

AGENDA

Board of Directors Metro Valley Study Session

March 12, 2015

*****Start Time: 9:30 AM*****

Location

SANBAG

First Floor Lobby

1170 W. 3rd Street, San Bernardino, CA 92410

Board of Directors

Valley Representatives

Study Session Chair

Michael Tahan, Mayor Pro Tem
City of Fontana

Study Session Vice-Chair

Ray Musser, Mayor
City of Upland

Dennis Yates, Mayor
City of Chino

Ed Graham, Council Member
City of Chino Hills

Frank Navarro, Council Member
City of Colton

Darcy McNaboe, Mayor
City of Grand Terrace

Larry McCallon, Mayor
City of Highland

Rhodes "Dusty" Rigsby, Mayor
City of Loma Linda

Paul M. Eaton, Mayor
City of Montclair

Alan Wapner, Mayor Pro Tem
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Jon Harrison, Mayor Pro Tem
City of Redlands

Deborah Robertson, Mayor
City of Rialto

R. Carey Davis, Mayor
City of San Bernardino

Dick Riddell, Council Member
City of Yucaipa

Mountain/Desert Representatives

Rich Kerr, Mayor
City of Adelanto

Curt Emick, Council Member
Town of Apple Valley

Julie McIntyre, Mayor
City of Barstow

Ryan McEachron, Council Member
City of Victorville

Bill Jahn, Mayor Pro Tem
City of Big Bear Lake

Mike Leonard, Council Member
City of Hesperia

Edward Paget, Mayor
City of Needles

Joel Klink, Mayor
City of Twentynine Palms

George Huntington, Mayor
Town of Yucca Valley

County Board of Supervisors

Robert Lovingood, First District

Janice Rutherford, Second District

James Ramos, Third District

Curt Hagman, Fourth District

Josie Gonzales, Fifth District

Ex-Officio Member - Basem Muallem, Caltrans District 8 Director

Ray Wolfe, SANBAG Executive Director

Eileen Teichert, SANBAG General Counsel

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

AGENDA

Board of Directors Metro Valley Study Session

**March 12, 2015
9:30 AM**

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

CALL TO ORDER

(Meeting Chaired by Michael Tahan)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications - Melonie Donson

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

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

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

CONSENT CALENDAR

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

Consent - Project Delivery

- 2. Construction Contract Change Orders to on-going SANBAG Construction Contracts with KASA Construction, Inc., Ortiz Enterprises, Inc., Skanska/Rados A Joint Venture, Skanska USA Civil West and Riverside Construction Company, Inc.**

Receive and file change order report.

Garry Cohoe

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

DISCUSSION ITEMS

Discussion - Administrative Matters

- 3. SANBAG Fiscal Year 2015/2016 Budget – Metro Valley Study Session Task Review**

That the Metro Valley Study Session recommend the Board review and provide direction relative to proposed tasks to be included in the Fiscal Year 2015/2016 Budget.

Garry Cohoe

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

Discussion - Project Delivery

- 4. Major Projects Status Briefing for the Period Through December 2014**

Receive the Major Projects Status Briefing for the period through December 2014.

Garry Cohoe

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

- 5. Amendment to Project Management Contract with Chad Costello**

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

Approve Amendment No. 3 to Contract No. C10006, a sole source contract, with Mr. Chad Costello for the continuation of Project Management Services, for an additional \$820,000.00 for a revised not-to-exceed amount of \$1,735,000.00, and extend the contract term through August 31, 2018, with an option for a 2-year extension.

Garry Cohoe

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Procurement Manager have reviewed this item and the draft amendment.

6. Release of Request for Proposals for Program Project Management and Other Technical Services

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

Approve circulation of Request for Proposals (RFP) No. 15-1001195 for Program Project Management and Technical Services.

Garry Cohoe

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

7. I-10 Pepper Avenue Project - Trade Corridor Improvement Funds

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

Authorize staff to submit an application to the California Transportation Commission (CTC) for programming and allocation of \$1,157,775 of Trade Corridor Improvement Fund (TCIF) funding to fund a cost increase on the Interstate 10 (I-10) Pepper Interchange Project.

Garry Cohoe

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

8. Express Lanes Tolling Policy and Toll Revenue Policy

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

Approve the Express Lane tolling policies included in Table 1, and approve the toll revenue policies included in Table 2.

John Meier

The preliminary tolling policies and toll revenue policies have been reviewed by the I-10 and I-15 Joint Sub-Committee on January 15, 2015 and February 12, 2015. This item was reviewed by the City/County Manager's Technical Advisory Committee on March 5, 2015 and the Transportation Technical Advisory Committee on March 2, 2015. This item is scheduled to be reviewed by the Mountain/Desert Policy Committee on March 20, 2015.

9. Glen Helen Grade Separation Construction Cooperative Agreement Amendment

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

Approve Amendment No. 1 to Construction Cooperative Agreement C12229 with the County of San Bernardino for the Glen Helen Grade Separation Project committing \$14,775,730 in SANBAG funding, including \$7,603,730 in Measure I 2010-2040 Valley Fund Major Street Bond funds.

Dennis Saylor

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

Discussion - Transportation Programming and Fund Administration

10. Measure I Valley Major Street Program Allocation Planning for Fiscal Year 2015/2016

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

Review and recommend for final approval the following amounts for consideration in the SANBAG Fiscal Year 2015/2016 Budget for the Valley Major Street Arterial Sub-program and the Valley Major Street Project Advancement Program, which includes an increased allocation of \$988,118.68 to the Major Street Project Advancement Program from the Major Street Arterial Sub-program:

- Arterial Sub-program: \$8,632,275.59
- Major Street Project Advancement Program: \$10,560,651.29

Ellen Pollema

This item is not scheduled for review by any other policy committee. This item was reviewed by the Transportation Technical Advisory Committee on February 2, 2015, and on March 2, 2015.

Comments from Board Members

Brief Comments from Board Members

Public Comment

Brief Comments by the General Public

ADJOURNMENT

Additional Information

Attendance

SANBAG Entities

Meeting Procedures and Rules of Conduct

General Practices for Conducting Meetings

Acronym List

Mission Statement

The next Board of Directors Metro Valley Study Session will be

April 9, 2015

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

- 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: March 12, 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:

Item No.	Contract No.	Principals & Agents	Subcontractors
2 - A	C13002	KASA Construction <i>Diana Kasbar</i>	MSL Electric, Inc. Quality Hydroseeding & Restoration Treesmith Enterprises, Inc. Turboscape, Inc.
2 - B	C12224	Ortiz Enterprises, Inc. <i>Patrick A. Ortiz</i>	Alcorn Fence Company Bithell, Inc. Cal-Stripe, Inc. CGO Construction Cooper Engineering Coral Construction Coreslab Structures Diversified Landscape Griffith Company Harber Companies Hardy & Harper Hydro Sprout Integrity Rebar Placers L. Johnson Lincoln Pacific

Entity: CMA, COG, CTA, CTC, SAFE

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			<p>Mahaffey Companies Rogan Concrete Coring & Sawing SRD Engineering, Inc. Statewide Traffic Safety & Signs Superior Gunitite Truesdell Corporation West Coast Welding, Inc.</p>
2 - C	C09196	<p>Skanska/Rados Joint Venture <i>Chad Mathes</i></p>	<p>All American Asphalt Anderson Drilling CGO Construction Chrisp Company Coffman Specialties Cleveland Wrecking CMC Fontana Steel D C Hubbs Dywidag-Systems Int. Elmore Pipe Jacking Foundation Pile Inc. Gerco Contracting Giken America Corp. Robert B. Longway Malcolm Drilling Co, Inc. Merli Concrete Pumping Modern Alloy MSL Electric Inc. Olivas Drilling Pacific Restoration Group Penhall Pomeroy Reycon Construction, Inc. Southwest V-ditch Statewide Safety & Sign Steve Bubalo Construction Valley Concrete Placing, Inc. VP Vertical Earthwork</p>
2 - D	C12196	<p>Ortiz Enterprises, Inc. <i>Patrick A. Ortiz</i></p>	<p>A.C. Dike Company ACL All America Asphalt</p>

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			<p>CGO Construction Company, Inc. Chrisp Company Cindy Trump, Inc. Coral Construction Company DC Hubbs Company Diversified Landscape Company EBS Gernal Engineering, Inc. Foundation Pile, Inc. Hard Rock Equipment High Light Electric, Inc. Integrity Rebar Placers KEC Engineering Malcomb Drilling Company R.J. LaLonda, Inc. SRD Engineering Statewide Traffic Safety & Signs</p>
2 - E	C11184	<p>Skanska <i>Tim Wilson</i></p>	<p>Ace Fence Company Anderson Drilling Empire Steel J P Striping Inc. J.V. Land Clearing Marina Landscape, Inc. MSL Electric Municon Consultants Reycon Construction Inc. Statewide Safety & Signs Tipco Engineering</p>
2 - F	C13108	<p>Skanska Civil, USA <i>Jeffery Langevin</i></p>	<p>Chrisp Company Dywidag Systems International Fence Corporation, Inc. Hayward Baker Integrity Rebar Placers John S. Meek Company, Inc. Ferreria Construction Company, Inc. R. Dugan Construction, Inc. Rock Structures Construction Co. Sierra Landscape Development, Inc.</p>
2 - G	C13121	<p>Riverside Construction, Inc. <i>Donald Pim</i></p>	<p>Caliagua Chrisp Company</p>

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			C.P. Construction Crown Fence Griffith Company Golden State Highlight Electric Integrity Rebar Placers The J.V. Land Clearing Company, Inc. Malcom Drilling Company Match Corporation Old Castle Precast Pacific Waterproofing Reycon Construction
4	C10006	Chad Costello <i>Chad Costello</i>	None

Financial Impact:

This item has no direct impact on the SANBAG budget.

Reviewed By:

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

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: March 12, 2015

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: *March 12, 2015*

Subject:

Construction Contract Change Orders to on-going SANBAG Construction Contracts with KASA Construction, Inc., Ortiz Enterprises, Inc., Skanska/Rados A Joint Venture, Skanska USA Civil West and Riverside Construction Company, Inc.

Recommendation:

Receive and file change order report.

Background:

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

A. Contract Number (CN) C13002 with KASA Construction, Inc. for construction of the SR-210 Segment 11 Landscaping project: CCO No. 7 Supplement 2 (\$2,944.19 additional funds for installation of wireless communication equipment tying irrigation controller to Caltrans fiber optic backbone), CCO No. 9 Supplement 1 (\$3,829.89 additional funds for removal and disposal of buried man-made objects) and CCO No. 16 (\$36,441.15 increase for accounting of bid item overruns above the engineers estimate but required by the contract).

B. CN C12224 with Ortiz Enterprises, Inc. for construction of the I-10 Cherry Avenue Interchange project: CCO No. 49 (\$233,882.72 increase for deletion of Repair Spalled Joints bid item and replace spalled pavement panels with new concrete panels), CCO No. 53 (\$249,760.84 increase to compensate contractor for final resolution to Notice of Potential Claim (NOPC) No. 003-07-25-13 per recommendation of the Dispute Review Board (DRB)) and CCO No. 55 (\$3,526.18 increase for modifications to drain inlet installed under CCO No. 11 to eliminate localized flooding due to inlet grate plugging with debris).

C. CN C09196 with Skanska/Rados A Joint Venture for construction of the I-215 Segments 1 and 2 Interstate reconstruction project: CCO No. 1 Supplement 9 (\$3,750.07 additional funds for work performed on CCO No. 1), CCO No. 9 Supplement 4 (\$9,100.31 additional funds for storm water maintenance), CCO No. 64 Supplement 8 (\$976.41 additional funds for Right of Way Obligations), CCO No. 158 Supplement 5 (\$4,599.32 additional funds for work performed on CCO No. 158) and CCO No. 189 Supplement 3 (\$10,293.26 additional funds for work performed on CCO No. 189, SR-259 median removal and tie-in).

D. CN C12196 with Ortiz Enterprises, Inc. for the construction of the I-10 Tiptecanoe Interchange Phase I project: CCO No. 8 Supplement 2 (\$11,517.60 additional funds for work under CCO No. 8), CCO No. 9 Supplement 3 (\$851.24 additional funds for work under CCO No. 9), CCO No. 20 Supplement 3 (\$5,467.73 additional funds for Maintaining Existing and Temporary Electrical Systems), CCO No. 27 Supplement 5 (\$84,909.69 additional funds for work under CCO No. 27), CCO No. 28 Supplement 2 (\$1,254.65 additional funds for work

Entity: CTA, CTC

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under CCO No. 28), CCO No. 35 Supplement 4 (\$23,983.20 additional funds for work under CCO No. 35), CCO No. 36 Supplement 1 (\$14,300.00 additional funds for work under CCO No. 36), CCO No. 37 Supplement 2 (\$47,550.01 additional funds for work under CCO No. 37), CCO No. 38 Supplement 1 (\$4,000.00 additional funds for work under CCO No. 38), CCO No. 48 (\$10,890.38 increase for resolution of NOPC No. 14 and to compensate the contractor for a curb ramp removal and replacement and adjustment of barrier rail on RW 194), CCO No. 49 (\$60,546.48 decrease in funds due to final adjustments for overruns and underruns of bid items quantities), CCO No. 50 (\$11,547.65 increase to compensate contractor for extended rental of Resident Engineers office due to extension of contract time by 62 compensable days) and CCO No. 68 (\$10,074.00 increase for additional quantity of Bid Item No. 188 as required on the plans but not accounted for in the Engineers Estimate).

The following change order supplements were written to reconcile unused monies allocated to each CCO: CCO No. 3 Supplement 3 (\$1,395.92 decrease), CCO No. 4 Supplement 1 (\$2,676.83 decrease), CCO No. 5 Supplement 1 (\$153.35 decrease), CCO No. 6 Supplement 1 (\$3,309.76 decrease), CCO No. 7 Supplement 1 (\$572.40 decrease), CCO No. 10 Supplement 1 (\$9,598.41 decrease), CCO No. 11 Supplement 1 (\$4,150.47 decrease), CCO No. 14 Supplement 2 (\$5,200.00 decrease), CCO No. 15 Supplement 7 (\$41,534.47 decrease), CCO No. 19 Supplement 1 (\$903.97 decrease), CCO No. 25 Supplement 1 (\$2,918.72 decrease), CCO No. 29 Supplement 1 (\$8,299.40 decrease), CCO No. 30 Supplement 1 (\$789.96 decrease), CCO No. 32 Supplement 1 (\$1,538.50 decrease), CCO No. 39 Supplement 1 (\$1,000.00 decrease), CCO No. 40 Supplement 2 (\$589.44 decrease), CCO No. 42 Supplement 1 (\$1,700.00 decrease) and CCO No. 46 Supplement 1 (\$57.79 decrease).

E. CN C11184 with Skanska USA Civil West for construction of the Hunts Lane Grade Separation project: CCO No. 8 Supplement 1 (\$995.72 additional funds for the Dispute Review Board), CCO No. 63 (\$5,658.43 increase for installation of fence screening material attached to the wrought iron fence placed along private property fronting the project as requested by the City of Colton), CCO No. 65 (\$4,002.90 increase for payment to Decatur Center to cover future costs for landscape planting material), CCO No. 66 (\$7,320.00 increase for fencing along the UPRR easement as requested by UPRR) and CCO No. 69 (\$5,500.00 increase for payment to Superior Truck Company to cover cost for access gate modifications).

F. CN C13108 with Skanska USA Civil West for construction of the Palm Avenue Grade Separation project: CCO No. 12 Supplement 1 (\$2,000.00 additional funds for water meter application costs paid to San Bernardino Municipal Water District), CCO No. 23 and Supplement 1 (\$45,055.50 for modifying existing Industrial Parkway into a frontage road to mitigate perceived impacts to the property at the southeast corner of Palm and Industrial Parkway and \$71,141.00 additional funds for modifications to the frontage road design to provide proper access to Walters property) and CCO No. 25 and Supplement 1 (\$30,000.00 and \$1,620.00 additional funds for changes to the temporary driveway access to Denny's Restaurant to mitigate patron's access to the restaurant).

G. CN C13121 with Riverside Construction Company, Inc. for construction of the Laurel Street Grade Separation project: CCO No. 10 Supplement 2 (\$15,000.00 additional funds for installation of electrical wire and resolution of NOPC No. 1 per DRB ruling), CCO No. 13 Supplement 1 (\$5,000.00 additional funds for the costs of encountering underground infrastructure differing from that shown on the plans), CCO No. 19 Supplement 2 (\$3,673.05 additional funds for providing "fire watch" services while new fire protection service is installed and as directed by the City of Colton Fire Marshal), CCO No. 21 (\$12,160.00 increase for

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modifications to stairs, ramps and parking lot on Miller's Honey property), CCO No. 30 (\$16,800.00 increase for placement of concrete in lieu of hot mix asphalt where concrete was removed on the RJ&R property), CCO No. 33 Supplement 1 (\$5,000.00 additional funds for furnishing and installing 2 additional bollards at the TCI sliding gate), CCO No. 37 (\$7,000.00 increase for additional work in relocation of AT&T utility as requested by AT&T engineer) and CCO No. 38 (\$7,470.00 increase for furnishing and installing striping and parking bumpers in TCI back lot).

Financial Impact:

This item imposes no financial impact, as all CCOs are within previously approved contingency amounts under Task No's. 0824, 0826, 0838, 0844, 0870, 0874 and 0884.

Reviewed By:

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

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: March 12, 2015

Witnessed By:

Board of Directors Metro Valley Study Session
Construction Change Orders Log

I-10 Citrus Interchange - Executed Change Orders		
Number	Description	Amount
001	Traffic Control	\$ 35,000.00
001 S-1	Traffic Control, Additional Funds	\$ 35,000.00
001 S-2	Traffic Control, Additional Funds	\$ 30,000.00
002	Maintain Irrigation and Landscaping	\$ 8,000.00
003	Water Pollution Control Maintenance Sharing	\$ 25,000.00
004	Partnering	\$ 10,000.00
004 S-1	Additional Funds	\$ 10,000.00
005	Dispute Review Board	\$ 15,000.00
005 S-1	Additional Funds	\$ 5,000.00
006	Maintain Existing Electrical Systems	\$ 20,000.00
006 S-1	Additional Funds	\$ 5,000.00
006 S-2	Additional Funds	\$ 8,100.00
007	Graffiti Removal	\$ 5,000.00
008	DS-10 Redesign and Align	\$ (143,397.00)
009	Replace Loop Detection with Video Detection	\$ 18,645.00
010	Sewer Connection on South Citrus	\$ 7,945.48
011	Replace RSC and RSLCB in WB Off-Ramp Termini with Standard JPCP	\$ (164,877.00)
011 S-1	Replace RSC and RSLCB in WB Off-ramp Termini with Standard JPCP Supplement 1	\$ 46,674.75
012	Over-Excavate and Re-Compact Under OH Abutments and WW	\$ 11,483.50
013	Replace RSC and RSLCB in WB Off-Ramp Gore	\$ (41,180.48)
014	Septic System for 76 Gas Station	\$ 36,783.25
015	ROW Delay for Alcorn Fence	\$ 1,500.00
016	DS-15 Connection to DS-1	\$ 2,911.33
017	Revise DWY Approaches and DWYS at Boyle Cul-de-Sac	\$ 11,130.00
017 S-1	Revise DWY Approaches and DWYS at Boyle Cul-de-Sac, Additional Funds	\$ 27,000.00
018	Replace RSC with Standard JPCP - WB On-Ramp Gore	\$ (32,840.80)
019	Replace RSC with Standard JPCP - EB Off-Ramp Gore	\$ (62,956.58)
020	Replace RSC with Standard JPCP - WB Off-Ramp Gore	\$ (21,153.30)
021	Non-Compensable Excusable Delay	\$ 0.00
022	Longitudinal Tining	\$ 8,500.00
023	Payment Adjustments for Price Index Fluctuations	\$ 161,000.00
024	Parapet Headwall Height Change	\$ 4,000.00
025	76 Gas Station Improvements	\$ 38,000.00
026	Non-Compensable Excusable Delay - 4 Days	\$ 0.00
027	Electrical Work	\$ 54,000.00
028	Demo and Grade on Citrus Avenue	\$ (28,022.88)
028 S-1	Additional Funds for Traffic Control	\$ 28,022.88
029	Removal and Disposal of Man-Made Objects	\$ 26,000.00
029 S-1	Additional Funds	\$ 49,800.00
030	Rock Blanket Credit	\$ (74,957.08)
032	Lane Closure Charts Change	\$ 0.00
033	DS-25 Modifications	\$ 38,500.00
034	Adjustment of Item Overruns	\$ 27,111.10
036	Change in Retaining Wall Type	\$ 29,883.70
038	Claim Settlement for Differing Site Conditions	\$ 26,400.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

040	DS-1 Modifications	\$ 14,000.00
041	Tree Removal and Water Line	\$ 8,500.00
042	Relocation of Gas and Water Services	\$ 12,200.00
043	ADA Requirements on Bridge	\$ 26,000.00
043 S-1	Time Adjustment	\$ 0.00
044	Eliminate Rapid-Set Concrete on #4 Lanes	\$ 86,614.00
045	Additional Concrete Swale Along RW 795	\$ 9,200.00
046	Fencing and Gates along Residential Properties	\$ 27,247.00
047	Additional Rock Blanket at Bridge Abutment	\$ 27,000.00
048	Curb and Sidewalk at SW Corner Valley/Citrus	\$ 5,200.00
050	Mulberry Channel Access Ramp	\$ 45,778.00
051	Street Light Pole Bases	\$ 8,159.00
052	Revise Curb Ramps, Sidewalks & Ped Buttons for ADA	\$ 15,000.00
054	I-10 Median Paving	\$ 44,500.00
056	Misc. Work Not Covered by Contract Items	\$ 40,000.00
057	Concrete Pavement Just-In-Time Training	\$ 1,500.00
058	NOPC No. 6 Resolution	\$ 63,000.00
059	Traffic Signal Equipment at Slover and Valley	\$ 59,787.00
060	Caltrans Safety Comments EB on Ramp	\$35,000.00
061	Remove Pedestrian Crossing Features	\$ 35,000.00
CCO TOTAL		\$ 860,690.87
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 5,726,000.00

