	L. McCallon     B. Jahn	D, Robertson   R. Marquez	F. Navarro   P. Eaton  R. McEachron G. Ovitt
†SANBAG Acting as County Transportation Commission	A. Wapner			A. Wapner
SANBAG Subregional Appointees* *One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.		Julie McIntyre Ray Musser Ed Paget	Diane Williams Eric Schmidt Ed Graham	B. Stanton

**Rules of Appointment**

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

**Terms of Appointment**

Terms of appointment are two years, commencing on adjournment of the annual General Assembly in May of each year. Even-numbered District representatives' terms expire in even-numbered years; odd-numbered District representatives expire in odd-numbered years. †SANBAG's Regional Council Representative serves a two-year term from the date of appointment.

**Stipend Summary**

SCAG Regional Council members receive a \$120 stipend for attendance and travel to SCAG sponsored meetings. Regional Council members may also receive reimbursement for public transit expenses or a mileage reimbursement. Parking is validated at SCAG's downtown Los Angeles office for RC members. RC members are eligible to receive up to six (6) per diem stipends per month. Both RC members and Subregional Appointees, if eligible, may receive reimbursement (\$150 + taxes) for lodging (please review SCAG rules before making expenditure). Subregional Appointees shall receive a \$120 stipend for up to four Policy or Task Force meetings per month.

**Meeting Information**

The regular meetings of SCAG Regional Council and Policy Committees are on the 1<sup>st</sup> Thursday of each month at the SCAG offices located at 818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor in Los Angeles. Generally, the Policy Committee meetings start at 10 AM and Regional Council meetings start at 12:15 PM.

**Policy Committees**

**Community, Economic, and Human Development:** Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

**Energy and Environment:** Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation.

**Transportation and Communications:** Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

### SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p><b>General Policy Committee</b>                      Membership consists of the following:                      SANBAG President, Vice President, and Immediate Past President                      4 East Valley (3 City, 1 County)                      4 West Valley (3 City, 1 County)                      4 Mt/Desert (3 City, 1 County)                      City members shall be SANBAG Board Members elected by caucus of city SANBAG Board Members within the subarea.                      All Policy Committee and Board Study Session Chairs are included in this policy committee.                      All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership.                      Supervisors collectively select their representatives. The SANBAG Vice President shall serve as Chair of the General Policy Committee.</p>	<p>Makes recommendations to Board of Directors and:                      (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity;                      (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization;                      (3) Serves as policy review committee for any program area that lacks active policy committee oversight.                      Committee has authority to approve contracts in excess of \$25,000 with notification to the Board of Directors.</p>	<p>Ryan McEachron, Victorville, Vice President (Chair)                      L. Dennis Michael, Rancho Cucamonga, President (Vice Chair)                      Bill Jahn, Big Bear Lake, Past President    <u>West Valley</u>                      L. Dennis Michael, Rancho Cucamonga                      Paul Eaton, Montclair (Chair – CRTCC)                      Michael Tahan, Fontana (Chair – MVSS)                      Janice Rutherford, Supervisor    <u>East Valley</u>                      Larry McCallon, Highland                      Dick Riddell, Yucaipa                      Rhodes “Dusty” Rigsby, Loma Linda                      James Ramos, Supervisor    <u>Mountain/Desert</u>                      Bill Jahn, Big Bear Lake                      Ryan McEachron, Victorville, Vice President (Chair - MDC)                      Jim Harris, Twentynine Palms                      Robert Lovingood, Supervisor</p>	<p>6/30/2015                      6/30/2015                      6/30/2015                        6/30/2015                      6/30/2015                      6/30/2015                      6/30/2015                        6/30/2015                      6/30/2015                      6/30/2015                      6/30/2015                        6/30/2015                      6/30/2015                      6/30/2015                      6/30/2015</p>
<p><b>Commuter Rail &amp; Transit Committee</b>                      Membership consists of 11 SANBAG Board Members:                      9 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members.                      2 Mountain/Desert Board Members who serve on the Board of a Mountain/Desert transit agency.                      SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SANBAG Board.                      Other members are appointed by the SANBAG President for 2-year terms.</p>	<p>Provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service.                        * SCRRA Primary Member                      ** SCRRA Alternate Member</p>	<p>Paul Eaton, Montclair* (Chair)                      James Ramos, Supervisor**(Vice Chair)                      Jon Harrison, Redlands                      Bill Jahn, Big Bear Lake                      Mike Leonard, Hesperia                      Larry McCallon, Highland*                      L. Dennis Michael, Rancho Cucamonga                      Deborah Robertson, Rialto                      Ray Musser, Upland                      Dick Riddell, Yucaipa                      Alan Wapner, Ontario**</p>	<p>Indeterminate (6/30/2015                      Indeterminate (6/30/2015                      12/31/2016                      12/31/2015                      12/31/2015                      Indeterminate                      12/31/2015                      12/31/2014                      12/31/2015                      12/31/2014                      Indeterminate</p>