I-10 Cherry Interchange - Executed Change Orders		
Number	Description	Amount
1	Additional Traffic Control System	\$ 35,000.00
2	Maintain Existing Irrigation System	\$ 5,000.00
2 S-1	Additional Funds	\$ 25,000.00
3	Water Pollution Control Maintenance Sharing	\$ 20,000.00
4	Additional Striping and Temporary Pavement	\$ 30,000.00
4 S-1	Additional Striping - Supplement 1	\$ 15,000.00
4 S-2	Additional Striping - Supplement 1	\$ 30,000.00
5	SWPPP Change of Risk Level	\$ (39,090.00)
6	Dispute Review Board	\$ 15,000.00
6 S-1	Additional Funds	\$ 10,000.00
7	Partnering	\$ 20,000.00
8	Compliance with Right-of-Way Obligations	\$ 60,000.00
8 S-1	Compliance with Right-of-Way Obligations - Supplement 1	\$ 60,000.00
8 S-2	Compliance with Right-of-Way Obligations - Supplement 2	\$ 100,000.00
9	Graffiti Removal	\$ 15,000.00
9 S-1	Graffiti Removal - Supplement 1	\$ 25,000.00
10	Maintain Existing Electrical System	\$ 10,000.00
10 S-1	Maintain Existing Electrical System - Supplement 1	\$ 20,000.00
11	Spillway Drainage Connection to DS-1	\$ 25,000.00
11 S-1	Spillway Drainage Connection to DS-1 - Supplement 1	\$ 13,000.00
11 S-2	Additional Funds	\$ 18,000.00
12	Temporary Light Poles	\$ 20,000.00
13	Remove Existing Sign Structure	\$ 10,260.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

14	Compensation for Right-of-Way Obstruction (Leach Tank)	\$ 10,780.00
15	Revision to Contract Special Provisions for Tree Removal	\$ 0.00
16	RW 680 Footing Modifications	\$ (21,490.00)
17	Remove Existing Asbestos Pipe	\$ 10,797.00
19	Regular PCCP in Lieu of Rapid Set Concrete	\$ (152,296.00)
18	Realign 96" RCP	\$ 49,991.01
20	Driveway for Truck Stop Facility	\$ 0.00
21	Remove Tree Item Adjustment	\$ 103,187.55
22	Change in Alignment for SW 697	\$ 0.00
23	Modified Concrete Barrier for Concrete Poles	\$ 25,000.00
23 S-1	Additional Funds	\$ 35,000.00
24	Removal and Disposal of Man-Made Buried Objects	\$ 5,000.00
24 S-1	Additional Funds	\$ 55,000.00
25	Additional Grout at Sound Wall 697	\$ 5,000.00
26	New Drainage System at RW 33	\$ 5,199.50
27	Modifications to Drainage System No. 1 Channel Wall	\$ 21,477.30
28	Just-in-Time Training	\$ 1,110.00
29	Maintain Existing Drainage System	\$ 20,000.00
29 S-1	Additional Funds	\$ 30,000.00
30	Modifications to Drainage System	\$ (115,480.50)
31	Payment to Edison	\$ 10,000.00
32	Various Unforeseen Additional Work	\$ 30,000.00
32 S-1	Additional Funds	\$ 30,000.00
33	Electrical Revisions for MSE Wall	\$ 46,447.28
35	Increase in Various Items	\$ 73,234.66
36	Joint Armor for Bridge Sidewalks	\$ 13,000.00
37	Revisions to Rock Blanket Thickness	\$ (154,335.02)
37 S-1	Replace Rock Blanket with 2 1/2" Gravel	\$ (23,100.00)
38	Revise SP's for Payment for Removal of Temporary Striping	\$ 20,000.00
40	Rush Truck Center Parking Lot	\$ 45,000.00
42	Pedestrian Access to Bridge	\$ 20,000.00
43	Type 60C Barrier and Shotcrete Along W/B Off-Ramp	\$ 35,000.00
45	Lower Fiber Optics and Drainage Systems for Roadway	\$ 60,461.12
46	Temp. Electrical Feed for Street Lighting for Stage 1A	\$ 17,000.00
49	Replace Spalled Slabs in Lieu of Patching	\$ 233,882.72
50	Concrete Barrier Anchor Block	\$ 4,825.44
51	Traffic Signal Equipment for Slover and Valley	\$ 71,082.80
53	NOPC 003-07-25-13 Resolution	\$ 249,760.84
54	Stage 3B Construction Changes	\$ (45,206.82)
54 S-1	Additional Stage Construction Changes	\$ (104,722.20)
55	Modify Drain Inlet	\$ 3,526.18
CCO TOTAL		\$ 1,266,302.86
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 5,282,319.79

Palm Avenue Grade Separation - Executed Change Orders		
Number	Description	Amount
1	Delayed Start	\$ 0.00
1 S-1	Partial Suspension of Work Due to Utility Delays	\$ 0.00

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2	Additional Hoop Rebar for CIDH Piles	\$ 1,310.00
3	Additional SWPPP Measures and SWPPP Maintenance	\$ 50,000.00
3 S-1	Additional Funds	\$ 11,406.00
4	Additional Traffic Control	\$ 25,000.00
5	Modify Contract Language to Remove Barstow	\$ 0.00
6	Modification to City Water Line	\$ (8,750.00)
6 S-1	Modification to City Water Line	\$ 0.00
6 S-2	Additional Funds	\$ 14,922.00
7	Temporary Drainage System	\$ 10,000.00
8	Revisions to Denny's, Cross Slope and Detour	\$ 71,027.00
8 S-1	Additional Funds	\$ 3,500.00
9	Relocate Existing Pole Gate	\$ 4,242.00
10	Various Electrical Changes	\$ 39,600.00
11	Wrought Iron Fence Substitution	\$ (5,000.00)
12	Water Meter Installation	\$ 24,514.00
12 S-1	Additional Funds	\$ 2,000.00
13	Dispute Resolution Advisor	\$ 15,000.00
14	Cable Railing for Headwalls and Wing-Walls	\$ 3,750.00
15	Electrical Services	\$ 50,000.00
16	VECP for Retaining Wall Elimination	\$ (65,686.51)
17	Transition Barrier Railing at BNSF R/W	\$ 5,263.25
18	Curb and Gutter Near Edison Pole	\$ 30,000.00
19	Chain Link Fence Details on Bridge	\$ 1,050.50
20	Bridge Deck Profilograph	\$ 1,540.00
21	Accelerated Weekend Work	\$ 88,279.00
22	Increase in Temporary Striping and Potholing	\$ 16,715.50
23	Modify Existing Industrial Pkwy for Frontage Road	\$ 45,055.50
23 S-1	Additional Funds	\$ 71,141.00
24	Temporary Electrical	\$ 3,380.00
25	Modifications to Denny's Temporary Driveway	\$ 30,000.00
25 S-1	Additional Funds	\$ 1,620.00
CCO TOTAL		\$ 540,879.24
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 1,254,317.50

I-10 Tippecanoe Avenue Phase 1 – Executed Change Orders		
Number	Description	Amount
1	Maintain Auxiliary Lane	\$ 27,010.00
2	Removal of Trees Along Tippecanoe Avenue	\$ 16,753.74
3	Traffic Control	\$ 10,000.00
3 S-1	Additional Funds	\$ 13,385.35
3 S-2	Additional Funds	\$ 3,934.77
3 S-3	Decrease in Funds	\$ (1,395.92)
4	Partnering	\$ 15,000.00
4 S-1	Decrease in Funds	\$ (2,676.83)
5	Dispute Review Board	\$ 15,000.00
5 S-1	Decrease in Funds	\$ (153.35)
6	Graffiti Removal	\$ 4,000.00
6 S-1	Decrease in Funds	\$ (3,309.76)

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7	Removal of Man-Made Buried Object	\$ 10,000.00
7 S-1	Decrease in Funds	\$ (572.40)
8	Expediting Construction of Pier 2 Wall and Channel Invert Per ACOE Direction	\$ 3,000.00
8 S-1	Additional Funds	\$ 4,635.53
8 S-2	Additional Funds	\$ 11517.60
9	Expediting Modification of RCB Connection to San Timoteo Creek Wall Per ACOE Direction	\$ 19,435.00
9 S-1	Additional Funds	\$ 7,430.43
9 S-2	Additional Funds	\$ 8,584.51
9 S-3	Additional Funds	\$ 851.24
10	Shared Maintenance of SWPPP Components	\$ 15,000.00
10 S-1	Decrease in Funds	\$ (9,598.41)
11	Roadway Repairs Caused by Public Traffic	\$ 5,000.00
11 S-1	Decrease in Funds	\$ (4,150.47)
12	Maintain Existing Planting and Irrigation Systems	\$ 10,000.00
12 S-1	Supplement #1 to CCO #12	\$ 16,000.00
12 S-2	Additional Funds	\$ 20,000.00
13	Modify Drainage Detail #11	\$ 4,607.18
14	Restriping Tippecanoe Avenue and Anderson Street	\$ 16,809.40
14 S-1	Traffic Control Plan for Restriping	\$ 1,310.00
14 S-2	Decrease in Funds	\$ (5,200.00)
15	Disposition of ADL Soil	\$ 137,620.00
15 S-1	Traffic Control Plan	\$ 10,000.00
15 S-2	Disposition of ADL Soil -Extra Work at Force Account	\$ 209,580.00
15 S-3	Additional Time Related Overhead for Change Order #15 and Change Order #16	\$ 73,170.00
15 S-4	Additional Funds for SWPPP Maintenance	\$ 10,000.00
15 S-5	Time Extension and TRO Costs	\$ 44,607.30
15 S-6	Final Determination of ADL Costs	\$ 85,000.00
15 S-7	Decrease in Funds	\$ (41,534.47)
16	Increase/Decrease in Retaining Wall Material	\$ 72,240.00
16 S-1	Additional Quantities for Retaining Wall Material	\$ 51,786.28
17	Temporary Fiber Optic Change	\$ 20,554.27
18	Modify Drainage Detail 18A and 18D	\$ (1,386.69)
18 S-1	Additional Funds	\$ 271.69
18 S-2	Additional Funds	\$ 723.56
19	Differing Site Conditions - San Timoteo Creek Bridge - Abutment #1	\$ 7,000.00
19 S-1	Decrease in Funds	\$ (903.97)
20	Maintain Existing Electrical Systems	\$ 15,000.00
20 S-1	Additional Funds	\$ 29,917.67
20 S-2	Additional Funds	\$ 6,580.62
20 S-3	Additional Funds	\$ 5,467.73
21	Elimination of Item #51	\$ (3,000.00)
23	Removal of Additional Trees - Resolution of NOPC 1-11-02-13	\$ 32,666.76
24	Replacing JPCP and LCB with Rapid Set JPCP and Rapid Set LCB	\$ 20,005.77
25	Revision of Staging Plans	\$ 9,778.20
25 S-1	Decrease in Funds	\$ (2,918.72)
26	Weekend Closures on I-10 Tippecanoe EB Off-Ramp	\$ 0.00

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27	Mitigation of Low R-Values Inside ADL Section	\$ 25,000.00
27 S-1	Supplement 1 - Mitigation of Low R-Values Inside ADL Section	\$ 15,000.00
27 S-2	Additional Funds for Cap Soil	\$ 10,332.55
27 S-3	2 Day Increase in Contract Time	\$ 0.00
27 S-4	Cancellation of S-3 due to scope of CCO No. 47	\$ 0.00
27 S-5	Additional Funds	\$ 84,909.69
28	Mitigation of Low R-Values Outside ADL Section	\$ 80,000.00
28 S-1	Additional Funds	\$ 6,826.46
28 S-2	Additional Funds	\$ 1,254.65
29	Rebar Couplers for San Timoteo Creek Bridge Closure Pour	\$ 32,000.00
29 S-1	Decrease in Funds	\$ (8,299.40)
30	Pedestrian Push Button Assembly	\$ 5,000.00
30 S-1	Decrease in Funds	\$ (789.96)
31	Replacement of Liquid Asphalt (Prime Coat) with Slow Setting Asphaltic Emulsion	\$ 0.00
32	Change from LCB and JPCP to LCB RS and JPCP RS at Ramp Termini	\$ 35,308.60
32 S-1	Decrease in Funds	\$ (1,538.50)
33	Replacement of Concrete Curb on Street and Off-Ramp	\$ 3,684.00
33 S-1	Additional Funds	\$ 1,651.85
34	Modification of DRB Agreement - Position Paper Due Dates	\$ 0.00
35	Placement of Class II Aggregate Base on Tippecanoe Off-Ramp	\$ 38,500.00
35 S-1	Additional Funds	\$ 16,000.00
35 S-2	Additional Funds	\$ 10,331.48
35 S-3	Additional Funds	\$ 3,459.50
35 S-4	Additional Funds	\$ 23,983.20
36	Modify Existing Irrigation System	\$ 0.00
36 S-1	Additional Funds	\$ 14,300.00
37	Additional Material, Equipment, Labor, TC, Etc. Weekend Work	\$ 12,399.45
37 S-1	Additional Funds	\$ 735.48
37 S-2	Additional Funds	\$ 47,550.01
38	Additional Cold Plane AC	\$ 780.00
38 S-1	Additional Funds	\$ 4,000.00
39	Contingency Temporary Striping	\$ 20,638.00
39 S-1	Decrease in Funds	\$ (1,000.00)
40	Drainage Behind RW 220	\$ 5,000.00
40 S-1	Additional Funds	\$ 1,000.00
40 S-2	Decrease in Funds	\$ (589.44)
41	Electrical Work Stage 3	\$ 10,000.00
41 S-1	Specification Changes	\$ 0.00
41 S-2	Additional Funds	\$ 3,931.73
42	Removal of Tree Stump	\$ 2,000.00
42 S-1	Decrease in Funds	\$ (1,700.00)
43	Addition of One Non-Compensable Day	\$ 0.00
44	Barrier Rail Removal	\$ 3,635.21
45	Temporary Delineation Maintenance	\$ 3,500.00
46	Additional Depth of Rock Blanket	\$ 9,402.94
46 S-1	Decrease in Funds	\$ (57.79)
47	Final Resolution Regarding Project Delays, TRO, LD's	\$ 208,318.36
48	NOPC No. 14 Resolution	\$ 10,890.38

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49	Bid Item Overrun/Underrun Final Adjustment	\$ 60,546.48
50	Extended Rental of RE Office	\$ 11,547.65
68	Increase of Bid Item No. 188	\$ 10,074.00
CCO TOTAL		\$ 1,843,950.19
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 1,706,154.20

Hunts Lane Grade Separation - Executed Change Orders		
Number	Description	Amount
1	Under-Sidewalk Drains and Drainage Call-Outs	\$ (1,100.00)
2	Install Temporary AC Sidewalk South of the RR Tracks	\$ 6,423.00
3	Maintain Existing Electrical	\$ 10,000.00
3 S-1	Maintain Existing Electrical	\$ 20,000.00
4	Man-Made Buried Objects	\$ 80,000.00
4 S-1	Man-Made Buried Objects	\$ 40,000.00
5	Extended Underground Utilities at Oliver Holmes	\$ 15,446.68
6	Maintain Traffic	\$ 20,000.00
6 S-1	Maintain Traffic	\$ 20,000.00
7	Partnering	\$ 5,000.00
8	Dispute Review Board	\$ 10,000.00
8 S-1	Additional Funds	\$ 995.72
9	Trainee	\$ 5,000.00
10	60" Casing Thickness Increase	\$ 16,438.80
11	Substitute Cast-in-Place with Precast Reinforced Concrete Box (RCB)	\$ 0.00
12	Retaining Wall No. 7 Alignment	\$ (2,535.00)
13	Temporary Business Signage	\$ 5,000.00
14	Pedestrian Sidewalk	\$ 10,000.00
15	MSE Wall Design Methodology	\$ 0.00
16	Additional AT&T Work	\$ 25,500.00
17	16" Waterline Tie-In	\$ 12,700.00
18	SCE Utility Work Deduction	\$ (59,415.80)
19	Drainage Ditch at Club Center Drive	\$ 10,975.00
20	AT&T Shift for Jacking Pit	\$ 20,000.00
21	Combination of Stages	\$ 0.00
22	Temporary Sewer Tie-In	\$ 70,000.00
22 S-1	Temporary Sewer Tie-In	\$ 40,000.00
23	Temporary Sewer Tie-In	\$ 37,000.00
23 S-1	Temporary Sewer Tie-In	\$ 50,000.00
24	Decatur Irrigation Rebuild	\$ 15,000.00
25	Striping Changes	\$ 0.00
26	Moving Jacking Pit	\$ 10,000.00
26 S-1	Moving Jacking Pit	\$ 30,000.00
27	Hunts Lane Drainage Change	\$ 18,462.00
28	Emergency Access Structure Waterproofing	\$ 7,000.00
29	CIDH Lap Splicing	\$ 5,216.10
30	Temporary Traffic Delineation Removal	\$ 2,365.00
31	Reimburse Pilot Bore	\$ 27,680.21
34	Additional Sewer Manhole	\$ 8,900.00
43	Plant Establishment Type Change	\$ 0.00

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45	Additional WD's for Jack and Bore	\$ 0.00
47	Additional Type CF Service Cabinet	\$ 3,520.00
48	Landscaping Reduction	\$ 6,526.20
49	Closure Panels at MSE Wall and Bridge	\$ 0.00
50	Shorter Street Light Under Edison Lines	\$ 3,299.25
51	Profile Bridge Deck	\$ 2,500.00
52	Deletion of Cross Gutter	\$ 0.00
53	Drain Inlet for Adjacent Properties	\$ 6,500.00
54	Additional Potholing of Edison Facilities	\$ 15,000.00
54 S-1	Decrease of Funds	\$ (7,862.82)
55	Additional Chain Link Fence and Gates	\$ 7,150.00
55 S-1	Additional Funds	\$ 19,580.00
56	Removal of At-Grade Crossing Equipment	\$ 20,000.00
57	Bollards	\$ 10,000.00
58	Redwood Fence Topper on Masonry Wall	\$ 7,565.80
59	Pavement Markings and Crosswalk Deletion	\$ 3,418.80
61	Thief-Proof Access Panels on Light Standards	\$ 411.72
62	Additional Traffic Safety Items	\$ 10,000.00
65	Decatur Center Landscaping Payment	\$ 4,002.90
66	Fencing Along UPRR Easement	\$ 7,320.00
69	Superior Truck Company Gate Payment	\$ 5,500.00
CCO TOTAL		\$ 716,483.56
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 1,833,947.00

I-10 Riverside Avenue Landscaping - Executed Change Orders		
Number	Description	Amount
1	Additional Roadway Work and Roadside Signs	\$ 26,569.83
1 S-1	Drainage for Nuisance Water on W/B Shoulder	\$ 30,873.47
1 S-2	Returning Unused Funds to Contingency	\$ (18,598.88)
2	Suspension of Work	\$ 0.00
3	Existing Irrigation System Deficiencies Corrections	\$ 5,000.00
3 S-1	Additional Funds	\$ 2,149.31
3 S-2	Returning Unused Funds to Contingency	\$ (128.86)
3 S-3	Additional Funds for Rock Blanket Repairs	\$ 398.33
4	Saw Cut Existing AC Pavement Edge	\$ 4,541.93
4 S-1	Returning Unused Funds to Contingency	\$ (2,270.96)
5	Agency Compensation for Costs and Expenses Incurred AWL Default	\$ (102,000.00)
6	Remove SWPPP Reporting and Inspection Requirements	\$ (653.20)
7	Remove/Replace Existing MBGR, Saw Cut Existing AC Pavement, and Install Vegetation Control	\$ 34,873.11
8	Re-Stripe Riverside Avenue	\$ 29,500.33
9	Delete Contract Item No. 52, 75mm Pressure Relief Valve	\$ (950.00)
10	Install Rigid PVC Risers	\$ 4,250.00
11	Dispose of Rock from Irrigation Trenching Operations	\$ 10,000.00
11 S-1	Returning Unused Funds to Contingency	\$ (7,718.45)
12	Reconstruction of AC Dike/Shoulder Eastbound	\$ 59,012.59
12 S-1	Additional Funds	\$ 6,105.00
13	17 WD Time Extension to Cover Project	\$ 5,000.00

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13 S-1	Returning Unused Funds to Contingency	\$ (5,000.00)
14	Added Quantities of Bid Items	\$ 837.40
CCO TOTAL		\$ 81,790.95
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 204,850.00

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

Laurel Street Grade Separation - Executed Change Orders		
Number	Description	Amount
1	Maintain Roadway and Maintain Traffic	\$ 20,000.00
2	Removal and Disposal of Buried Man-Made Object	\$ 10,000.00
3	Revised City of Colton Electrical E-02	\$ 9,476.14
5	RJ&R and TCI Properties	\$ 47,966.00
6	Increase TWC Size of Vault	\$ 4,515.00
7	Compensate Contractor for Payment to AT&T Utility	\$ 109,740.02
8	36" Casing - Waterline	\$ 86,535.00
9	Dispute Review Board	\$ 22,500.00
10	Different in Cost 750mm Wire in Lieu of 500mm	\$ 4,000.00
10 S-1	Additional Funds	\$ 4,000.00
10 S-2	Additional Funds	\$ 15,000.0
11	Increase Depth of Colton Vault	\$ 25,000.00
12	Remove Existing SCRRA Materials	\$ 10,000.00
13	Protecting and Repairing Underground Facilities	\$ 5,000.00
13 S-1	Additional Funds	\$ 5,000.00
17	BNSF Shoofly Drainage	\$ 28,228.00
19	Additional Fire Protection Measures	\$ 11,794.62
19 S-1	Additional Funds	\$ 105,100.00
19 S-2	Additional Funds	\$ 3,673.05
21	Miller's Honey Stari, Ramps and Parking Lot Modifications	\$ 12,160.00
24	Irrigation Back-flow Substitution	\$ 0.00
30	Concrete in Lieu of AC on RJ&R Property	\$ 16,800.00
33	3' Wide Pavement Transition	\$ 10,800.00
33 S-1	Additional Funds	\$ 5,000.00
35	Revised Hot Mixed Asphalt Specifications	\$ 0.00
36	Crude Oil Price Index Fluctuation	\$ 40,000.00
37	AT&T Relocations Additional Work	\$ 7,000.00
38	Striping and Bumpers in TCI Backlot	\$ 7,470.00
CCO TOTAL		\$ 626,757.83
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 2,754,187.72

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Amounts shown in parentheses represent a credit to the Agency

SR-210 Segment 8 Landscaping EEP - Executed Change Orders		
Number	Description	Amount
1	Slope Erosion Control Measures	\$ 15,000.00
CCO TOTAL		\$ 15,000.00
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 199,918.60

SR-210 Segment 10 Landscaping - Executed Change Orders		
Number	Description	Amount
1	Revise Irrigation Controller Equipment	\$ 6,248.25
2	Increase Cost for Water Meter	\$ 14,832.70
3	Shared Water Pollution Control Costs	\$ 6,000.00
4	Install ICC Enclosure	\$ 2,500.00
5	Repair Existing Irrigation Facilities	\$ 3,000.00
6	Repair Slope Damage	\$ 35,000.00
6 S-1	Repair Slope Damage - Time Adjustment	\$ 0.00
7	Increase Water Rates	\$ 2,500.00
7 S-1	Increase Water Rates	\$ 1,948.78
8	Time Adjustment - Water Meter Repair by WWWD	\$ 0.00
9	Frost Damage	\$ 7,500.00
10	Wild Flower Seeding	\$ 13,107.58
11	Foliage Protector Removal	\$ 10,000.00
11 S-1	Foliage Protector Removal - Additional Funds	\$ 25,000.00
11 S-2	Foliage Protector Removal - Additional Funds	\$ 20,000.00
11 S-3	Foliage Protector Removal - Additional Funds	\$ 8,834.70
12	Final Item Adjustment	\$ 0.00
13	Detention Basin Clearing	\$ 3,658.41
CCO TOTAL		\$ 160,130.42
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 239,090.00

SR-210 Segment 11 Landscaping - Executed Change Orders		
Number	Description	Amount
2	Install Roadside Signs	\$ 1,955.96
3	Water Meter Fee Adjustment	\$ 41,729.38
3 S-1	Additional Funds	\$ 6,515.39
4	Locate Existing Crossovers	\$ 30,000.00
5	Install Irrigation Crossovers	\$ 40,000.00
5 S-1	Install Irrigation Crossovers	\$ 5,965.81
6	Traffic Control	\$ 5,000.00
6 S-1	Additional Funds	\$ 1,181.90
7	Install Wireless Communication	\$ 7,237.60
7 S-1	Additional Funds	\$ 5,342.31
7 S-2	Additional Funds	\$ 2,944.19
8	Repair Slipped Slope	\$ 64,844.08
8 S-1	Addition of 10 Working Days to Contract Time	\$ 0.00
9	Remove Man-Made Objects	\$ 10,000.00

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9 S-1	Additional Funds	\$ 3,829.89
10	Wildflower Seed Change	\$ 0.00
11	Rock Blanket and V-Ditch	\$ 80,000.00
13	Additional 1.5" Electrical Conduit	\$ 8,971.96
14	Shared Cost for Fiber Optic Repairs	\$ 950.00
15	Slope Paving Repairs	\$ 12,000.00
16	Bid Item Overrun/Underrun Final Adjustment	\$ 36,441.15
CCO TOTAL		\$ 364,909.62
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 445,031.83

SR-210 Segment 9 & 10 Landscaping EEP - Executed Change Orders		
Number	Description	Amount
1	Irrigation Controller Repair	\$ 616.43
2	Additional Irrigation Controller Repair	\$ 1,019.17
3	Repair Leaking Backflow and Meter	\$ 1,500.00
CCO TOTAL		\$ 3,135.60
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 295,226.10

I-215 Segment 1 & 2 Project - Executed Change Orders		
Number	Description	Amount
001	Traffic Control	\$ 100,000.00
001 - S1	Traffic Control - Additional Funds	\$ 100,000.00
001 - S2	Traffic Control - Additional Funds	\$ 150,000.00
001 - S3	Traffic Control - Additional Funds	\$ 100,000.00
001 - S4	Traffic Control - Additional Funds	\$ 125,000.00
001 - S5	Traffic Control - Additional Funds	\$ 250,000.00
001 - S6	Traffic Control - Additional Funds	\$ 205,000.00
001 - S7	Traffic Control - Additional Funds	\$ 7,610.13
001 - S8	Traffic Control - Additional Funds	\$ 15,313.38
001 - S9	Traffic Control - Additional Funds	\$ 3,750.07
002	Establish a Dispute Review Board	\$ 35,000.00
002 - S1	Establish a Dispute Review Board - Additional Funds	\$ 913.78
002 - S2	Establish a Dispute Review Board - Additional Funds	\$ 187.50
003	Establish a Partnering Training Workshop	\$ 50,000.00
004	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation	\$ 230,000.00
004 - S1	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation - Additional Funds	\$ 100,000.00
004 - S2	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation - Additional Funds	\$ 300,000.00
004 - S3	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation - Additional Funds	\$ 210,000.00
004 - S4	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation - Additional Funds	\$ 50,000.00
005	Maintain Existing Electrical	\$ 50,000.00
005 - S1	Maintain Existing Electrical - Additional Funds	\$ 50,000.00
005 - S2	Maintain Existing Electrical - Additional Funds	\$ 75,000.00
005 - S3	Maintain Existing Electrical - Additional Funds	\$ 24,000.00

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005 - S4	Maintain Existing Electrical - Additional Funds	\$ 95,000.00
005 - S5	Maintain Existing Electrical - Additional Funds	\$ 145,000.00
005 - S6	Maintain Existing Electrical - Time Deferment, 4 Days	\$ 0.00
006	Sound Wall Block Detail Revision	\$ 0.00
007	Architectural Treatment Test Panel Size Revision	\$ 0.00
008	Just-In-Time Training for PCC Pavement and Paving Techniques	\$ 6,000.00
009	SWPPP Maintenance	\$ 100,000.00
009 - S1	SWPPP Maintenance - Additional Funds	\$ 950,000.00
009 - S2	SWPPP Maintenance - Additional Funds	\$ 395,000.00
009 - S3	SWPPP Maintenance - Additional Funds	\$ 250,000.00
009 - S4	SWPPP Maintenance - Additional Funds	\$ 9,100.31
010	Utility Potholing	\$ 10,000.00
010 - S1	Utility Potholing - Additional Funds	\$ 10,000.00
010 - S2	Utility Potholing - Additional Funds	\$ 10,000.00
010 - S3	Utility Potholing - Additional Funds	\$ 10,000.00
010 - S4	Utility Potholing - Additional Funds	\$ 20,000.00
011	Buried Man-Made Object	\$ 20,000.00
011 - S1	Buried Man-Made Object - Additional Funds	\$ 30,000.00
011 - S2	Buried Man-Made Object - Additional Funds	\$ 50,000.00
011 - S3	Buried Man-Made Object - Additional Funds	\$ 50,000.00
011 - S4	Buried Man-Made Object - Additional Funds	\$ 49,000.00
011 - S5	Buried Man-Made Object - Additional Funds	\$ 50,000.00
011 - S6	Buried Man-Made Object - Additional Funds	\$ 95,000.00
011 - S7	Buried Man-Made Object - Time Deferment	\$ 0.00
011 - S8	Buried Man-Made Object - Additional Funds	\$ 2,594.59
012	Provide Access Control Fence	\$ 50,000.00
014	Optional Steel Pipe Pile Specification	\$ 0.00
015	Modify 13 th Street Off-Ramp	\$ 83,325.00
016	Change to Precast Girders at Redlands Loop	\$ 0.00
017	Temporary Fiber Optic	\$ 12,605.00
018	Repair Roadway	\$ 25,000.00
018 - S1	Repair Roadway - Additional Funds	\$ 25,000.00
018 - S2	Repair Roadway - Additional Funds	\$ 50,000.00
018 - S3	Repair Roadway - Additional Funds	\$ 50,000.00
018 - S4	Repair Roadway - Additional Funds	\$ 100,000.00
018 - S5	Repair Roadway - Additional Funds	\$ 125,000.00
018 - S6	Repair Roadway - Additional Funds	\$ 100,000.00
018 - S7	Repair Roadway - Additional Funds	\$ 59,608.04
018 - S8	Repair Roadway - Additional Funds	\$ 17,459.60
018 - S9	Repair Roadway - Additional Funds	\$ 0.00
018 - S10	Repair Roadway - Additional Funds	\$ 190.22
019	Change Sound Wall Pile Steel to No. 3 Rebar	\$ 0.00
020	Realign DS #6	\$ 2,398.00
021	Shear Ring Alternate Welding Method	\$ 0.00
022	Temporary Chain Link Fence at Verizon Yard	\$ 9,500.00
023	Revise DS #20	\$ 9,239.00
024	Change Traffic Opening at 9 th Street	\$ 0.00
025	Revise RW 106W and DS #8, 13 and 100	\$ 15,390.02
026	1200mm Casing for 600mm Jack Pipe DS #8 and 14	\$ 0.00

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027	Change Traffic Opening at Baseline Street Over Crossing	\$ 0.00
028	Rialto Top Deck Reinforcement	\$ 0.00
029	Tie-In DS #10-0 to Segment 3	\$ 80,000.00
029 - S1	Tie-In DS #10-0 to Segment 3 - Time Deferment Closure	\$ 0.00
029 - S2	Tie-In DS #10-0 to Segment 3 - Additional Funds	\$ 40,000.00
030	Modify Overhead Sign 'H' Values	\$ 13,258.64
030 - S1	Sign B New Foundation	\$ 51,297.29
031	Change Bearing Pad Thickness at 5 th / 215 Southbound on Ramp	\$ 0.00
032	Right-of-Way Delay DS #100 2 nd Street	\$ 10,000.00
033	Modify DS #101 and 102 West of 9 th Segment 2	\$ 63,758.60
033 -S1	Modify DS #101 and 102 West of 9 th Segment 2 - Additional Funds	\$ 35,000.00
033 - S2	Modify DS #101 and 102 West of 9 th Segment 2 - Additional Funds	\$ 52,501.94
033 - S3	Modify DS #101 and 102 West of 9 th Segment 2 - Additional Funds	\$ 25,000.00
033 - S4	Modify DS #101 and 102 West of 9 th Segment 2 - Additional Funds	\$ 30,000.00
034	Modify DS #19 Segment 2	\$ 60,000.00
034 - S1	Modify DS #17 and #19 Segment 2	\$ 51,453.50
034 - S2	Modify DS #17 and #19 Segment 2 - Additional Funds	\$ 95,000.00
034 - S3	Modify DS #17 and #19 Segment 2 - Additional Funds	\$ 16,007.92
034 - S4	Modify DS #17 and #19 - Time Deferment	\$ 0.00
035	Change incandescent 'Meter On' Sign	\$ 2,547.55
036	Strengthen Outside Shoulder	\$ 29,789.00
037	Protect Arco Station Sign and Greenbelt	\$ 10,000.00
039	Credit for Traffic Screen	\$ (35,715.00)
040	Inlet Guards	\$ 12,455.00
041	Relocate Fiber Optic Conduit at Redlands Loop	\$ 0.00
042	Southbound I-215 Detour North of 16 th Street	\$ 152,770.00
042 - S1	Southbound I-215 Detour North of 16 th Street - Additional Funds	\$ 50,000.00
042 - S2	Southbound I-215 Detour North of 16 th Street - Additional Funds	\$ 27,000.00
042 - S3	Southbound I-215 Detour North of 16 th Street - Time Deferment	\$ 0.00
043	Revise Retaining Wall 242B, Add 242C	\$ 112,324.75
044	Third Street Train Mural	\$ 4,925.49
045	Right-of-Way Delay for DS #100 at 3 rd Street Power Pole	\$ 4,182.99
047	Baseline Abutment 1 Right-of-Way Delays Due to BNSF Cables	\$ 55,000.00
047 - S1	Baseline Mitigation of Critical Path Delay	\$ 60,000.00
048	Revise Structural Section 8 and 13	\$ 19,470.00
049	Frame Roadside Signs	\$ 3,066.90
049 - S1	Additional Framed Signs	\$ 1,482.69
050	Change the Sta. for Abutment 1 and 7 16 th Street	\$ 0.00
051	TCE at ARCO Station at Baseline and H Street	\$ 0.00
052	Changes to Special Provisions for CIDH Payment Clause	\$ 0.00
053	Service Conduits for SCE Service Connections	\$ 23,218.32
054	Revise Vertical Drop Connection	\$ 0.00
055	Clean Out Storm Drain at 9 th Street	\$ 4,200.00
056	Revise DS #4, 6 and 84	\$ 5,841.20
057	Graffiti Removal	\$ 20,000.00
057 - S1	Graffiti Removal - Additional Funds	\$ 50,000.00
057 - S2	Graffiti Removal - Additional Funds	\$ 25,000.00
057 - S3	Graffiti Removal - Additional Funds	\$ 75,000.00
058	Salvage Vehicle Detection System	\$ 15,000.00

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059	Reduce ADL Quality Bid Item 70 and 71	\$ 0.00
060	3 rd Street Bridge Temporary Retaining Wall Structure Backfill	\$ 25,000.00
061	Additional Drainage Inlet at 3 rd Street	\$ 8,500.00
062	New SWPPP Permit Requirements	\$ 160,665.00
062 - S1	New NPDES Permit - Order No. 2009-0009-DWG	\$ 574,911.32
062 - S2	New NPDES Permit - Order No. 2009-0009-DWG	\$ 55,024.95
062 - S3	New NPDES Permit - Order No. 2009-0009-DWQ - Additional Funds	\$ 113,909.31
062 - S4	New NPDES Permit - Order No. 2009-0009-DWQ - Additional Funds	\$ 332,960.00
063	Additional Bracing for Falsework Bent 2-5 at Baseline Street OC/OH	\$ 15,000.00
064	Right-of-Way Obligations	\$ 25,000.00
064 - S1	Right-of-Way Obligations - Additional Funds	\$ 25,000.00
064 - S2	Right-of-Way Obligations - Additional Funds	\$ 49,000.00
064 - S3	Right-of-Way Obligations - Additional Funds	\$ 86,000.00
064 - S4	Right-of-Way Obligations - Additional Funds	\$ 150,000.00
064 - S5	Right-of-Way Obligations - Additional Funds	\$ 150,000.00
064 - S6	Right-of-Way Obligations - Additional Funds	\$ 90,000.00
064 - S7	Right-of-Way Obligations - Additional Funds	\$ 27,650.95
064 - S8	Right-of-Way Obligations - Additional Funds	\$ 976.41
065	Remove Existing Storm Drain 62A	\$ 6,500.00
066	Repair Deck Opening and Joint on Redlands Loop and Rialto Bridges	\$ 90,105.80
067	5 th Street Southbound Off-Ramp Acceleration	\$ 50,000.00
068	Modify Drainage Systems	\$ 100,000.00
068 - S1	Modify Drainage Systems - Additional Funds	\$ 90,000.00
068 - S2	Modify Drainage Systems - Additional Funds	\$ 85,000.00
068 - S3	Modify Drainage Systems - Additional Funds	\$ 250,000.00
064 - S4	Modify Drainage Systems - Additional Funds	\$ 120,000.00
068 - S5	Modify Drainage Systems - Additional Funds	\$ 60,000.00
068 - S6	Modify Drainage Systems - Additional Funds	\$ 75,000.00
068 - S7	Modify Drainage Systems - Time Deferment	\$ 0.00
069	Stage Construction 4 th Through 6 th	\$ 95,000.00
069 - S1	Stage Construction 4 th Through 6 th - Additional Funds	\$ 50,000.00
069 - S2	Stage Construction 4 th Through 6 th - Additional Funds	\$ 40,625.22
069 - S3	Stage Construction 4 th Through 6 th - Time Deferment	\$ 0.00
070	Temporary Paving Under 259	\$ 145,927.00
071	Repair Fiber Optic Cable at 3 rd Street	\$ 22,000.00
072	Move Gore North for 215/259	\$ 40,000.00
073	Alignment and Temporary Paving Change Sta. 118 to Sta. 121 Median	\$ 0.00
074	Move SCE Connection at 5 th Street	\$ 30,394.56
075	Modify DS #115 at 16 th Street and H Street	\$ 11,530.90
076	Delete Shiner on Retaining Walls, Segment 1	\$ 0.00
077	Modify Drainage Systems G1 to G2 Types	\$ 38,334.30
078	Settlement of NOPC No. 1 - Pump House at 6 th Street	\$ 18,890.32
079	Revised Staging Northbound 2 nd Street Off-Ramp - 2 nd Lane Addition	\$ 25,000.00
079 - S1	Revised Staging Northbound 2 nd Street Off-Ramp	\$ 3,059.13
080	Delete Electrical and Cable Conduit Blockout and Casings at 9 th Street Bridge	\$ 2,000.00
081	Increase Quantities for Bid Item #202 - Welded Steel Pipe Casing (Bridge)	\$ 39,480.00
083	Revised SCE Connection Points	\$ 5,358.47
083 - S1	Revised SCE Connection Points - Addition of Trenton Street	\$ 10,646.65

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084	Restage North End of Project and Temporary Southbound 3 rd Street Off-Ramp	\$ 1,630,850.00
084 - S1	Restage North End of Project and Temporary Southbound 3 rd Street Off-Ramp - Additional Funds	\$ 75,000.00
084 - S2	Additional Funds for the BAS Rental Property	\$ 1,343.54
085	Revise DS #38 Callouts	\$ 0.00
086	Chain Link Railing Fabric Color Change	\$ 64,003.59
087	Sidewalk Joint Armor at 9 th Street and Baseline Street OC/OH	\$ 25,000.00
088	Remove Contaminated Material at RW136	\$ 50,000.00
089	CIDH Pile Changes S259/S215 Connector	\$ 75,212.00
090	Electrical Change 2 nd and I Street and 9 th and H Street	\$ 9,499.00
091	Southbound Transition Segment 5 into Segment 2	\$ 75,000.00
091 - S1	Southbound Transition Segment 5 into Segment 2 - Additional Funds	\$ 60,000.00
092	Premium Time for Baseline and H Street Intersection	\$ 25,000.00
092 - S1	Additional Funds	\$ 1,306.16
093	Relocate Signal at South East Corner of 2 nd Street and Southbound On-Ramp	\$ 18,350.00
094	Settlement of NOPC No. 3 - Temporary Power Poles (2 nd and 3 rd Street)	\$ 34,345.28
095	Revised Deck Contours for 5 th Street to S215 On-Ramp	\$ 0.00
096	Northbound Transition Segment 2 into Segment 5	\$ 80,145.00
097	Modify Bioswale No. 3, Segment 2	\$ 14,732.00
098	Eliminate BI #184 Prepare and Paint Concrete Median Barrier Surfaces	\$ (65,590.00)
099	DS #100 Verizon Utility Conflict	\$ 24,000.00
099 - S1	DS #100 Verizon Utility Conflict - Additional Funds	\$ 86,394.57
100	Expansion Deflection Couplers at Baseline	\$ 2,415.35
101	Remove PCCP at South End of Project	\$ 85,000.00
102	Eliminate Bid Item No. 143 - Anti-Graffiti Coating	\$ (262,800.00)
103	Traffic Signal Modification at 5 th Street Ramps	\$ 9,375.31
104	Add CTPB Under Approach Slab Type R at Redlands Loop Widen and Rialto Avenue Widen	\$ 88,330.56
104 - S1	Revised Layout for Type R Approach Slab at Redlands Loop	\$ 0.00
105	Changes to Moment Barrier Slab Wall 117W	\$ 77,228.78
106	Revised Pile Layout Abut 1 Baseline Stage 2	\$ 80,476.19
107	Sound Wall No. 1 Extension	\$ 144,330.00
107 - S1	Settlement of NOPC NO. 18 - Addition of Sound Wall No. 122	\$ 50,000.00
108	Underdrain at Wall 116W	\$ 40,540.00
109	Move SE-22 Crossing North for 5 th Street Southbound Off-Ramp	\$ 9,438.14
109 - S1	Power for Service SE-19 for Luminaires 32, 34, 35	\$ 15,346.41
110	Column Casing Specification Changes	\$ 0.00
111	Contour Grading at 5 th Street and BNSF Rail Road	\$ 30,000.00
111 - S1	Contour Grading at 5 th Street and BNSF Rail Road - Additional Funds	\$ 20,000.00
111 - S2	Regrade and Concrete Line Earthen Ditches on the West Side of BNSF Right-of-Way	\$ 40,000.00
111 - S3	Regrade and Concrete Line Earthen Ditches on the West Side of BNSF Right-of-Way - Time Deferment	\$ 0.00
112	Install Type 'D' Bike Loops	\$ 16,925.08
113	Transition Barrier Between 5 th Street and S215/5 th Street Off-Ramp to Match Existing Bridge	\$ 10,000.00
113 - S1	Retaining Wall 128 Transition Barrier Type 732A	\$ 10,000.00

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114	Southbound Baseline On and Off-Ramp Isolation Casing Revisions	\$ 18,848.42
115	Alternative Anchorage Bridge Mounted Signs	\$ 0.00
116	Intentionally Roughening the Bridge Stems	\$ 0.00
117	Modify the 732 Concrete Barriers at DS #8 and 11 Inlets	\$ 5,000.00
117 - S1	Modify the 732 Concrete Barriers at DS #8 and 11 Inlets - Additional Funds	\$ 5,000.00
117 - S2	Modify the 732 Concrete Barriers at DS #8 and 11 Inlets - Additional Funds	\$ 10,000.00
118	Soffit Lighting Layout Changes at 2 nd and 3 rd Street Bridges	\$ 7,916.33
119	Change to Deck Drain Layout at 5 th Street to S215 On-Ramp	\$ 15,000.00
120	Modify and Upgrade Communications Systems	\$ 64,836.00
121	Pull Box Anti-Theft Installation	\$ 40,000.00
121 - S1	Pull Box Anti-Theft Installation - Additional Funds for Caltrans Pull Boxes	\$ 95,000.00
121 - S2	Utility Markers and Installation for Caltrans Pull Boxes - Additional Funds	\$ 10,000.00
121 - S3	Utility Markers and Installation for Caltrans Pull Boxes - Additional Funds	\$ 50,000.00
121 - S4	Utility Markers and Installation for Caltrans Pull Boxes - Additional Funds	\$ 100,000.00
121 - S5	Utility Markers and Installation for Caltrans Pull Boxes - Additional Funds	\$ 22,324.69
121 - S6	Utility Markers and Installation for Caltrans Pull Boxes - Additional Funds	\$ 1,152.98
122	Settlement of NOPC No. 8 - Storm Drain Repair	\$ 120,000.00
123	Relocate SE-09, Add PPB, Revise Highland Ramp Lighting Connection	\$ 27,863.48
124	Temporary Paving for Northbound 2 nd Street Off-Ramp	\$ 30,000.00
124 - S1	Temporary Paving for Northbound 2 nd Street Off-Ramp - Additional Funds	\$ 15,000.00
125	Clearing and Grubbing Not Shown on Plans	\$ 40,000.00
126	Baseline Street Lighting	\$ 766.32
127	Replace Damaged Existing PCCP Slabs	\$ 80,000.00
127 - S1	Replace Damaged Existing PCCP Slabs - Additional Funds	\$ 40,000.00
127 - S2	Replace Damaged Existing PCCP Slabs - Time Deferment	\$ 0.00
128	Drainage at Retaining Wall 242A	\$ 69,122.75
128 - S1	Drainage at Retaining Wall 242A	\$ 16,129.25
129	Polyester Concrete Overlay at Rialto Avenue Bridge	\$ 194,000.45
129 - S1	Polyester Concrete Overlay at Rialto Avenue Bridge - Additional Funds	\$ 63,250.00
129 - S2	Polyester Concrete Overlay at Rialto Avenue Bridge - Time Deferment	\$ 0.00
130	Slope Paving at 16 th Street	\$ 17,118.80
130 - S1	Settlement of NOPC No. 29 - Barrier at Trenton	\$ 9,000.00
131	Settlement of NOPC No. 7 - Settlement Embankment	PENDING
132	Settlement of NOPC No. 9 - Importing of K-Rail Compensation Denied	\$ 24,000.00
133	Settlement of NOPC No. 14 - Rejection of Additional Costs Due to Redesign of RW242B	\$ 125,000.00
134	Stage 2B Phase 2 Northbound Transition	\$ 106,387.57
134 - S1	Stage 2B Phase 2 Northbound Transition - Additional Funds	\$ 18,968.36
135	City Work at Baseline Street	\$ 25,000.00
136	Adjustment of Temporary Construction Entrances	\$ 106,000.00
136 - S1	Adjustment of Temporary Construction Entrances - Additional Funds	\$ 77,000.00
136 - S2	Adjustment of Temporary Construction Entrances - Additional Funds	\$ 42,000.00
137	Ramp Metering System Loop Detection Changes	\$ 19,325.87
138	Pillow Wall Removal at Baseline	\$ 18,180.00
139	Drainage Changes as DS #72, Add DS #151 at SR259, Segment 2	\$ 44,353.00