Communication: SANBAG Committee Memberships (Committee Membership)

### SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p><b>Mountain/Desert Committee</b> Membership consists of 12 SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, Second, and Third Districts.</p>	<p>Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion.</p> <p>The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.</p>	<p>Ryan McEachron, Victorville (Chair) Cari Thomas, Adelanto (Vice Chair) Curt Emick, Apple Valley Jim Harris, Twentynine Palms George Huntington, Yucca Valley Bill Jahn, Big Bear Lake Mike Leonard, Hesperia Robert Lovingood, Supervisor Julie McIntyre, Barstow Edward Paget, Needles James Ramos, Supervisor Janice Rutherford, Supervisor</p>	<p>Indeterminate (6/30/2015) Indeterminate (6/30/2015) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate</p>

**Policy Committee Meeting Times**

General Policy Committee	Second Wednesday, 9:00 a.m., SANBAG Office
Commuter Rail & Transit Committee	Third Thursday, 10:00 a.m., SANBAG Office
Mountain/Desert Committee	Third Friday, 9:30 a.m., Apple Valley

NOTE: Policy Committee meetings will not be held in July of each year (effective 9/5/12).

### Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
<p>Board of Directors Study Sessions for Metro Valley Issues Refer to SANBAG Policy 10007.</p>	<p>To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.</p>	<p>Board of Directors Michael Tahan, Fontana (Chair) Ray Musser, Upland (Vice Chair)</p>	<p>6/30/2015 6/30/2015</p>

**Meeting Time:** Second Thursday, 9:00 a.m., SANBAG Office

### Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p>	<p>Richard Haller Rod Johnson Norman Orfall Craig Scott Larry Sharp Ray Wolfe, Ex-Officio</p> <p>In addition to the appointed members, the SANBAG Executive Director will serve as an ex officio member.</p>	<p>12/31/16 12/31/16 12/31/18 12/31/18 12/31/18</p>

### SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p><b>Audit Subcommittee of the General Policy Committee</b>                      In November 2008, the Board approved the creation of an Audit Subcommittee of the General Policy Committee to strengthen the financial oversight function of the Board.                      Additional SANBAG Board Members may be appointed annually at the discretion of the Board President.</p>	<p>The responsibilities of the Audit Subcommittee shall be to:</p> <ul style="list-style-type: none"> <li>• Provide a direct contact between the independent auditor and the Board of Directors before, during and after the annual audit.</li> <li>• Work with the auditor and SANBAG staff on reviewing and implementing practices and controls identified in the annual audit.</li> </ul>	<p>Audit Subcommittee (for FY 2013/2014 Audit)                      - SANBAG President – L. Dennis Michael, Rancho Cucamonga                      - Vice President – Ryan McEachron, Victorville                      - Immediate Past President – Bill Jahn, Big Bear Lake                      - Presidential Appointment – Walt Stanckiewicz, Grand Terrace</p>
<p><b>Ad Hoc Committee on Litigation with San Bernardino County Flood Control District</b>                      In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development.                      In April 2008, the role of this committee was expanded to include the Cactus Basin litigation.</p>	<p>Review and provide guidance on litigation with San Bernardino County Flood Control District regarding the Colonies Development and the Cactus Basin in Rialto.</p>	<p>Larry McCallon, Highland                      Dick Riddell, Yucaipa</p>
<p><b>Budget Process</b>                      In July 2012, the SANBAG Board President appointed this ad hoc committee to review SANBAG’s budget preparation process and final budget document and make recommendations to help improve communication and transparency of SANBAG’s budget to elected officials and the general public.</p>	<p>Review SANBAG’s budget adoption process and final budget document and make recommendations on changes to improve the process and the final budget document to make them more useful and informative to Board Members and the public.</p>	<p>Ray Musser, Upland – Chair                      Mike Podegracz, P.E. – City Manager, City of Hesperia                      Sam Racadio – Council Member, City of Highland                      Kevin Ryan - Principal Transportation Planner, City of Fontana</p>
<p><b>Express Lanes Ad Hoc Committee</b>                      In November 2013, the SANBAG Board President appointed this ad hoc committee.</p>	<p>The purpose is to consider uses for anticipated toll revenue in excess of that needed to cover bond debt over the long-term.</p>	<p>Alan Wapner, Ontario – Chair                      Josie Gonzales, Supervisor                      Mike Leonard, Hesperia                      Robert Lovingood, Supervisor                      Larry McCallon, Highland                      Ryan McEachron, Victorville                      L. Dennis Michael, Rancho Cucamonga                      Frank Navarro, Colton                      Dusty Rigsby, Loma Linda                      Deborah Robertson, Rialto                      Janice Rutherford, Supervisor                      Michael Tahan, Fontana</p>