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140	Concrete Rubble at RW137 - Settlement of NOPC No. 13	\$ 31,921.00
141	Temporary Bracing for 3 rd Street Over Crossing	\$ 10,000.00
142	Sound Wall No. 126C Barrier Texture	\$ 4,492.00
142 S-1	Add Texture to Concrete Barrier Type 736S at SW126A	\$ 11,823.00
143	Temporary Concrete Barrier at 2 nd Street	\$ 68,000.00
144	Settlement of NOPC No. 16-P30 End Anchors and Transition Slabs	\$ 65,247.50
145	Sound Wall No. 126C Alignment Change	\$ 20,000.00
146	Settlement of NOPC No. 10 - Baseline Street	\$ 137,000.00
147	Removal of Underground Storage Tank at RW109E	\$ 30,000.00
148	Northbound Transition Stage 3B on 'P' Line	\$ 89,013.99
148 - S1	Northbound Transition Stage 3B on 'P' Line - Adjustment of Compensation	\$ 2,192.49
149	BI #16 Construction Area Signs	\$ (33,120.00)
150	Roadside Signs	\$ 74,290.00
150 - S1	Roadside Signs - Time Deferred	\$ 0.00
151	Temporary Sign Panel Overlay NB BMS 9 th and Baseline	\$ 13,200.00
152	Removal of Asbestos Pipe - Baseline Street to SB215 On-Ramp	\$ 15,000.00
153	Revisions to Bridge Mounted Signs at 9 th and Baseline Street	\$ 228,957.75
154	Revisions to 'SFR' and 3 rd Street	\$ 24,330.00
154 - S1	Modify Signalization of 'SFR' and 3 rd Street	\$ 5,291.84
155	Replace 'REACT' Crash Cushion with Concrete Barrier at '5SE'	\$ 172,473.82
156	Install Chain Link Fence on Sound Wall at 9 th Street	\$ 9,250.00
157	16 th Street Bent Cap Reinforcement PT Conflict	\$ 21,066.00
157 - S1	16 th Street Bent Cap Steel, Bents 2, 3, 4 and 5	\$ 30,000.00
158	Drainage Modifications at '5SE' Line	\$ 99,000.00
158 - S1	"5SE" Gore Modification	\$ 20,000.00
158 - S2	"5SE" Gore Modification - Additional Funds	\$ 30,000.00
158 - S3	"5SE" Gore Modification - Time Deferment	\$ 0.00
158 - S4	"5SE" Gore Modification - Additional Funds	\$ 9,629.13
158 - S5	"5SE" Gore Modification - Additional Funds	\$ 4,599.32
159	Modify DS #8(qq) Inlet	\$ 5,461.40
160	Modify Barrier at Retaining Wall 108E	\$ 20,000.00
161	Irrigation Crossover at Northbound Highland Avenue Off-Ramp	\$ 24,000.00
161 - S1	Irrigation Crossover at Northbound Highland Avenue Off-Ramp - Additional Funds	\$ 174.27
162	Eliminate Jacking for 2 nd Street UC and 3 rd Street UC for Stage 3B	\$ (10,000.00)
163	City Water Meter Change and Adjustment of Compensation	\$ (145,985.05)
163 - S1	Cost Adjustment to 40mm Water Meters	\$ 7,890.00
163 - S2	Delete Two Water Meters and BPA	\$ (23,072.29)
164	Modify DS #71(a)	\$ 2,775.15
165	Modify DS #103	\$ 13,203.00
166	Settlement of NOPC NO. 17 - Overhead Power Lines	\$ 63,000.00
167	Settlement of NOPC NO. 21 - Pinning of K-Rails	\$ 30,000.00
168	Inefficiencies Due to OH Power Lines at Southbound Baseline On-Ramp	\$ 10,000.00
169	Delete Bid Item 183 - Clean and Paint Structural Steel	\$ (12,000.00)
170	Export Soil with Rubble to 13 th Street and H Street Site	\$ 45,000.00
170 - S1	Export Soil from Old 13 th Street Ramp Off Site	\$ 60,000.00
170 - S2	Additional Funds	\$ 115,965.86
171	Revise 3 rd Street Abutment 2 Footing	\$ 10,118.00

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171 - S1	Revise 3 rd Street Abutment 2 Footing - Time Deferment Closure	\$ 0.00
172	Settlement of NOPC No. 23 - Differing Site Conditions at Redlands Loop	\$ 15,531.00
173	Additional Soffit Lighting at 2 nd Street Bridge	\$ 11,519.59
173 - S1	Additional Soffit Lighting at 2 nd Street Bridge - Time Deferment	\$ 0.00
174	Settlement of NOPC NO. 22 - Temporary Lighting	\$ 20,000.00
175	Hubbard State Right-of-Way Adjustment	\$ 10,008.00
175 - S1	Concrete Barrier Right of 'P' Line	\$ 75,000.00
175 - S2	Time Deferment - 3 Days	\$ 0.00
175 - S3	Hubbard State Right-of-Way Adjustment - Time Deferment	\$ 0.00
175 - S4	Concrete Barrier Right of 'P' Line - Additional Funds	\$ 2,219.07
176	Delete Type 60G Barrier in Segment 1	\$ (7,000.00)
176 - S1	Delete Type 60G Barrier in Segment 1 - Time Deferment	\$ 0.00
177	Paint Sound Wall Cover Plates After Galvanizing	\$ 2,672.13
177 - S1	Paint Sound Wall Cover Plates After Galvanizing - Time Deferment	\$ 0.00
178	Railing at 'P' Line and 'R' Line	\$ 35,660.00
178 - S1	Railing at 'P' Line and 'R' Line - Additional Funds	\$ 3,483.84
178 - S2	Railing at 'P' Line and 'R' Line - Time Deferment	\$ 0.00
179	Strengthen Concrete Barrier Rail on '3NO' Line	\$ 18,698.00
179 - S1	Strengthen Concrete Barrier Rail on '3NO' Line - Time Deferment	\$ 0.00
180	Drainage Improvements at 3 rd Street and '3SE' Line	\$ 15,000.00
180 - S1	Drainage Improvements at 3 rd Street and '3SE' Line - Additional Funds	\$ 10,000.00
180 - S2	Drainage Improvements at 3 rd Street and '3SE' Line - Time Deferment	\$ 0.00
181	New Sign Panels on Existing Sign Structures at 5 th Street OC	\$ 15,000.00
181 - S1	New Sign Panels on Existing Sign Structures at 5 th Street OC - Time Deferment	\$ 0.00
182	Additional 60E Median Concrete Barrier	\$ 11,808.00
182 - S1	Additional 60E Median Concrete Barrier - Time Deferment	\$ 0.00
183	Location Change for Sign 'H' Segment 1	\$ 0.00
184	Sound Wall 134 Alignment Change	\$ (16,635.60)
185	Settlement of NOPC No. 12 - Track Monitoring at RW137	\$ 91,041.00
186	Payment for Barrier Mounted Signs	\$ 149,903.59
186 - S1	Payment for Barrier Mounted Signs - Time Deferment	\$ 0.00
187	Adjust Overhead Sign 'Q' at Baseline	\$ 45,000.00
187 - S1	Adjust Overhead Sign 'Q' at Baseline - Time Deferment	\$ 0.00
188	Block Out Around MBGR Posts Per New Standard	\$ 30,000.00
188 - S1	Block Out Around MBGR Posts Per New Standard - Additional Funds	\$ 70,000.00
188 - S2	Block Out Around MBGR Posts Per New Standard - Time Deferment	\$ 0.00
189	SR259 Median Removal and Tie-In	\$ 45,000.00
189 - S1	SR259 Median Removal and Tie-In - Additional Funds	\$ 14,333.28
189 - S2	SR259 Median Removal and Tie-In - Time Deferment	\$ 0.00
189 - S3	SR259 Median Removal and Tie-In - Additional Funds	\$ 10,293.26
190	Decrease Bid Item No. 110 - Grind Existing Concrete Pavement	\$ (78,867.60)
191	Seal Joints in Existing Concrete Pavement	\$ 30,000.00
191 - S1	Seal Joints in Existing Concrete Pavement - Time Deferment	\$ 0.00
192	Additional Drainage Swale Along BNSF Right-of-Way	\$ 113,234.71
192 - S1	Additional Drainage Swale Along BNSF Right-of-Way - Time Deferment	\$ 0.00
193	Payment for Fence, Barrier Surface, Sound Wall Mounted Signs	\$ 34,339.00
193 - S1	Payment for Laminated Box Beam Sign 2-20-5 and 6	\$ 28,489.18
193 - S2	Payment for Laminated Box Beam Sign 2-20-5 and 6 - Time Deferment	\$ 0.00

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Attachment: MVSS CCO Log (1666 : Construction Contract Change Orders MVSS1503)

194	Modifications to Existing Electrical Systems due to Contract Work	PENDING
195	Add Drainage Inlet Type G-2 at Sta. 133+45	\$ 15,000.00
195 - S1	Add Drainage Inlet Type G-2 at Sta. 133+45 - Time Deferment	\$ 0.00
196	Spandrel, Curb and Gutter North Side of 9 th and J Street	\$ 15,000.00
196 - S1	Spandrel, Curb and Gutter North Side of 9 th and J Street - Time Deferment	\$ 0.00
196 - S2	Spandrel, Curb and Gutter North Side of 9 th and J Street - Additional Funds	\$ 6,158.27
197	ADA Requirements for Curb Ramps	\$ 30,000.00
197 - S1	ADA Requirements for Curb Ramps - Time Deferment	\$ 0.00
198	Delete Slope Paving at 16 th Street Bridge, Abut 7	\$ (26,152.50)
199	SR259 Cross Sections	\$ 75,000.00
199 - S1	SR259 Cross Sections - Time Deferment, 114 Days	\$ 0.00
199 - S2	Additional Funds	\$ 56,141.50
200	Adjust Bid Item No. 49 - Adjust Water Values to Grade	\$ (3,850.11)
201	Adjust Final Pay Items Nos. 137 and 216	\$ 20,506.90
202	Adjust Bid Item No. 53 - Remove Concrete Barrie (Type K)	\$ 267.75
202 - S1	Additional Funds	\$ 401.46
203	Adjust Bid Item No. 9 - Temporary Concrete Washout	\$ 12,815.50
204	Adjust Bid Item No. 50 - Adjust Sewer Manhole	\$ 3,205.03
205	Adjust Bid Item No. 246 - Concrete Barrier (Type 60E)	\$ 32,011.20
206	HMA QC/QA Incentive Adjustment	\$ 135,114.79
207	Increase Bid Item No. 8 - Temporary Gravel Bag Berm	\$ 34,065.60
208	Adjust Bid Item No. 46 - Remove Base and Surfacing	\$ (85,031.34)
209	Increase Bid Item No. 2 - Temporary Fence	\$ 8,403.75
210	Increase Bid Item No. 27 - Remove Chain Link Fence	\$ 33,914.64
211	Decrease Bid Item Nos. 28, 191 and 252(F)	\$ (9,097.00)
212	Mulch Remedy	\$ 10,000.00
212 - S1	Mulch Remedy - Time Deferment, 4 Days	\$ 0.00
213	Increase Bid Item No. 254 and 255	\$ 119,505.75
214	Increase Bid Item No. 236; Decrease Bid Item No. 237	\$ 10,400.00
215	Adjust Bid Item No. 99 - Aggregate Base (Approach Slab)	\$ 4,701.38
216	Adjust Bid Item No. 109 - Seal Longitudinal Isolation Joint	\$ (48.91)
217	Adjust Bid Item No. 19 - Type III Barricade	\$ (466.40)
218	Adjust Bid Item No. 182 - Install Sign (Strap and Saddle Bracket Meth.)	\$ (80,296.64)
219	Adjust Bid Item No. 52 - Remove Concrete (Sidewalk and Cross Gutter)	\$ 19,220.68
223	NOPC No. 19 Settlement	\$ 175,000.00
CCO TOTAL		\$ 17,421,022.87
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 18,871,980.00

I-15 Baseline Interchange - Executed Change Orders		
Number	Description	Amount
1	Maintain Traffic	\$ 50,000.00
2	Partnering	\$ 22,000.00
3	Dispute Review Board	\$ 15,000.00
4	Maintain and Repair Existing/Temporary Electrical	\$ 10,000.00
CCO TOTAL		\$ 97,000.00
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 2,235,012.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

Minute Action

AGENDA ITEM: 3

Date: *March 12, 2015*

Subject:

SANBAG Fiscal Year 2015/2016 Budget – Metro Valley Study Session Task Review

Recommendation:

That the Metro Valley Study Session recommend the Board review and provide direction relative to proposed tasks to be included in the Fiscal Year 2015/2016 Budget.

Background:

The proposed Fiscal Year 2015/2016 Budget for the Major Projects Program includes five tasks. The tasks are the Freeway Projects, Interchange Projects, Grade Separation Projects, and Arterial projects. These five tasks are divided into 43 sub-tasks that are for the individual projects.

The structure of tasks and sub-tasks is a change from previous budgets. The structure change modified the accounting string structure to allow the budget to be assigned at the program level, while the expenditures will be accounted for at the project level. This new structure will allow flexibility to move funds within a program when new funding opportunities are identified, to maximize the use of the funds, and to protect funds when projects are delayed.

Attached are the narratives for the tasks and sub-tasks. Included in the narrative descriptions of the tasks and sub-tasks, project location map, project schedules, project cost and budget information.

No new tasks are being added. It is recommended that six projects included in the Fiscal Year 2014/2015 Budget not be included in the Fiscal Year 2015/2016 Budget. The projects, which have been completed or project development has ceased are SR-60 Sound Wall, I-215 San/Riv Project Development, I-10 Westbound Lane addition – Yucaipa, I-15 La Mesa Road/ Nisqualli Road Interchange, I-215 Mt. Vernon/Washington Interchange, and State St./University Pkwy Grade Separation.

The following tasks are presented for review:

Task	Major Project Delivery Program	Manager	Proposed Budget
0815	Measure I Program Management	Cohoe	\$4,720,390
0820	Freeway Projects	Cohoe	\$66,881,425
0830	Interchange Projects	Cohoe	\$77,366,270
0840	Grade Separation Projects	Cohoe	\$48,146,598
0860	Arterial Projects	Cohoe	\$429,881

Entity: CTA, CTC

The following list of subtasks provides proposed budget by project:

Task	Major Projects Delivery Subtasks	Proposed Budget
0820	Freeway Projects:	
0822	State Route 210 Right of Way Acquisition	\$100,000
0824	State Route 210 Construction	\$1,299,483
0825	I-10 Corridor Project Development	\$5,984,090
0826	I-10 Cherry/Citrus Interchanges	\$20,000
0834	I-215 Final Design	\$55,409
0836	I-215 Right of Way Acquisition	\$55,409
0838	I-215 Construction	\$20,410,335
0839	I-215 Bi-County HOV Gap Closure Project	\$2,061,636
0840	I-215 Barton Road Interchange	\$16,766,102
0850	Alternative Project Financing	\$604,612
0852	I-15 Corridor Improvement	\$5,120,448
0854	I-10 Eastbound Truck Climb/Live Oak/County	\$372,636
0887	State Route 210 Lane Addition	\$4,215,675
0891	US 395 Widen SR-18/Chamberlaine/City Adelanto	\$9,815,590
0830	Interchange Projects:	
0803	SR 210 Base Line Interchange Improvement	\$1,422,751
0826	I-10 Cherry/Citrus Interchanges	\$4,886,554
0841	I-10 Riverside Interchange	\$174,636
0842	I-10 Tippecanoe Interchange	\$10,770,156
0851	I-10/Monte Vista Avenue Interchange	\$300,000
0853	I-215 University Pkwy/State Street Interchange	\$2,608,179
0880	I-15/I-215 Devore Interchange	\$16,329,395
0883	State Route 210 Pepper Ave. Interchange	\$5,617,981
0890	I-15 Rancho Road Interchange	\$1,185,909
0892	I-15 Baseline Interchange Improvement Project	\$23,995,691
0893	SR-60 Central Avenue Interchange	\$509,149
0894	SR-60 Archibald Avenue Interchange	\$525,173
0895	I-10 Alabama Street Interchange	\$295,000
0896	I-10 Pepper Interchange Improvement Project	\$2,351,179
0897	I-10 Cedar Avenue Interchange	\$5,852,959
0898	I-10 Mount Vernon Avenue Interchange	\$171,635
0899	I-10 University Avenue Interchange	\$369,923
0840	Grade Separation Projects:	
0869	Glen Helen Parkway Grade Separation	\$1,521,636
0870	Hunts Lane Grade Separation	\$589,712
0874	Palm Ave. Grade Separation	\$1,524,490
0876	South Milliken Ave. Grade Separation	\$3,993,404
0877	Vineyard Ave. Grade Separation	\$7,240,414
0879	Colton Crossing BNSF/UPRR Grade Separation	\$11,818

Board of Directors Metro Valley Study Session Agenda Item

March 12, 2015

Page 3

0881	Lenwood Ave. Grade Separation	\$6,145,394
0882	North Milliken Ave. Grade Separation	\$1,005,409
0884	Laurel Ave. Grade Separation	\$23,065,640
0885	9th Street Rail Improvements	\$3,032,454
0886	Colton Quiet Zone Project	\$16,227
0860	Arterial Project:	
0701	Valley Signal Coordination Program	\$429,881

Financial Impact:

These tasks will be part of the overall budget adoption which establishes the financial and policy direction for the next fiscal year.

Reviewed By:

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

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: March 12, 2015

Witnessed By:

Major Projects Delivery

Task 0815 Measure I Program Management

Purpose

Manage the Major Projects Program.

Accomplishments

Management of the Major Projects Program resulted in furthering the development of projects leading to the completion of numerous transportation enhancements. Individual project accomplishments can be found in the task-specific narratives.

Reviews and updates of contract management procedures, policies, and documents were conducted including: 1) development of right of way policies for agency wide use; 2) analysis of the top ten interchanges listed on the Measure I 2010-2040 Valley Freeway Interchange Program to produce an optimal project was substantially completed; 3) the Project Control System (PCS) was implemented for use by both Major Projects and Fund Administration staff and to serve as a tool for development of the Ten-Year Delivery Plan and the preparation of the Fiscal Year 2014/2015 Budget.

Work Elements

1. **Project Delivery:** Perform tasks related to the project development and construction management of SANBAG managed projects as described by the task-specific narratives.
2. **Project Controls:** Maintain and enhance a PCS to monitor and report the status of the budget, cost, and schedule and forecast performance trends of each project under the Major Project Delivery Program. Collect and maintain all pertinent budget, cost, and schedule information on each project. Track project risks, goals and accomplishments, and action items. This work element includes regular updates to detailed project cost estimates commensurate with the level of project development and project scheduling, and development and regular updates to detailed project schedules. Use this integrated system to create different funding scenarios for the identification of the optimum funding plan.
3. **Consultant Selection and Management:** Administrate the on-going consultant selection activities. Analyze bids/cost proposals against independent cost estimates. Negotiate contracts that are fair and reasonable and in the best interest of the agency. Perform audits as a practice to insure appropriate hourly rates.
4. **Contract Management and Invoicing:** Perform routine contract management and invoicing tasks. Utilize contract controls to track consultant expenditures and budgets in coordination with the PCS and Finance Department. Review consultant invoices for compliance with contract terms.
5. **Quality Assurance and Quality Control (QA/QC) Reviews:** Conduct QA/QC reviews and peer reviews to ensure that SANBAG products and deliverables meet quality standards.
6. **Other Program Activities:** Other activities include document controls and archiving; project database maintenance; implementation of program procedures and requirements; participation in the development of programming strategies for all available State and Federal funds; provide input into the development of SANBAG policies; and complete project close out of projects.
7. **Fund the activities of the Board of Directors Metro Valley Study Session** including Board Members stipends and mileage costs, as well as program costs that are not related to a specific project. These program costs include salaries, postage, printing, communications, travel, and training.

Provide program and project management services that result in the efficient delivery of transportation improvement projects.

Major Projects Delivery

Task 0815 Measure I Program Management

Product

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 00-1000044, Preliminary Design & Environmental Support, Amount Budgeted \$20,001.
 - ii. 00-1000089, Program Management, Amount Budgeted \$2,400,000.
 - iii. 00-1000241, Right of Way Services, Amount Budgeted \$5,000.
 - iv. 00-1000310, Procurement Services, Amount Budgeted \$53,336.
 - v. 00-1000558, Right of Way Services, Amount Budgeted \$105,000.
 - vi. 00-1000731, Legal Services, Amount Budgeted \$20,000.
 - vii. 00-1000778, Legal Services, Amount Budgeted \$15,000.
 - viii. 00-1000603. Legal Services, Budgeted \$22,000.

*Contracts that are utilized on all Sub Tasks within the Program.

Prior Year Budgeted Commitments

The proposed Fiscal Year 2014/2015 budget includes Board approved Fiscal Year 2013/2014 appropriations in the estimated amount of \$2,618,337.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0815 Measure I Program Management

Expenditures	2012-2013	2013-2014	2014-2015	
	Actuals	Actuals	Revised Budget	2015-2016 Budget
Regular Full-Time Employees	291,944	512,513	590,899	352,839
Overtime	1,067	167	1,250	3,750
Fringe Allocation-General	267,962	513,180	566,863	348,351
Professional Services	425,033	115,171	765,027	707,391
Consulting Services	426	-	20,000	20,000
Program Management Fees	2,513,641	1,999,095	2,400,000	2,400,000
Attendance Fees	16,300	15,700	13,700	13,700
Legal Fees	57,094	39,121	50,000	68,500
Dues & Subscriptions	-	199	900	900
Training/Membership	290	1,625	3,518	3,300
Postage	78	26	600	600
Travel Expense - Employee	1,706	2,572	6,000	6,000
Travel Expense - Non-Employee	-	-	3,000	2,000
Travel Expense-Mileage-Employee	71	105	-	-
Travel Expense-Mileage-Non-Employee	2,847	3,639	15,000	16,000
Advertising	-	-	600	1,600
Printing - External	350	951	3,000	2,000
Communications	246	223	2,264	2,100
Record/Equipment Storage	1,000	1,532	3,030	3,030
Office Expense	134	523	651	600
Meeting Expense	948	2,786	2,147	1,647
Office Furniture & Equipment	8,846	12,846	3,000	22,400
Office Furniture/Software-Inventorial	1,410	1,674	35,150	-
Indirect Allocation-General	370,204	555,273	990,152	547,386
Indirect Allocation-Project Management	164,582	216,126	194,538	196,296
Total Expenditures	4,126,179	3,995,047	5,671,289	4,720,390
Funding Sources				
MSI Cajon Pass Fund				186,000
MSI Valley Fund-Freeway Projects				1,629,720
MSI Valley Fund-Fwy Interchange				1,492,828
MSI Valley Fund-Grade Separations				1,411,842
Total Funding Sources				4,720,390

Major Projects Delivery

Task 0820 Freeway Projects

Purpose

The Freeway Projects program develops and constructs freeway/highway improvements that enhance mobility, reduce traffic congestion, and improve safety. These enhancements are achieved by the construction of a variety of lane additions including general purpose lanes, truck climbing lanes, car pool lanes, express lanes and ancillary improvements.

Accomplishments

Transportation revenues continue to translate into significant enhancements to our local freeways. The remaining segments of the Interstate 215 (I-215) widening project through the City of San Bernardino had all lanes open to traffic in January 2014, with the project close-out underway and the landscape design for the first phase complete and ready for construction. The State Route 210 (SR-210) landscaping construction projects are complete with the final segments in plant establishment. Progress continues on the preliminary engineering/environmental phase of the SR-210 lane addition project in the Cities of Highland and Redlands with approval scheduled for late 2015. Analysis of express lanes on the Interstate 10 (I-10) and Interstate 15 (I-15) Corridors has been completed. In addition, environmental work for the I-10 Corridor is progressing on schedule with the environmental document scheduled to be circulated in the later part of 2015. Preliminary engineering/environmental phase has commenced on the I-15 Corridor express lane improvements from State Route 60 (SR-60) to SR-210. Lastly, the I-215 Bi-County High Occupancy Vehicle (HOV) lane addition construction will be completed in the first part of 2015.

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 00-1000044, Preliminary Design & Environmental Services, Amount Budgeted \$415,444.
 - ii. 00-1000736, Procurement Services, Amount Budgeted \$5,000.
 - iii. 00-1000743, Procurement Services, Amount Budgeted \$30,000.
 - iv. 00-1000166, Construction Capital, Amount Budgeted \$20,000.
 - v. 00-1000100, Legal Services, Amount Budgeted \$100,000.
 - vi. 00-1000603, Legal Services, Amount Budgeted \$10,000.
 - vii. 00-1000710, Right of Way Services, Amount Budgeted \$820,000.
 - viii. 00-1000089, Program Management Services, Amount Budgeted \$665,940.
 - ix. 00-1000004, Program Management Services, Amount Budgeted \$140,000.

* Contracts that are utilized on all Sub Tasks within the Program.

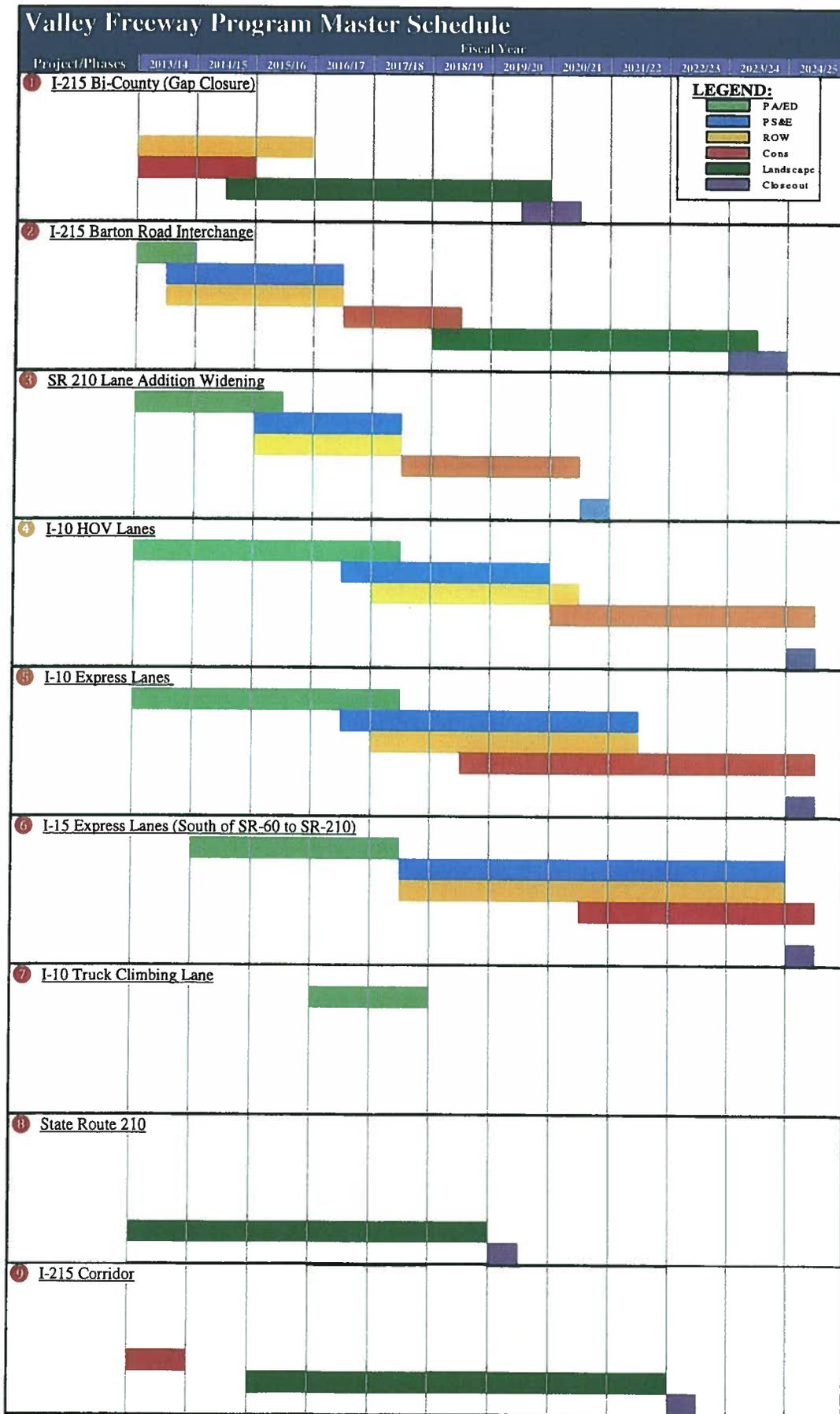
Manager

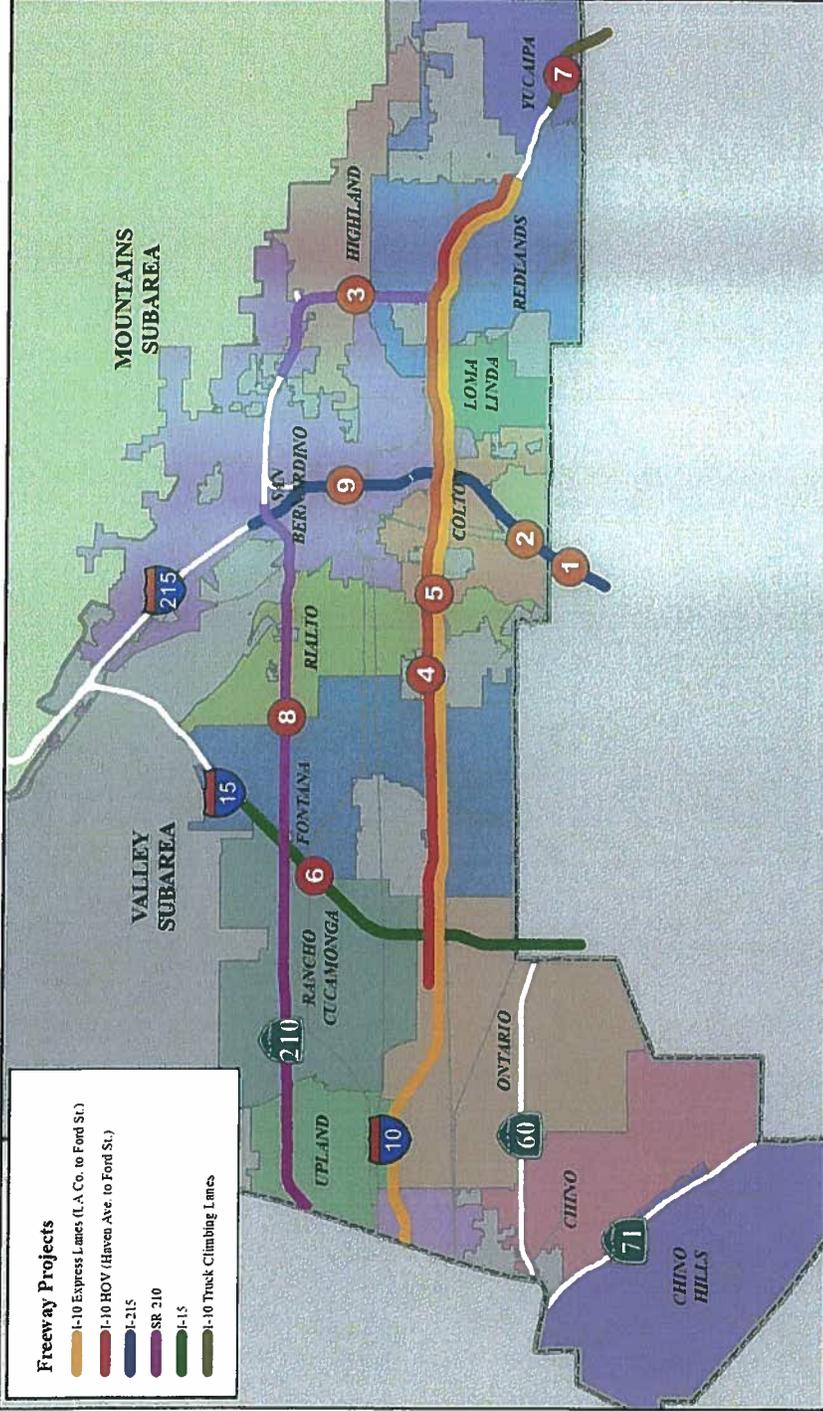
Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0820 Freeway Projects

	2014-2015			
	2012-2013	2013-2014	Revised	2015-2016
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	153,460	40,659	18,240	23,136
Fringe Allocation-General	140,341	40,700	17,462	22,602
Professional Services	688,967	653,292	940,823	4,435,843
Consulting Services	15,640,639	10,721,013	16,681,594	16,749,419
Program Management Fees	589,922	628,586	1,091,139	715,940
Legal Fees	(1,606,579)	216,437	1,063,884	141,000
Rentals-Building	118,495	64,180	-	-
Construction Capital	57,060,496	36,724,609	33,040,378	17,550,998
Utilities Capital	-	512,943	80,000	-
Right of Way Capital	2,566,212	146,711	2,754,826	27,124,411
Postage	87	283	1,200	1,500
Travel Expense - Employee	77	-	-	-
Public Information Activities	152,325	112,928	-	-
Printing - External	2,961	1,477	3,000	22,500
Record/Equipment Storage	-	4,115	-	-
Meeting Expense	1,416	105	489	-
Indirect Allocation-General	193,889	44,038	31,222	35,516
Indirect Allocation-Project Management	31,276	50,479	84,191	58,560
Total Expenditures	75,733,984	49,962,555	55,808,448	66,881,425
Funding Sources				
Congestion Mitigation & Air Quality				680,000
Demonstration High Priority Program				3,210,790
Local Projects Fund				140,400
MSI 1990-Valley Fund-Major Projects				7,665,688
MSI 1990-Valley Fund-TMEE				1,224,948
MSI Valley Fund-Freeway Projects				19,248,969
MSI Valley Fund-Fwy Interchange				10,000
MSI Victor Valley Fund-Major Local Hwy				61,500
Planning, Programming & Monitoring				205,000
Project National & Regional Significance				8,677,370
Regional Improvement Program				21,608,840
Surface Transportation Program				3,802,400
Transportation Enhancement Activities				281,430
Valley Fwy Interchange Bond Fund				10,000
Victor Valley Major Local Hwy Bond Fund				54,090
Total Funding Sources				66,881,425





Project **Interstate 215 Bi-County High Occupancy Vehicle (HOV) lane Project (0839)**

Description

Close the gap between carpool lanes north of Orange Show Road in San Bernardino and south of the State Route 60 (SR-60)/State Route 91 (SR-91)/Interstate 215 (I-215) interchange in Riverside, to encourage ridesharing and improve the efficiency, safety, and operations of traffic.

Current phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$184,942,000	\$ 175,633,364	\$2,061,636	\$7,247,000

Contract Information

- a. Existing Contracts
 - i. 00-1000652, Right of Way Services, Amount Budgeted \$980,000.
 - ii. 00-1000626, Construction Capital, Amount Budgeted \$900,000.

- b. New Contracts
 - i. Cooperative Agreement, Landscape design, Amount Budgeted \$100,000. Total Estimated Contract Amount \$1,050,000.

2 Project Interstate 215 Barton Road Interchange (0840)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Design and Right of Way

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$76,346,000*	\$11,869,860*	\$16,766,102*	\$47,710,038*

Contract Information

- a. Existing Contracts
 - i. 00-1000665, Preliminary Design & Environmental Services, Amount Budgeted \$807,000.
 - ii. 00-1000709, Right Of Way Services, Amount Budgeted \$200,000.
 - iii. 00-1000989, Legal Services, Amount Budgeted \$10,000.
 - iv. 00-1001044, Right Of Way Services, Amount Budgeted \$12,000,000.
 - v. 00-1001045, Right Of Way Services, Amount Budgeted \$2,293,830.
- b. New Contracts
 - i. CALTRANS Cooperative Agreement Construction, Amount Budgeted \$1,410,000, Total Estimated Contract Amount \$56,000,000.

*The cost displayed above are included in the Interchange Program.

3 **Project** **State Route 210 Lane Addition (0887)**

Description

Add one mixed flow lane each direction between Highland Avenue in the City of San Bernardino and San Bernardino Avenue in the City of Redlands to relieve existing congestion and accommodate future demands. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$138,941,000	\$2,422,186	\$4,215,675	\$132,303,139

Contract Information

- a. Existing Contracts
 - i. 00-1000631, Preliminary Design & Environmental Services, Amount Budgeted \$569,273.
- b. New Contracts
 - i. RFP, Design Services, Amount Budgeted \$3,598,506. Total Estimated Contract Amount \$8,818,000.

④ & ⑤ **Project Interstate 10 Corridor Project Development (0825)**

Description

Mitigate traffic congestion and accommodate future traffic on the Interstate 10 (I-10) Corridor from the Los Angeles/San Bernardino County border to Ford Street in the City of Redlands, a distance of approximately thirty-three (33) miles. Alternatives being considered are the addition of HOV lanes and express lanes. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$1,610,471,000	\$17,627,141	\$5,984,090	\$1,586,859,769

Costs for Express lane Alternative

Contract Information

- a. Existing Contracts
 - i. 00-1000052, Preliminary Design & Environmental Services, Amount Budgeted \$5,000,000.
 - ii. 00-1000403, Preliminary Design & Environmental Services, Amount Budgeted \$30,000.

6 Project I-15 Corridor Express Lanes (0852)

Description

Add express lanes in each direction along the Interstate 15 corridor from the Riverside County Line to north of State Route 210. Project includes auxiliary lanes and other operational improvements along the corridor. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$350,000,000	\$1,546,960	\$5,120,448	\$343,332,592

Contract Information

- a. Existing Contracts
- i. 00-1001155, Preliminary Design & Environmental Services, Amount Budgeted \$150,000.
 - ii. 00-1001166, Preliminary Design & Environmental Services, Amount Budgeted \$50,000.
 - iii. 00-1001154, Preliminary Design & Environmental Services, Amount Budgeted \$4,500,000.

7 Project Interstate 10 Eastbound Truck Lane Project (0854)

Description

Improve traffic operations and safety along I-10 by constructing a dedicated truck climbing lane for slower moving vehicles. Current phase: Project Study Report

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$30,500,000	\$0	\$372,636	\$30,127,364

Contract Information

- a. Existing Contracts
 - i. 15-1001058, Design Services, Amount Budgeted \$351,000.

8 Project State Route 210 (0820, 0822, 0824)**Description**

Construction of a new transportation corridor to enhance the east-west mobility in the San Bernardino Valley.
Current Phase: Landscape

Total Estimated Cost*	Costs to Date*	Proposed Budget	Future Costs
Not Available – Legacy Project	Not Available – Legacy Project	\$1,399,482	\$1,450,000

Contract Information

- a. Existing Contracts
 - i. 00-1000014, Construction Capital, Amount Budgeted \$134,470.
 - ii. 00-1000910, Construction Capital, Amount Budgeted \$370,110.
 - iii. 00-1000823, Construction Capital, Amount Budgeted \$284,565.
 - iv. 00-1000844, Construction Capital, Amount Budgeted \$30,000.
 - v. 00-1000319, Construction Management Services, Amount Budgeted \$50,000.
- b. New Contracts
 - i. Four Years Landscape Maintenance Contract for Segment 11, Amount Budgeted \$298,851, Total Estimated Contract Amount \$525,000.

*Total expenditures not readily available.

6 Project I-215 Corridor (0834, 0836, 0838)

Description

The addition of a high-occupancy vehicle and mixed flow lane in each direction on Interstate 215 through the City of San Bernardino to relieve congestion and accommodate future traffic demand. Current Phase: Landscaping

Total Estimated Cost*	Costs to Date*	Proposed Budget	Future Costs
\$667,000,000	\$633,478,847	\$20,521,153	\$13,000,000

*Estimated Costs

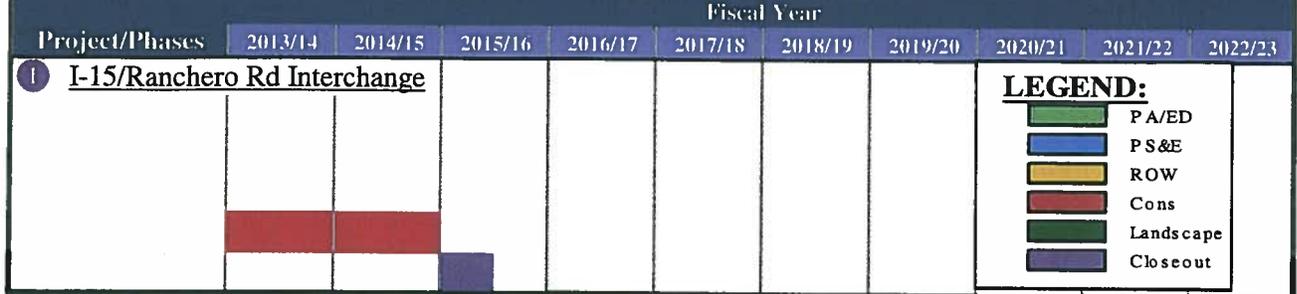
Prior Year Budgeted Funds

The proposed budget includes Fiscal Year 2014/2015 budgeted funds in the estimated amount of \$6,533,472.