Communication: SANBAG Committee Memberships (Committee Membership)

### SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p><b>Legislative</b>                      In March 2013, the SANBAG Board President appointed this ad hoc committee.                       This committee will consist of the SANBAG Board Officers.</p>	<p>Review proposed legislation at the state and federal level. Provide direction to staff on positions consistent with the Board-adopted legislative platform.</p>	<p>President – L. Dennis Michael, Rancho Cucamonga                      Vice President – Ryan McEachron, Victorville                      Immediate Past President – Bill Jahn, City of Big Bear Lake</p>
<p><b>Transit Review Ad Hoc Committee</b>                      In July 2013, the SANBAG Board President appointed this ad hoc committee.</p>	<p>Review transit agency efficiencies and maximize transit funding.</p>	<p>Janice Rutherford, Supervisor – Chair                      Jim Harris, Twentynine Palms                      Robert Lovingood, Supervisor                      Ryan McEachron, Victorville                      L. Dennis Michael, Rancho Cucamonga                      Dusty Rigsby, Loma Linda                      Alan Wapner, Ontario</p>

Communication: SANBAG Committee Memberships (Committee Membership)

### SANBAG Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p><b>Transportation Technical Advisory Committee (TTAC)</b>                      Committee membership consists of a primary staff representative of each SANBAG member agency designated by the City Manager or County Administrative Officer.</p>	<p>SANBAG’s Transportation Technical Advisory Committee was formed by SANBAG management to provide input to SANBAG staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SANBAG Board of Directors.                      The TTAC is not a Brown Act committee.</p>	<p>Generally meets on the first Monday of each month at 1:30 PM, at SANBAG.</p>
<p><b>City/County Manager’s Technical Advisory Committee (CCM TAC)</b>                      The committee is made up of up to two representatives of the County Administrator’s Office and the city manager or administrator from each city and town in the County.</p>	<p>SANBAG’s City/County Manager’s Technical Advisory Committee was established in the Joint Powers Authority that established SANBAG. The primary role of the committee is to provide a forum for the chief executives of SANBAG’s member agencies to become informed about and discuss issues facing SANBAG. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns.                      The CCM TAC is a Brown Act Committee.</p>	<p>Meets on the first Thursday of each month at 10:00 AM, at SANBAG.</p>
<p><b>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)</b>                      Membership consists of 13 members appointed by the SANBAG Board of Directors                      6 representing Public Transit Providers                      1 representing County Dept. of Public Works                      1 representing the Consolidated Transportation Services Agency                      5 representing Social Service Providers</p>	<p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities:                      (1) Review and make recommendations to SANBAG on annual Unmet Transit Needs, Federal Transit Administration and Measure I Program applications and reports.                      (2) Assist SANBAG in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan and disseminate information in reference to State law and recommendations as they relate to transit and specialized transit.                      (3) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit.                      (4) Address any special issues of PASTACC voting and non-voting members.                      The PASTACC is a Brown Act committee.</p>	<p>Meets the second Tuesday every other even month at 10:00 AM, at SANBAG.</p>
<p><b>Planning and Development Technical Forum (PDTF)</b>                      Committee membership consists of a primary staff representative of each SANBAG member agency designated by the City Manager or County Chief Executive Officer.</p>	<p>The SANBAG Planning and Development Technical Forum was formed by SANBAG management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance.                      The PDTF is not a Brown Act Committee.</p>	<p>Meets the 4th Wednesday of each month at 2:00 p.m. at the Depot (in the SCAG Office).</p>

Communication: SANBAG Committee Memberships (Committee Membership)

### SANBAG Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p><b>Project Development Teams</b></p>	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SANBAG staff.</p> <p>Teams are generally composed of technical representatives from SANBAG, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project.</p> <p>PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.</p> <p>PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.</p> <p>The PDTs are not Brown Act Committees.</p>	<p>Varies with the PDT, at SANBAG.</p>

Communication: SANBAG Committee Memberships (Committee Membership)

# ***San Bernardino Associated Governments***



## **MISSION STATEMENT**

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

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

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

Approved June 2, 1993  
Reaffirmed March 6, 1996