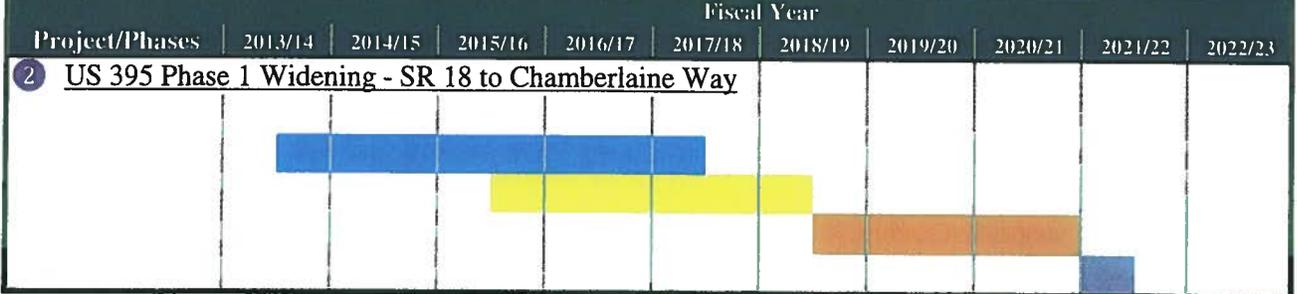
Contract Information

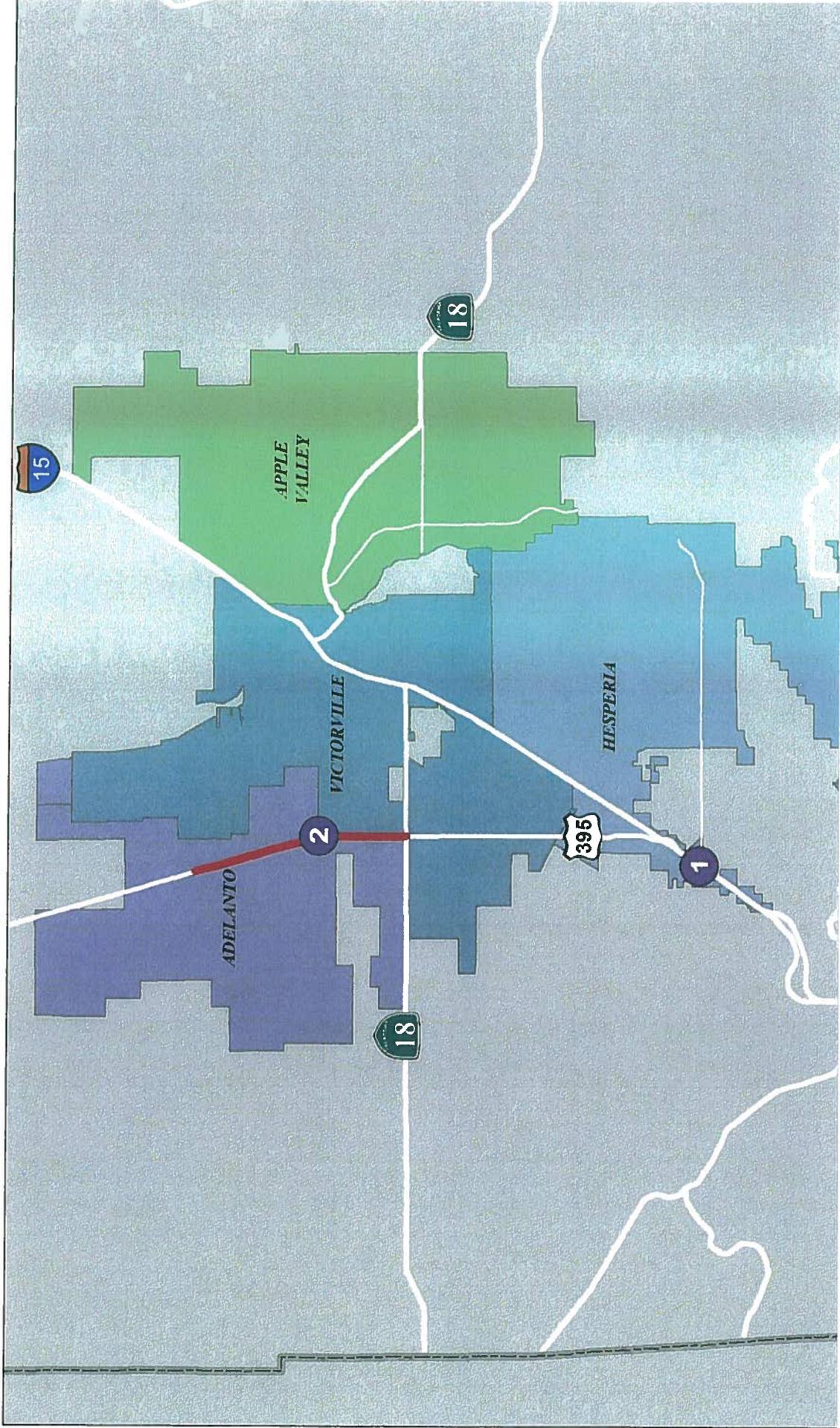
- a. Existing Contracts
 - i. 00-1000163, Construction Capital, Amount Budgeted \$6,533,472.
 - ii. 00-1000154, Construction Management Services, Amount Budgeted \$100,000.
 - iii. 00-1000190, Construction Capital, Amount Budgeted \$5,900,000.
 - iv. 00-1000065, Design Services, Amount Budgeted \$50,000.
- b. New Contracts
 - i. IFB, Segment 3 Landscaping, Amount Budgeted \$1,500,000. Total Estimated Contract Amount \$3,500,000.
 - ii. IFB, Segment 1 Landscaping, Amount Budgeted \$300,000. Total Estimated Contract Amount \$3,900,000.
 - iii. IFB, Segment 2 Landscaping, Amount Budgeted \$100,000. Total Estimated Contract Amount \$4,400,000.
 - iv. IFB, Segment 5 Landscaping, Amount Budgeted \$100,000. Total Estimated Contract Amount \$7,200,000.

Victor Valley Major Local Highway Program Schedule



Victor Valley Major Local Highway Program Schedule





1 Project Interstate 15 Ranchero Road Interchange (0890)

Description

Reconstruct interchange to improve traffic operation and circulation for current and future demand. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$65,949,000	\$45,391,765	\$1,185,909	\$19,371,326

Contract Information

- a. Existing Contracts
- i. 00-1000882, Construction Capital, Amount Budgeted \$50,000.
 - ii. 00-1000663, Construction Management Services, Amount Budgeted \$100,000.
 - iii. 00-1001039, Legal Services, Amount Budgeted \$20,000.
 - iv. 00-1000771, Construction Capital, Amount Budgeted \$1,000,000.

2 **Project** **United States 395 Widening Phase I (0891)**

Description

Widen the US-395 to 4 lanes and improve intersections from State Route 18 to Chamberlain Way in the City of Adelanto to accommodate existing and future traffic. Current Phase: Design and Right-of-Way

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$54,924,000	\$1,512,937	\$9,815,590	\$43,595,473

Contract Information

- a. New Contracts
 - i. 15-1001215, Right-of-Way Services, Amount Budgeted \$1,359,960. Total Estimated Contract Amount \$1,540,000.

Project **Alternative Project Financing (0850)**

Description

Develop alternative financing and delivery mechanisms to deliver major highway improvements. Current Phase: Planning

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$16,621,000	\$ 4,730,685	\$564,612	\$11,325,703

Contract Information

- a. Existing Contracts
 - i. 00-1000537, Project Study Report Services, Amount Budgeted \$120,000.
 - ii. 00-1000554, Project Study Report Services, Amount Budgeted \$85,000.
- b. New Contracts
 - i. Investment Grade Traffic & Revenue, Amount Budgeted \$50,000. Total Estimated Contract Amount \$2,500,000.
 - ii. Investment Grade Financial Analysis, Amount Budgeted \$10,000. Total Estimated Contract Amount \$2,000,000.

Note: This task is not project specific. Not included on the map.

Major Projects Delivery

Task 0830 Interchange Projects

Purpose

The Interchange Projects program develops and constructs freeway interchange improvements that mitigate existing traffic congestion, accommodates future traffic, and enhances safety. The improvements range from just ramp widening to complete interchange replacement.

Accomplishments

The interchange improvement program is in full swing. Interchange 10(I-10)/Cherry Avenue, I-10/Citrus Avenue, and Interstate 15 (I-15) Ranchero Road Interchange projects were open to traffic this fiscal year. Construction continues on the I-15/Interchange 215 (I-215) (Devore), I-15 Baseline Road, and I-10/Tippecanoe Avenue (Phase 2) interchanges. Project development is well underway on the I-215/Barton Road, State Route 210 (SR-210)/Pepper Avenue, I-10/Pepper Avenue, and the I-10/Cedar interchange projects. Project development has commenced on I-10/Monte Vista Avenue, I-215/University Parkway, SR-60/Central Avenue, SR-60/Archibald Avenue, I-10/Mount Vernon Avenue, and I-10/University interchanges.

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 00-1000044, Preliminary Design & Environmental Services, Amount Budgeted \$81,285.
 - ii. 00-1000736, Procurement Services, Amount Budgeted \$10,500.
 - iii. 00-1000166, Construction Capital, Amount Budgeted \$170,000.
 - iv. 00-1000743, Procurement Services, Amount Budgeted \$3,000.
 - v. 00-1000241, Right of Way Services, Amount Budgeted \$20,000.
 - vi. 00-1000629, Right of Way Services, Amount Budgeted \$400,000.
 - vii. 00-1000628, Right of Way Services, Amount Budgeted \$400,000.
 - viii. 00-1000770, Construction Capital, Amount Budgeted \$20,000.
 - ix. 00-1000089, Program Management Services, Amount Budgeted \$1,661,000.
 - x. 00-1000004, Program Management Services, Amount Budgeted \$160,000.

* Contracts that are utilized on all Sub Tasks within the Program.

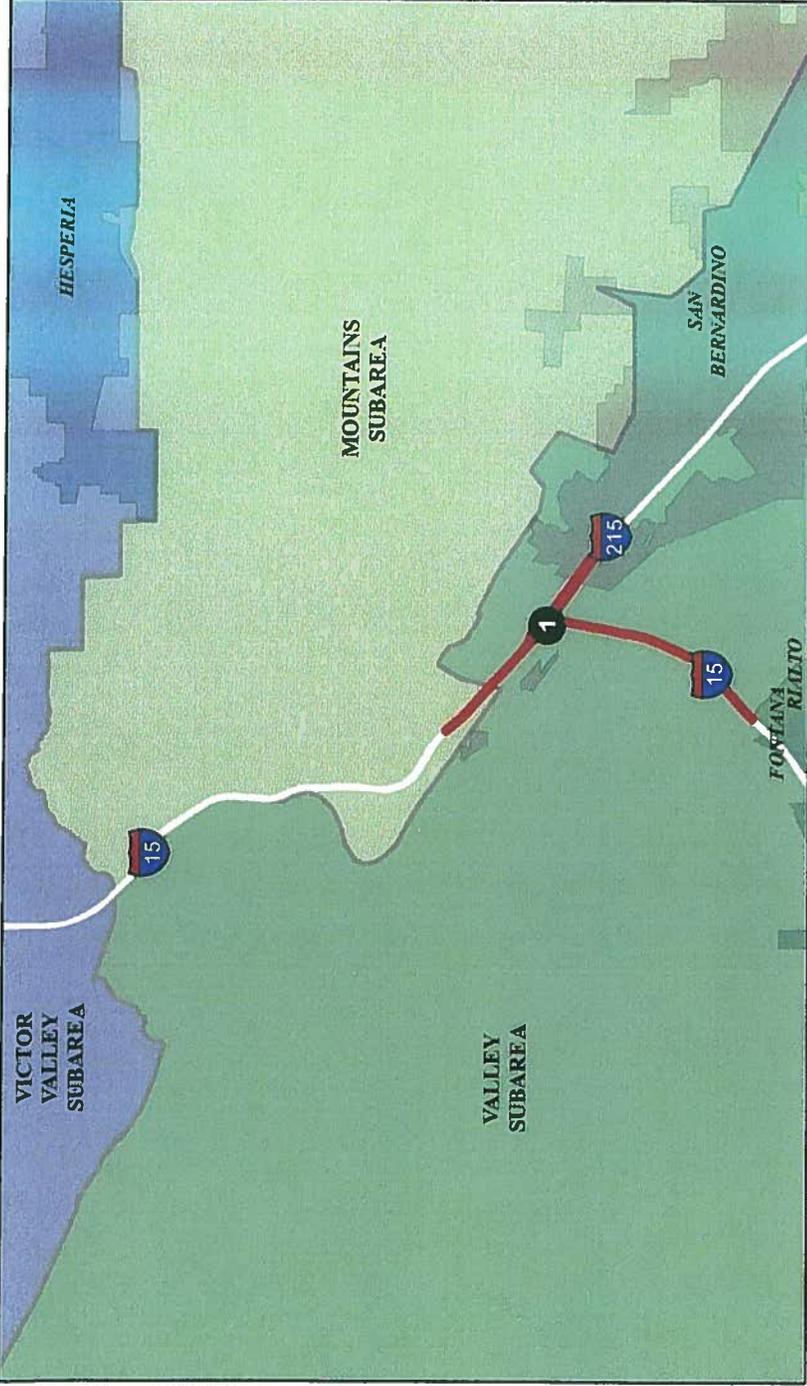
Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0830 Interchange Projects

Expenditures	2012-2013	2013-2014	2014-2015	
	Actuals	Actuals	Revised Budget	2015-2016 Budget
Regular Full-Time Employees	84,233	12,250	3,705	-
Fringe Allocation-General	77,030	12,262	3,547	-
Professional Services	155,758	1,312,680	2,143,862	2,390,950
Consulting Services	10,216,504	10,126,495	9,472,777	11,141,152
Program Management Fees	995,582	1,724,929	1,643,149	1,591,000
Legal Fees	64,954	89,325	187,581	76,000
Construction Capital	56,200,521	48,795,204	50,320,118	49,967,244
Right of Way Capital	12,030,590	10,289,749	31,875,352	12,055,295
Postage	37	139	1,000	1,000
Advertising	754	1,515	3,950	-
Travel Expense - Employee	49	-	-	-
Printing - External	9,196	4,625	11,619	13,500
Record/Equipment Storage	252	-	-	-
Meeting Expense	10	36	918	-
Indirect Allocation-General	106,424	13,267	6,740	-
Indirect Allocation-Project Management	55,702	114,838	132,893	130,129
Total Expenditures	79,997,596	72,497,314	95,807,211	77,366,270
Funding Sources				
Cajon Pass Bond Fund				16,329,395
Corridor Mobility Improvement Account-P1B				602,470
Demonstration High Priority Program				6,704,967
Interstate Maintenance Discretionary				172,147
Local Projects Fund				27,345,813
MSI 1990-Valley Fund-Major Projects				3,617,981
MSI Valley Fund-Freeway Projects				23,636
MSI Valley Fund-Fwy Interchange				8,233,099
MSI Victor Valley Fund-Major Local Hwy				120,292
Regional Improvement Program				216,774
State Local Partnership Program-P1B				138,650
Surface Transportation Program				2,050,000
Trade Corridor Improvement Fund-P1B				5,537,454
Valley Fwy Interchange Bond Fund				6,273,592
Total Funding Sources				77,366,270



1 Project I-15/I-215 (Devore) Interchange (0880)

Description

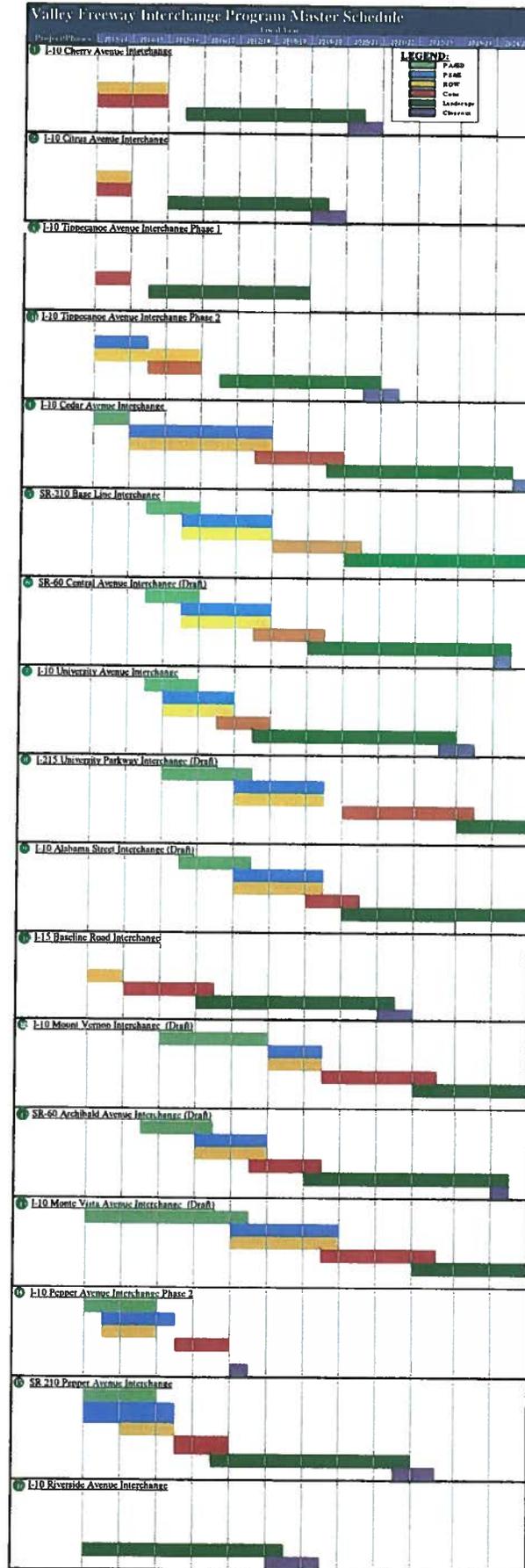
To accommodate existing and future traffic, this project will provide four lanes in each direction on I-15 through the interchange, adds truck by-pass lanes, reconfigures the interchange so that I-15 southbound becomes the primary route, reconnects Cajon Boulevard, and provides other ancillary improvements. Current Phase: Design-Build

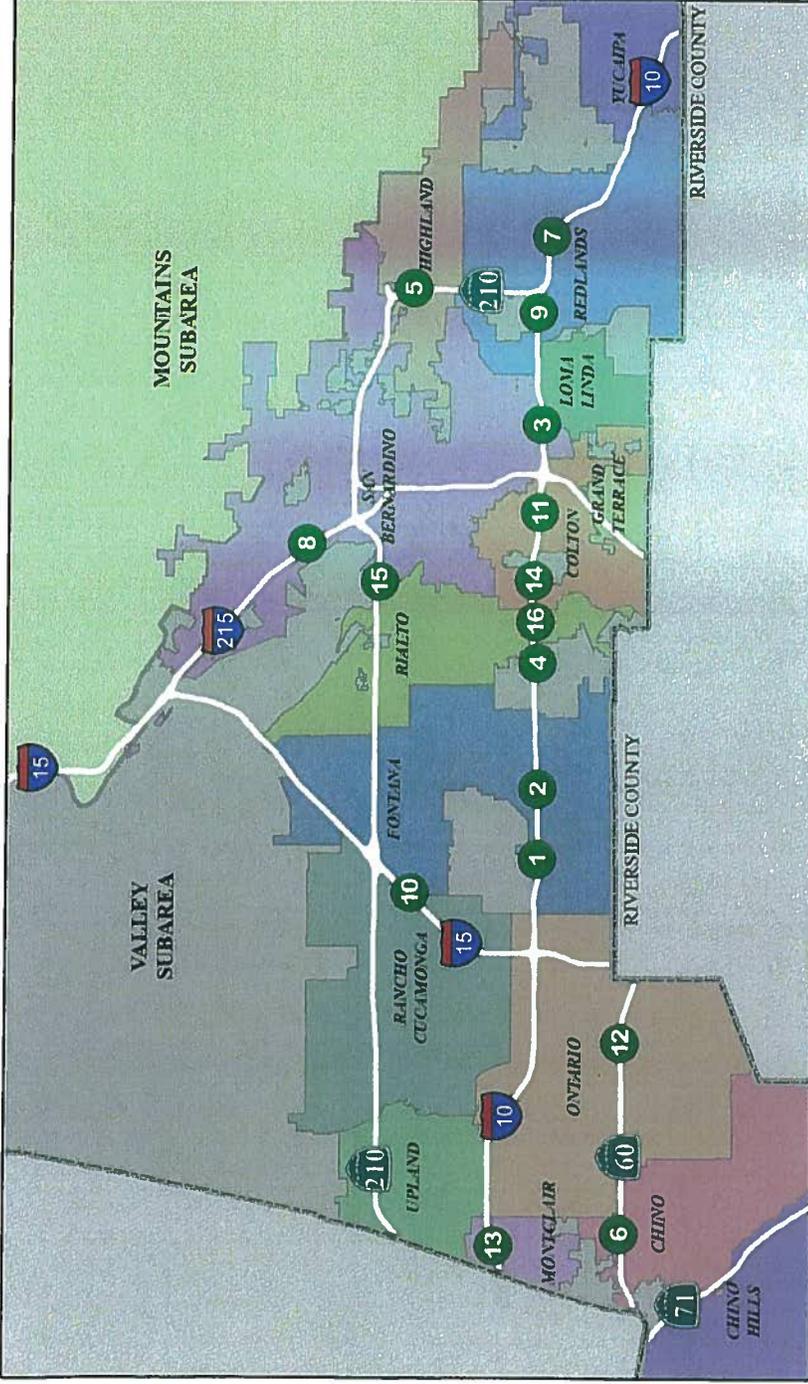
Total Estimated Cost	Costs to Date	Proposed Budget*	Future Costs
\$324,460,000	\$175,040,497	\$16,329,395	\$40,000,000

*Additional \$93.1m not going through SANBAG's books

Contract Information

- a. Existing Contracts
- i. 00-1000030, Preliminary Design & Environmental Services, Amount Budgeted \$10,000.
 - ii. 00-1000467, Right of Way Services, Amount Budgeted \$1,000,000.
 - iii. 00-1000967, Right of Way Services, Amount Budgeted \$110,000.
 - iv. 00-1000980, Right of Way Services, Amount Budgeted \$265,000.
 - v. 00-1000981, Right of Way Services, Amount Budgeted \$156,000.
 - vi. 00-1000972, Right of Way Services, Amount Budgeted \$50,000.
 - vii. 00-1000968, Right of Way Services, Amount Budgeted \$120,000.
 - viii. 00-1000970, Right of Way Services, Amount Budgeted \$15,000.
 - ix. 00-1000973, Right of Way Services, Amount Budgeted \$10,000.
 - x. 00-1000969, Right of Way Services, Amount Budgeted \$130,000.
 - xi. 00-1000974, Right of Way Services, Amount Budgeted \$552,000.
 - xii. 00-1000971, Right of Way Services, Amount Budgeted \$75,000.
 - xiii. 00-1000975, Right of Way Services, Amount Budgeted \$60,000.
 - xiv. 00-1000830, Right of Way Services, Amount Budgeted \$60,300.
 - xv. 00-1000976, Right of Way Services, Amount Budgeted \$50,700.
 - xvi. 00-1000977, Right of Way Services, Amount Budgeted \$47,500.
 - xvii. 00-1000979, Right of Way Services, Amount Budgeted \$72,000.
 - xviii. 00-1000978, Right of Way Services, Amount Budgeted \$20,000.
 - xix. 00-1001034, Construction Capital, Amount Budgeted \$80,000.
 - xx. 00-1000851, Construction Capital, Amount Budgeted \$12,080,000.





1 & 2 Project**Interstate 10 Cherry Avenue/ Citrus Avenue Interchanges (0826)****Description**

Improve the interchanges at Interstate 10 (I-10)/ Cherry Avenue and I-10/Citrus Avenue to mitigate the existing congestion and accommodate future traffic volumes. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$139,027,000	\$117,112,646	\$4,964,554	\$16,949,800

Contract Information

- a. Existing Contracts
 - i. 00-1000287, Right Of Way Services, Amount Budgeted \$1,200,000.
 - ii. 00-1000296, Right Of Way Services, Amount Budgeted \$900,000.
 - iii. 00-1000405, Construction Capital, Amount Budgeted \$42,832.
 - iv. 00-1000770, Construction Capital, Amount Budgeted \$20,000.
 - v. 00-1000445, Construction Management Services, Amount Budgeted \$350,000.
 - vi. 00-1000740, Construction Capital, Amount Budgeted \$1,075,500.
 - vii. 00-1000051, Design Services, Amount Budgeted \$170,000.
 - viii. 00-1000605, Construction Capital, Amount Budgeted \$100,000.
 - ix. 00-1000406, Construction Capital, Amount Budgeted \$58,000.
- b. New Contracts
 - i. RFP, Landscape Maintenance and Establish Existing Planting for Cherry Interchange, Amount Budgeted \$150,000, Total Estimated Contract Amount \$444,000.

3a 3b Project

Interstate 10/Tippecanoe Avenue Interchange (0842)

Description

Reconfigure interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$77,412,000	\$47,459,911	\$10,770,156	\$19,181,933

Contract Information

- a. Existing Contracts
- i. 00-1000037, Preliminary Design & Environmental Services, Amount Budgeted \$240,000.
 - ii. 00-1000868, Right Of Way Services, Amount Budgeted \$50,000.
 - iii. 00-1000859, Right Of Way Services, Amount Budgeted \$10,000.
 - iv. 00-1000864, Right Of Way Services, Amount Budgeted \$20,000.
 - v. 00-1000909, Right Of Way Services, Amount Budgeted \$100,000.
 - vi. 00-1000938, Right Of Way Services, Amount Budgeted \$50,000.
 - vii. 15-1001242, Right Of Way Services, Amount Budgeted \$30,000.
 - viii. 00-1001024, Construction Capital, Amount Budgeted \$10,000.
 - ix. 15-1001143, Construction Management Services, Amount Budgeted \$1,824,708.
 - x. 00-1001223, Construction Capital, Amount Budgeted \$8,000,000.

④ **Project** **Interstate 10 Cedar Avenue Interchange (0897)**

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Design and Right of Way

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$60,400,000	\$2,448,611	\$5,852,959	\$52,098,430

Contract Information

- a. Existing Contracts
 - i. 15-1001252, Right-of-Way Capital, Amount Budgeted \$5,842,550.

5 **Project** **State Route 210 Baseline Road (0803)**

Description

Improve the interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$15,512,000	\$451,597	\$1,422,751	\$13,637,652

Contract Information

- a. Existing Contracts
 - i. 00-1000631, Preliminary Design & Environmental Services, Amount Budgeted \$418,515.
 - ii. 00-1000957, Project Study Report Services, Amount Budgeted \$164,700.
- b. New Contracts
 - i. RFP, Design Services Amount Budgeted \$465,925, Total Estimated Contract Amount \$1,450,000.

9 Project State Route 60 Central Avenue (0893)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Planning and Environmental

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$15,692,000	\$415,069	\$509,149	\$14,767,782

Contract Information

- a. Existing Contracts
 - i. 15-1001251, Preliminary Design & Environmental Services, Amount Budgeted \$383,795.

7 Project Interstate 10 University Street Interchange (0899)

Description

Improve interchange to reduce congestion and improve traffic operations. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$5,200,000	\$371,523	\$369,923	\$4,458,554

Contract Information

- a. Existing Contracts
 - i. 00-1001239, Preliminary Engineering & Environmental and Construction Services, Amount Budgeted \$295,833.
- b. New Contracts
 - i. RFP, Right-of-Way Support Amount Budgeted \$5,000, Total Estimated Contract Amount \$17,000.

8 Project Interstate 215/University Parkway Interchange (0853)

Description

Improve interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Planning

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$33,706,000	\$0	\$2,608,179	\$31,097,821

Contract Information

- a. New Contracts
 - i. RFP, Project Approval and Environmental Document Services Amount Budgeted \$2,500,000, Total Estimated Contract Amount \$2,500,000.

9 Project Interstate 10 Alabama Street Interchange (0895)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic. Current Phase: Planning

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$41,610,000	\$0	\$295,000	\$41,315,000

Contract Information

- a. New Contracts
 - i. RFP, Project Study Report Amount Budgeted \$250,000, Total Estimated Contract Amount \$950,000.

10 Project Interstate 15 Baseline Road Interchange (0892)

Description

Reconstruct interchange, and widen local streets to improve traffic operations for current and future traffic.
Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$55,758,000	\$29,762,309	\$23,995,691	\$2,000,000

Contract Information

- a. Existing Contracts
- i. 00-1000893, Construction Management Services, Amount Budgeted \$3,600,000.
 - ii. 15-1001086, Construction Services, Amount Budgeted \$20,235,012.
 - iii. 00-1000925, Construction Capital, Amount Budgeted \$559,808.

II Project Interstate 10 Mount Vernon Avenue Interchange (0898)

Description

Reconstruct interchange to relieve existing congestion and to meet future traffic demands. Current Phase: Planning

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$37,125,000	\$0	\$171,635	\$36,953,365

Contract Information

- a. New Contracts
 - i. RFP, Project Study Report, Amount Budgeted \$150,000, Total Estimated Contract Amount \$950,000.

12 **Project** **SR-60/Archibald Avenue Interchange (0894)**

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Planning and Environmental

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$12,004,000	\$315,083	\$525,173	\$11,163,744

Contract Information

- a. Existing Contracts
 - i. 00-1001084, Preliminary Design & Environmental Services, Amount Budgeted \$56,098.

13 Project Interstate 10 Monte Vista Avenue Interchange (0851)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Project Approval and Environmental Document

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$31,299,000	\$508,106	\$300,000	\$30,490,894

Contract Information

- a. Existing Contracts
 - i. 00-1000052, Project Approval and Environmental Document Services, Amount Budgeted \$250,000.
Services provided under I-10 Corridor

14 **Project Interstate 10/Pepper Avenue Interchange (0896)**

Description Reconstruct interchange to relieve existing congestion and accommodate future traffic demands.
Current Phase: Plans Specifications & Estimates

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$10,110,135	\$938,669	\$2,271,179	\$6,900,287

Contract Information

- a. Existing Contracts
 - i. Pending, Construction Management Services, Amount Budgeted \$200,000.
- b. New Contracts
 - i. IFB, Construction Capital Contract, Amount Budgeted \$1,860,000, Total Estimated Contract Amount \$7,900,000.

15 Project State Route 210/Pepper Avenue Interchange (0883)

Description

Construct new interchange to provide freeway access in the City of Rialto. Current phase: Project Approval and Environmental Document and Plans Specifications & Estimates

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$19,065,000	\$4,204,885	\$5,617,981	\$9,242,134

Contract Information

- a. Existing Contracts
 - i. 00-1000357, Preliminary Design & Environmental Services, Amount Budgeted \$80,000.
 - ii. 15-1001250, Construction Management Services, Amount Budgeted \$200,000.
- b. New Contracts
 - i. IFB, Construction Capital Contract, Amount Budgeted \$4,319,802, Total Estimated Contract Amount \$14,000,000.

16 Project I-10/Riverside Interchange (0841)

Description

Reconstruct interchange to relieve existing congestion and accommodate future traffic demands. Current Phase: Landscaping

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$40,024,000	\$39,349,364	\$174,636	\$500,000

Contract Information

- a. Existing Contracts
 - i. 15-1001168, Construction Capital, Amount Budgeted \$80,000.
 - ii. 00-1000867, Construction Management Services, Amount Budgeted \$70,000.

Major Projects Delivery

Task 0840 Grade Separation Projects

Purpose

The Grade Separation Projects program develops and constructs railroad grade separations that improve mobility, reduce traffic congestion, and improve safety. Safety benefits include both eliminating the risk associated with vehicles crossing the railroad tracks and the improved response time for emergency responders.

Accomplishments

Measure I revenue supplemented by Trade Corridor Improvement Funds (TCIF) has provided an opportunity to deliver several much needed grade separation projects. The project development for all the grade separations has been completed. The Hunts Lane, Palm Avenue, and North Milliken grade separations were opened to traffic. The remaining projects, that include Glen Helen Parkway, South Milliken Avenue, Vineyard Avenue, Lenwood Road, and Laurel Avenue, are under construction.

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 00-1000603, Legal Services, Amount Budgeted \$145,000.
 - ii. 00-1000710, Right of Way Services, Amount Budgeted \$12,000.
 - iii. 00-1000339, Procurement Services, Amount Budgeted \$500.
 - iv. 00-1000736, Procurement Services, Amount Budgeted \$2,500.
 - v. 00-1000089, Program Management Services, Amount Budgeted \$515,000.

* Contracts that are utilized on all Sub Tasks within the Program.

Manager

Garry Cohoe, Director of Project Delivery

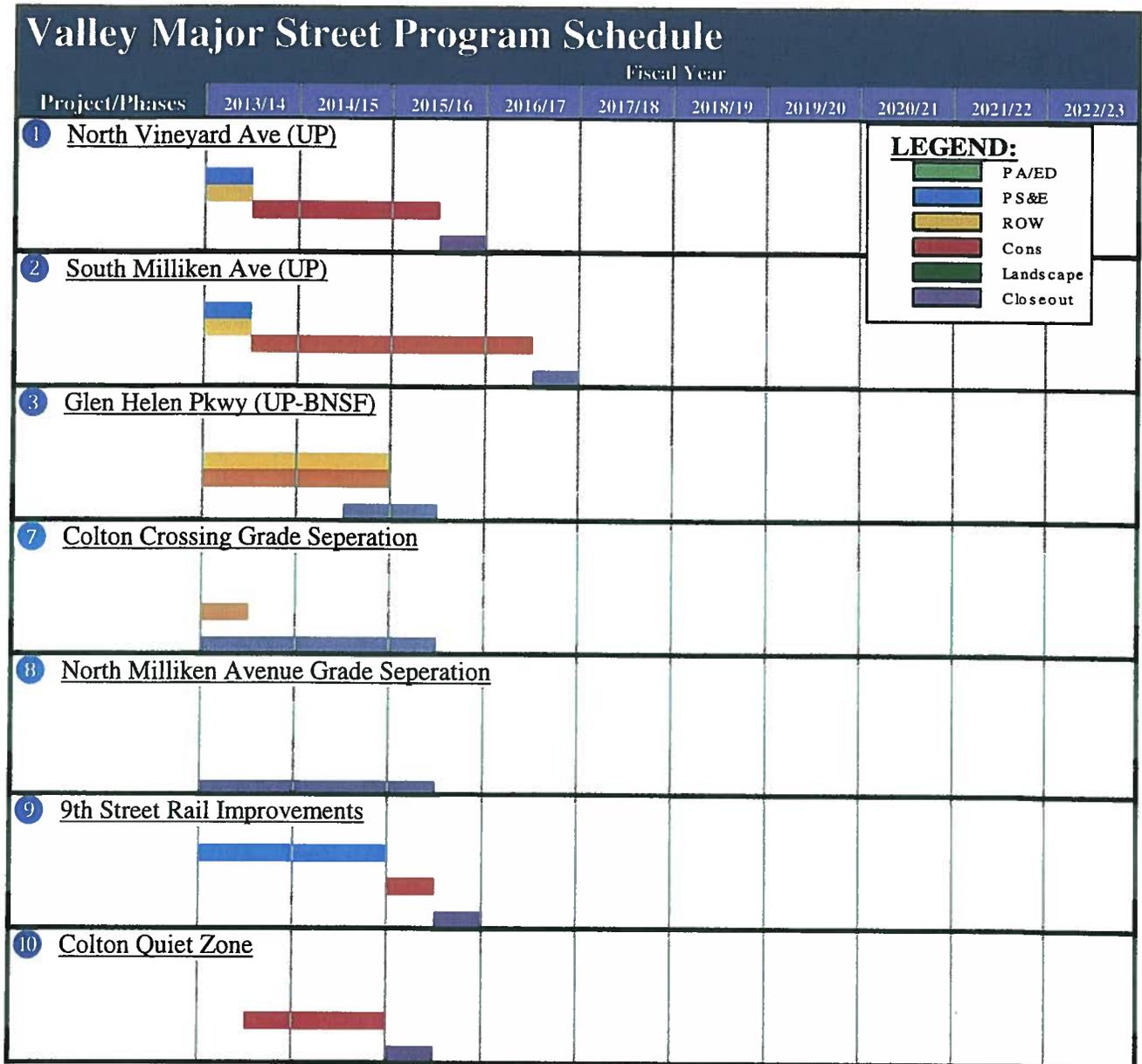
Major Projects Delivery

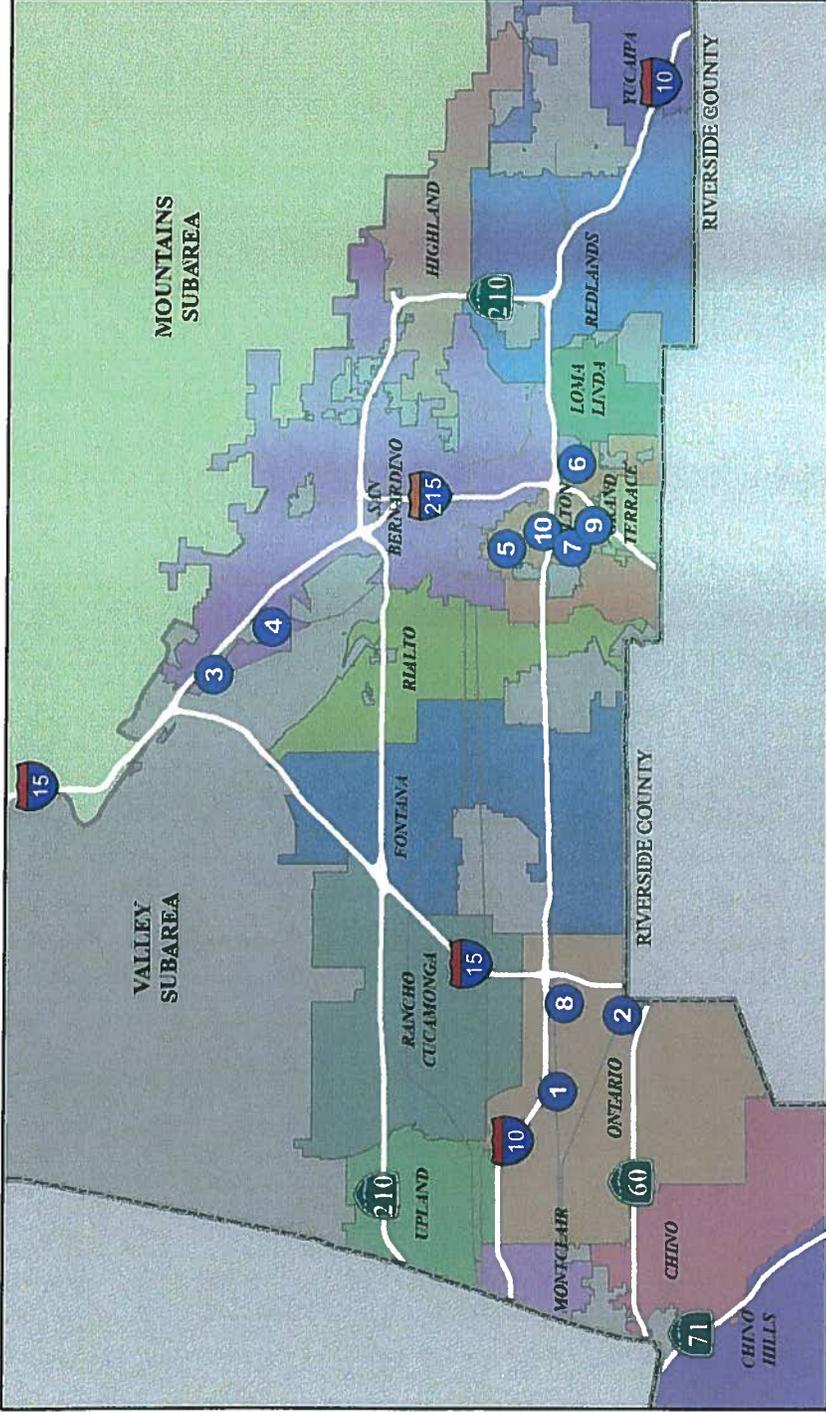
Task 0840 Grade Separation Projects

	2014-2015			
	2012-2013 Actuals	2013-2014 Actuals	Revised Budget	2015-2016 Budget
Expenditures				
Regular Full-Time Employees	74,710	7,253	11,658	-
Fringe Allocation-General	68,326	7,261	11,163	-
Professional Services	33,014	72,385	367,330	1,232,000
Consulting Services	6,268,219	5,021,340	8,843,273	1,960,726
Program Management Fees	703,197	707,335	714,900	515,000
Legal Fees	823,368	1,092,899	233,100	147,000
Construction Capital	34,372,671	39,340,765	78,158,381	41,836,784
Right of Way Capital	22,359,190	5,511,808	5,799,445	2,411,064
Postage	274	333	2,300	200
Advertising	422	1,861	2,000	500
Printing - External	2,787	13,494	4,000	1,200
Meeting Expense	103	-	-	-
Indirect Allocation-General	94,394	7,856	21,207	-
Indirect Allocation-Project Management	40,696	51,495	51,230	42,124
Total Expenditures	64,841,371	51,836,085	94,219,987	48,146,598

Funding Sources

Congestion Mitigation & Air Quality	300,000
Local Projects Fund	6,578,771
MSI North Desert Fund-Major Local Hwy	549,954
MSI Valley Fund-Freeway Projects	3,048,681
Project National & Regional Significance	320,547
Public Utilities Commission	6,352,580
Regional Improvement Program	750,000
State Local Partnership Program-P1B	7,035,450
Surface Transportation Program	1,007,380
Trade Corridor Improvement Fund-P1B	14,393,332
Valley Major Street Bond Fund	7,809,903
Total Funding Sources	48,146,598





① **Project** **North Vineyard Avenue Grade Separation (0877)**

Description

Construct a grade separation over the UPRR tracks to relieve traffic congestion and improve safety. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget*	Future Costs
\$52,905,000	\$35,604,960	\$7,239,540	\$1,500,000

*Additional \$8.6m not going through SANBAG books.

Contract Information

- a. Existing Contracts
- i. 00-1000317, Preliminary Design & Environmental Services, Amount Budgeted \$100,000.
 - ii. 00-1000510, Right of Way Services, Amount Budgeted \$50,000.
 - iii. 00-1000848, Construction Capital, Amount Budgeted \$7,035,450.

② **Project** **South Milliken Avenue Grade Separation (0876)**

Description

Construct grade separation over UPRR tracks to relieve traffic congestion and improve safety. Project is located in the City of Ontario. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget*	Future Costs
\$72,162,000	\$ 11,509,694	\$3,993,404	\$30,289,175

*Additional \$26.4m not going through SANBAG books

Contract Information

- a. Existing Contracts
- i. 00-1000932, Preliminary Design & Environmental Services, Amount Budgeted \$20,000.
 - ii. 00-1000843, Construction Capital, Amount Budgeted \$3,919,314.

3 **Project** **Glen Helen Parkway Grade Separation (0869)**

Description

Construct grade separation over the UPRR and BNSF Railway tracks. The project is in the community of Devore. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$32,511,000	\$30,789,364	\$1,521,636	\$200,000

Contract Information

- a. Existing Contracts
 - i. 00-1000685, Construction Capital, Amount Budgeted \$1,500,000.

① **Project** **Palm Avenue Grade Separation (0874)**

Description

Construct grade separation on Palm Avenue over the BNSF railroad tracks. The project straddles the City of San Bernardino and the County of San Bernardino. Current Phase: Construction closeout

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$24,201,000	\$ 22,646,510	\$1,554,490	\$0

Contract Information

- a. Existing Contracts
- i. 00-1001006, Right of Way Services, Amount Budgeted \$550,000.
 - ii. 00-1000008, Preliminary Design & Environmental Services, Amount Budgeted \$50,000.
 - iii. 00-1000745, Construction Management Services, Amount Budgeted \$200,000.
 - iv. 00-1000903, Construction Capital, Amount Budgeted \$600,000.

5 Project Laurel Street Grade Separation (0884)

Description

Construct a railroad grade separation over the BNSF tracks in the City of Colton to relieve traffic congestion and improve safety. Current phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$64,289,000	\$37,223,360	\$23,065,640	\$4,000,000

Contract Information

- a. Existing Contracts
- i. 00-1000354, Preliminary Design & Environmental Services, Amount Budgeted \$50,000.
 - ii. 00-1000711, Right of Way Services, Amount Budgeted \$1,200,000.
 - iii. 00-1000898, Right of Way Services, Amount Budgeted \$238,501.
 - iv. 00-1000906, Right of Way Services, Amount Budgeted \$274,313.
 - v. 00-1000734, Construction Management Services, Amount Budgeted \$3,000,000.
 - vi. 00-1000837, Construction Capital, Amount Budgeted \$5,399,370.
 - vii. 00-1000935, Construction Capital, Amount Budgeted \$51,322.
 - viii. 00-1000890, Construction Capital, Amount Budgeted \$12,740,000.

6 **Project** **Hunts Lane Grade Separation (0870)**

Description

Construct grade separation on Hunts Lane over the UPRR tracks. The project straddles the cities of San Bernardino and Colton. Current Phase: Construction closeout

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$40,220,000	\$39,630,288	\$589,712	\$0

Contract Information

- a. Existing Contracts
- i. 00-1000422, Construction Capital, Amount Budgeted \$50,000.
 - ii. 00-1000630, Construction Services, Amount Budgeted \$428,894.
 - iii. 00-1000200, Right of Way Services, Amount Budgeted \$100,000.

7 **Project** **Colton Crossing Grade Separation (0879)**

Description

Improve the regional rail network mobility and operation efficiency by constructing a grade separation at the intersection of the UPRR and BNSF tracks in the City of Colton. Current Phase: Project closeout

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$102,691,000	\$102,679,182	\$11,818	\$0

8 **Project** **North Milliken Avenue Grade Separation (0882)**

Description

Construct a grade separation over the UPRR tracks to relieve traffic congestion and improve safety. Current Phase: Construction closeout

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$68,074,000	\$67,068,591	\$1,005,409	\$0

9 **Project** **9th Street Rail Improvements (0885)**

Description

Realign UPRR rail to improve safety and traffic operations and eliminate eleven at-grade railroad crossings in the City of Colton. Project associated with the Colton Crossing Project. Current phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$4,016,000	\$395,000	\$3,032,454	\$588,546

Contract Information

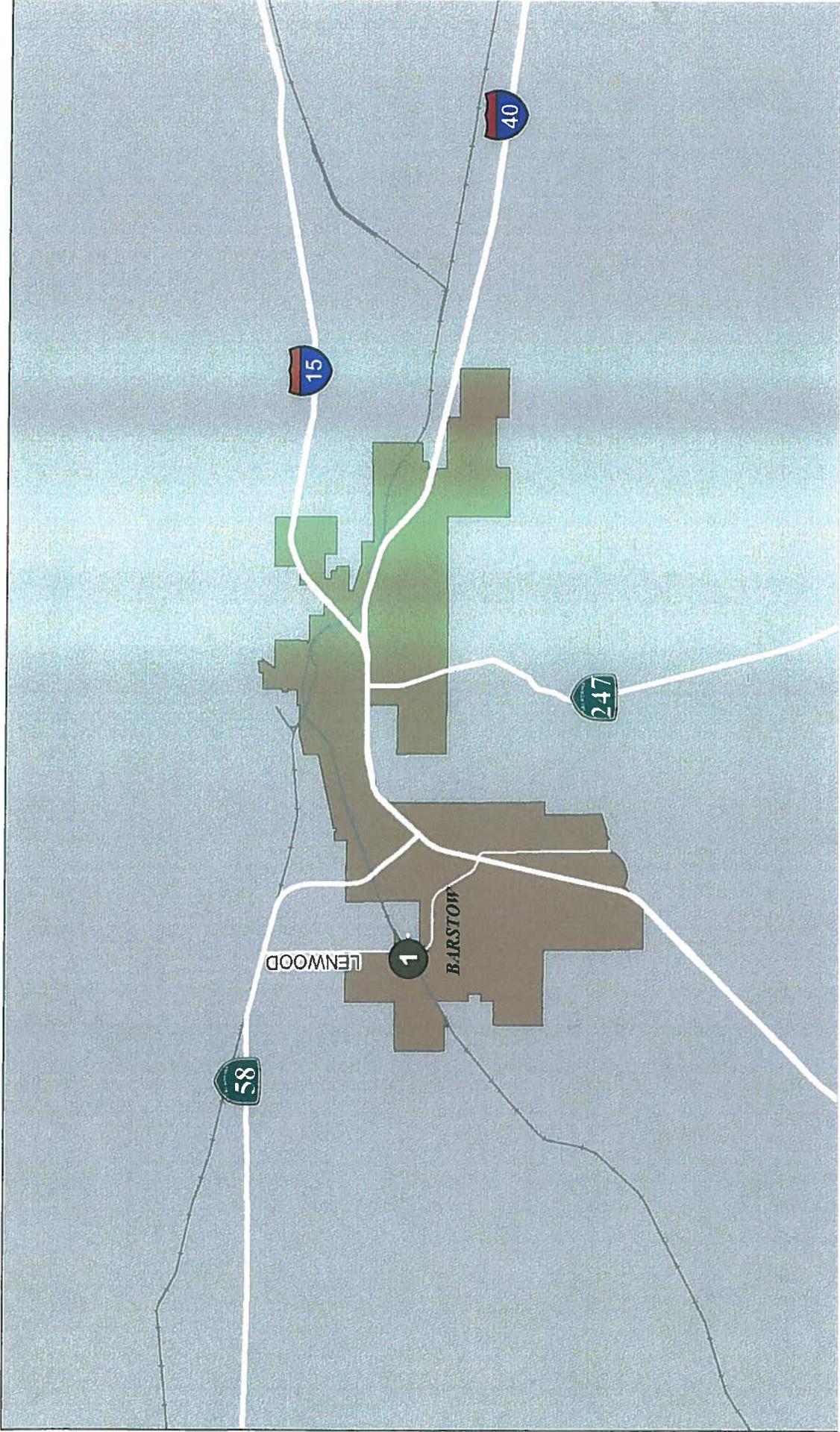
- a. Existing Contracts
 - i. 00-1000733, Construction Capital, Amount Budgeted \$3,000,000.

10 Project Colton Quiet Zone (0886)

Description: Reduce noise from train horns along the Burlington Northern Santa Fe Railway (BNSF) railroad corridor in the City of Colton, associated with the Colton Crossing Project.

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$3,242,000	\$3,225,723	\$16,227	\$0





1 Project Lenwood Road Grade Separation (0881)

Description

Construct four lane grade-separated crossing over the BNSF tracks to improve safety and reduce traffic congestion. Located in the City of Barstow. Current Phase: Construction

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$31,016,000	\$24,370,606	\$6,145,394	\$500,000

Contract Information

- a. Existing Contracts
- i. 00-1000261, Preliminary Design & Environmental Services, Amount Budgeted \$92,346.
 - ii. 00-1000714, Right of Way Services, Amount Budgeted \$50,000.
 - iii. 00-1000900, Right of Way Services, Amount Budgeted \$36,250.
 - iv. 00-1000875, Right of Way Capital, Amount Budgeted \$991,287.
 - v. 00-1000983, Construction Capital, Amount Budgeted \$2,875,160.
 - vi. 00-1000869, Construction Management Services, Amount Budgeted \$327,780.

Major Projects Delivery

Task 0860 Arterial Projects

Purpose

Improve flow of traffic on the San Bernardino Valley arterial streets by completing street and operational improvements.

Accomplishments

Construction of all four tiers of the Valley Signal Coordination Program has been completed. The operation and maintenance of the systems have been turned over to the local agency. SANBAG is currently provides an on-call specialized traffic signal coordination consultant to assist the local agencies in operating and maintaining the systems.

Contract Information – Major Projects Program*

- a. Existing Contracts
 - i. 00-100089, Program Management Services, Amount Budgeted \$20,000.

* Contracts that are utilized on all Sub Tasks within the Program.

Manager

Garry Cohoe, Director of Project Delivery

Major Projects Delivery

Task 0860 Arterial Projects

			2014-2015	
	2012-2013	2013-2014	Revised	2015-2016
Expenditures	Actuals	Actuals	Budget	Budget
Regular Full-Time Employees	3,315	307	771	-
Regular Part-Time Employees	1,236	-	-	-
Fringe Allocation-General	3,032	308	738	-
Professional Services	-	-	100,000	408,245
Consulting Services	316,270	815,990	250,000	-
Program Management Fees	60,542	42,585	20,000	20,000
Legal Fees	-	-	500	-
Postage	42	6	300	-
Travel Expense - Employee	-	-	100	-
Travel Expense-Mileage-Employee	47	-	-	-
Travel Expense-Mileage-Non-Employee	-	-	100	-
Advertising	-	-	200	-
Printing - External	-	-	500	-
Communications	-	23,134	6,962	-
Meeting Expense	-	-	100	-
Indirect Allocation-General	5,004	333	1,290	-
Indirect Allocation-Project Management	4,963	5,338	1,621	1,636
Special Items	573,428	-	-	-
Total Expenditures	967,879	888,001	383,182	429,881

Funding Sources

MSI Valley Fund-Traffic Mgmt Sys	429,881
Total Funding Sources	429,881

Project **Valley Signal Coordination (0701)**

Description

Improve the flow of traffic on the San Bernardino Valley arterial streets by coordinating traffic signals. Current Phase: Monitoring and maintenance

Total Estimated Cost	Costs to Date	Proposed Budget	Future Costs
\$16,549,917	\$16,020,036	\$429,881	\$100,000

Contract Information

- a. Existing Contracts
 - i. 00-1000557, Construction Capital, Amount Budgeted \$408,245.

Notes: Project consists of 1,200 locations throughout San Bernardino County. Project is not included on maps.

Minute Action

AGENDA ITEM: 4

Date: *March 12, 2015*

Subject:

Major Projects Status Briefing for the Period Through December 2014

Recommendation:

Receive the Major Projects Status Briefing for the period through December 2014.

Background:

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

- 1. Substantial completion of the Hunts Lane Grade Separation Project:** This project provides a grade separation of Hunts Lane over the Union Pacific Railroad tracks in the cities of Colton and San Bernardino. Traffic was open over the new bridge in October, 2014 with final contract work being completed at the end of the year. This project will eliminate delay at the existing grade crossing and will improve safety and air quality.
- 2. Construction Contract Award for I-10/Tippecanoe Phase II:** At the November Board meeting, a construction contract was awarded for the I-10/Tippecanoe interchange phase 2 work. This \$13.9 million contract provides for reconfiguration of the existing interchange to improve traffic flow and freeway access in the cities of San Bernardino and Loma Linda. Construction started in January, 2015 and will last about 2 years.
- 3. I-10/University Street Interchange Preliminary Engineering and Detail Design Contract Award:** At the December Board meeting, a design contract was awarded for the preliminary and detailed design of the I-10/University Street Interchange. This project will widen the I-10/University Street interchange eastbound onramp and westbound off-ramp and provide westbound ramp metering in the City of Redlands.

Financial Impact:

No financial impact, information only.

Reviewed By:

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

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
 Board of Directors Metro Valley Study Session
 Date: March 12, 2015

Witnessed By:

Entity: CTA

Minute Action

AGENDA ITEM: 5

Date: *March 12, 2015*

Subject:

Amendment to Project Management Contract with Chad Costello

Recommendation:

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

Approve Amendment No. 3 to Contract No. C10006, a sole source contract, with Mr. Chad Costello for the continuation of Project Management Services, for an additional \$820,000.00 for a revised not-to-exceed amount of \$1,735,000.00, and extend the contract term through August 31, 2018, with an option for a 2-year extension.

Background:

The purpose of this agenda item is to increase the contract value and extend the contract duration for Project Management services provided by Mr. Chad Costello to SANBAG and to add an option for a two year extension. Continued services from Mr. Costello will result in avoidance of a conflict of interest on the management of I-10 Corridor project, provide additional project management assistance, and will accommodate a smooth transition should the Board of Directors award the upcoming Program Project Management contract to a firm other than the incumbent. Mr. Chad Costello began assisting with the Major Projects Program when Fluor, the firm who previously held the Program Management Contract at SANBAG, was unable to recruit the required staff. Mr. Costello entered into a Purchase Order contract with SANBAG. He was assigned to Interstate 10/Tippecanoe Avenue Interchange, Hunts Lane Railroad Grade Separation, and asked to assist in the Alternative Financing contracts. Mr. Costello's knowledge and experience successfully aided in moving these projects forward.

In June 2009, Parsons Transportation Group, Inc. (Parsons) was awarded the Program Management Contract for the Major Projects Program. At that time, Parsons was performing work on several existing environmental and design phase contracts with SANBAG. Staff viewed it as a conflict of interest for Parsons to perform concurrently on both the SANBAG project management oversight and the design and environmental services for a project. As a means for avoiding this conflict for Parsons, the Board of Directors in August of 2009, approved the sole source contract for Mr. Costello, a separate independent consultant, for the project management of the above listed projects at an hourly rate of \$120 for a not-to-exceed amount of \$300,000. Subsequently, this contract was amended twice and a contract chronology is summarized below as follows:

- August 2009: Board of Directors approved C10006 for a not to exceed amount of \$300,000, a billing rate of \$120.00 and a term through August 5, 2011.

Entity: CTA

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- June 2011: Board of Directors approved a first amendment to contract C10006 to add \$300,000, and extend the term through August 13, 2013, with no increase to the hourly rate.
- June 2013: Board of Directors approved a second amendment to the contract to add \$315,000, extend the term through August 31, 2015, and increase the rate by 5% for a contractual hourly rate of \$126.00.
- March 2015: Metro Valley Study Session will be asked to consider a recommendation to approve Amendment No. 3 to this contract. The amendment allows for an annual rate increase in the rate based on an Economic Cost Index supplied by the Bureau of Labor Statistics, an \$820,000.00 increase to the contract amount, an extension to the contract duration of three years, and to include provisions for a two year extension.

The Board of Directors recently approved an extension to the Parsons' I-10 Corridor Contract through June 30, 2018, so the need to avoid a conflict of interest in having Parsons perform project management oversight and the design and environmental services for the project continues. The approval of this amendment to Mr. Costello's contract would continue to effectively preclude the conflict of interest for Parsons and allow continuity on his current assignments. For this reason staff is recommending to align the contract duration with the Parsons' I-10 Corridor Contract duration and to update the contract to allow reasonable rate escalation, consistent with SANBAG's current contracts.

Mr. Costello's current assignments under this contract include the project management of the Interstate 10 (I-10) Cherry Avenue and I-10 Citrus Avenue Interchanges; both projects have been aggressively managed, successfully delivered for construction, and recently completed and opened to traffic. Mr. Costello will continue to oversee various close-out tasks required for both projects in accordance with the cooperative agreements such as Construction Close-Out Reports, initiating Landscape Maintenance and Planting contracts, Final Right of Way Reporting, As-Built Plans, Maintenance Agreements, Freeway Agreements, and TCIF Fund Reports. In addition, Mr. Costello is managing the I-10 Corridor project which is currently near 70% completion of the Project Approval and Environmental Document milestone. In tandem, he has assisted in the procurement and management of Alternative Financing contracts for both the I-10 and I-15 Corridor Projects and a separate Project Study Report contract for the I-15 Corridor. The Level Two Finance Toll Feasibility Studies have been completed and a workshop for the Board of Directors was held in October 2013, presenting the outcome of these studies. Additionally, the Project Study Report for the I-15 Corridor Project, beginning in March 2012, was successfully managed and completed in September 2014, facilitating the recent start of the I-15 Corridor Preliminary Engineering and Environmental Document.

Other past accomplishments by Mr. Costello include the drafting and management of various Requests for Proposals (RFP) leading to contract procurement. Mr. Costello effectively led the procurement process resulting in SANBAG's first on-call right-of-way services contract. This task proved to be rather intensive because of the broad scope of services involved in the right-of-way phase of project delivery. For this task, Mr. Costello was required to address each facet within the RFPs. The resultant right-of-way services contract provided resource support for various Major Projects and assisted in maintaining delivery schedules.

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Mr. Costello had foregone escalation and continued to bill SANBAG at the same rate since 2008 through June 2013. For contract amendment No. 2 executed in 2013, staff compared Mr. Costello's hourly billing rate with other consultant project managers. At that time a random sampling of project managers' rates from four companies and five different contracts yielded fully burdened hourly rates ranging from \$164.88 to \$287.44, with an average of \$214.75 per hour. Taking these hourly rates into consideration, and Mr. Costello's success in delivering projects, a 5% increase was negotiated revising his hourly rate from \$120.00 to \$126.00. For this amendment staff recommends aligning the terms of his contract with current approved contracts that contain escalation clauses. Presently, escalation based on the Employment Cost Index supplied by the Bureau of Labor Statistics shows a 1.9% change for the past 12 month period. It is therefore recommended to reasonably increase Mr. Costello's 2013 rate by 1.9% to \$128.40. This is still well below typical hourly rates of project managers, having similar experience, presently under contract.

If Amendment No. 3 is approved, the contract with Mr. Costello will remain in effect until August 31, 2018, at an hourly rate of \$128.40 with annual escalation, for a revised not-to-exceed contract amount of \$1,735,000.00. This budgetary amount and contract duration will allow Mr. Costello to commit full time to SANBAG and to take on additional assignments. Mr. Costello's experience and vast knowledge of project management, delivery methods, Caltrans Local Assistance, Trade Corridor Improvement Fund and Federal Highway Administration funding obligation procedures, and SANBAG experience, has brought further success to delivery within the Major Projects Program. Staff recommends approval of this Amendment No. 3 in order to provide for the continuity in completing his current assignments, taking on new assignments, avoidance of a the conflict of interest with Parsons, and assisting in the transition of the new Program Project Management firm, if necessary.

Financial Impact:

This item has no impact on the current Fiscal Year 2014/2015 budget and will be budgeted in the next Fiscal Year budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Procurement Manager have reviewed this item and the draft amendment.

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: March 12, 2015

Witnessed By:



CONTRACT SUMMARY SHEET

Contract No. C 10006 Amendment No. 3

By and Between

Chad Costello and San Bernardino Associated Governments/San Bernardino County Transportation Authority

Contract Description Project Management Services

Board of Director's Meeting Date: 4/4/2015
Overview of BOD Action: Original Contract approved 8/5/2009 for \$300k; Amendment No. 1 approved 6/1/2011 for additional \$300k; Amendment No. 2 approved 6/1/2013 for \$315k.

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW

Original Contract Amount	\$	300,000.00	Original Contingency Amount	\$	0.00
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	915,000.00	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	0.00
Current Amendment Amount	\$	820,000.00	Contingency Amendment	\$	0.00
TOTAL CONTRACT VALUE	\$	1,735,000.00	TOTAL CONTINGENCY VALUE	\$	0.00
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 1,735,000.00

Contract Start Date 08/05/2009	Current Contract Expiration Date 8/31/15	Revised Contract Expiration Date 8/31/18
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Has the contract term been amended? No Yes - please explain.
 This contract has eliminated the conflict of interests between PTG as a designer and as Program Project Manager for Major Projects.

FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 825.826.850 and will be included in the next FY.
 A Budget Amendment is required.

How are we funding current FY? MSI Valley Fund – Freeway Project and Freeway Interchange

Federal Funds State Funds Local Funds TDA Funds Measure I Funds

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

MSI Valley Fund – Freeway Project and Freeway Interchange

Payable Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:

Retention? If yes, indicate % ____.

Disadvantaged Business Enterprise (DBE) Goal ____ %

Paula Beauchamp

Project Manager (Print Name)

Garry Cohoe

Task Manager (Print Name)

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

Contract Administrator (Print Name)

Chief Financial Officer (Print Name)

Signature

Date

Signature

Date

Signature

Date

Signature

Date

Signature

Date

AMENDMENT NO. 3 TO**CONTRACT NO. C10006****BY AND BETWEEN**

**SAN BERNARDINO ASSOCIATED GOVERNMENTS, ACTING IN ITS CAPACITY AS
THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

AND

CHAD COSTELLO

This AMENDMENT No. 3 to CONTRACT No. C10006 between Chad Costello, sole proprietor (hereafter called CONSULTANT) and the San Bernardino Associated Governments, acting in its capacity as the San Bernardino County Transportation Authority (hereafter called AUTHORITY):

RECITALS

- A. WHEREAS, AUTHORITY, under Contract No. C10006 (“Contract”), has engaged the services of CONSULTANT to provide project management services; and
- B. WHEREAS, the parties hereto desire to amend the Contract to increase the contract amount, to extend the term of the Contract for an additional three years, and add a two year optional extension.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, CONSULTANT and AUTHORITY do hereby agree to amend the Contract as follows:

1. Delete Article 2. “TERM” and replace with the following:
“This Contract will commence on August 5, 2009, and remain in effect until August 31, 2020 or as terminated as thereafter provided.”
2. Delete Article 4. “COMPENSATION”, Subsection A.2. and replace with the following:
“2. CONTRACTOR shall be paid at the rate of \$128.40 for each hour of service under this Contract beginning August 31, 2015, through December 31, 2018. Total compensation under this Contract is limited to a Not-to-Exceed amount of \$1,735,000.00. This payment shall constitute full compensation to CONTRACTOR.”
3. Add Subsection A.3 to Article 4 “COMPENSATION” as follows:
“3. On January 1 of each year commencing in 2016, CONTRACTOR’s hourly rate

of compensation shall adjust by the percentage change in the Bureau of Labor Statistics Employment Cost Index (ECI) Table 5 for total compensation (not seasonally adjusted) for private industry workers, wages and salaries, All workers, or its successor index, from September of the second prior year to September of the prior year. That is, the increase to go into effect on January 1, 2016 will be the increase in the ECI between September 2014 and September 2015, the increase to go into effect on January 1, 2017 will be the increase in the ECI between September 2015 and September 2016, and the increase to go into effect January 1, 2018 will be the increase in the ECI between September 2016 and September 2017.”

- 4. The Contract and Amendments 1 and 2 are incorporated into this Amendment.
- 5. Except as amended by this Amendment No. 3, all other provisions of the Contract shall remain in full force and effect.
- 6. This Amendment No. 3 is effective on the date executed by AUTHORITY.

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

Attachment: C10006-03 [Revision 1] (1573 : Amendment to Project Management Contract with Chad Costello)

IN WITNESS WHEREOF, the parties have duly executed this Amendment No. 3 below.

CONSULTANT

AUTHORITY

Chad Costello
Consultant

L. Dennis Michael
President, Board of Directors

APPROVED AS TO FORM

Eileen Monaghan Teichert
General Counsel

CONCURRENCE

Jeffery Hill
Procurement Manager

Attachment: C10006-03 [Revision 1] (1573 : Amendment to Project Management Contract with Chad Costello)

Minute Action

AGENDA ITEM: 6

Date: *March 12, 2015*

Subject:

Release of Request for Proposals for Program Project Management and Other Technical Services

Recommendation:

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

Approve circulation of Request for Proposals (RFP) No. 15-1001195 for Program Project Management and Technical Services.

Background:

Staff is requesting approval to release a Request for Proposals for Program Project Management and Technical Services in support of the Major Projects Program and the various projects included within. The current contract does not expire for some time, however, in order to provide a smooth transition of Project Management teams, staff is requesting authority to release an RFP at this time. This professional services solicitation is intended to result in a consultant under contract with SANBAG by fall 2015. SANBAG staff will provide overall direction for the transportation program and assign the consultant staff to perform specific job responsibilities aimed at assisting staff and providing the technical expertise necessary for managing and overseeing transportation projects. Under this new 5-year, \$27 Million contract, the consultant will function both in-house as an extension of SANBAG staff and supplement SANBAG staff on an on-call basis. Specifically, on a full time basis the consultant will assist SANBAG staff in the oversight, management, and completion of all work associated with the development and approval of the projects through construction. On an as-needed basis technical services will be requested as required to effectively and efficiently manage the program as well as individual projects. The following general categories describe the needs of the program:

- Program Management
- Project Management
- Technical Oversight and Support
- Procurement and Contract Management
- Project Controls
- Administrative Support
- Construction Management

Staff is requesting authority to release a Request for Proposals for Program Project Management and Technical Services.

Financial Impact:

This item has no impact on the current Fiscal Year 2014/2015 budget and will be budgeted in the next Fiscal Year.

Entity: CTA

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Reviewed By:

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

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: March 12, 2015

Witnessed By:

Attachment A

SCOPE OF WORK

Program Project Management and other Technical Professional Services

The San Bernardino County Transportation Authority is contracting for Program Project Management Consultant services to support the implementation of various transportation projects.

1.0 BACKGROUND

San Bernardino County Transportation Authority (SANBAG) is responsible for managing transportation projects in San Bernardino County including environmental, design, right of way, and construction. The projects comprise improvements for freeways, highways, railroad grade crossings, and local roads. SANBAG is obligated to deliver the projects using the funds available and in a timely manner. The Program Project Management Consultant (CONSULTANT) will assist the SANBAG staff by providing staff assistance and technical expertise in managing and overseeing transportation projects.

Each project will be a significant undertaking that requires CONSULTANT assistance to serve as advisors, managers, and an extension to SANBAG staff.

2.0 GENERAL DESCRIPTION OF SERVICES

SANBAG will provide overall direction for the transportation program and assign its own staff to perform specific job responsibilities. Under this contract, CONSULTANT shall function as an extension of SANBAG staff and supplement SANBAG staff by providing specialized expertise as required to effectively manage the program as well as individual projects. CONSULTANT shall provide technical expertise and support in all areas of project management, construction management, project controls, contract management, and other technical subjects related to transportation projects. Specifically, CONSULTANT shall assist SANBAG staff in the oversight, management, and completion of all work associated with the development and approval of the projects through construction. CONSULTANT shall also assist in the procurement of professional services for project components. CONSULTANT's support shall be in the following general categories:

- Program Management
- Project Management
- Project Oversight and Support
- Contract Management
- Project Controls

- Administrative Support
- Construction Management
- Technical support

3.0 SCOPE OF SERVICES

3.1 Program Management

CONSULTANT shall assist in managing and directing CONSULTANT personnel assigned in project management, technical oversight and support, contract management, project controls, administrative support, and construction management in an effort to deliver Measure I Projects from project initiation through construction closeout. CONSULTANT shall provide technical expertise and support in all areas of program management required to successfully deliver the Major Projects program. Reporting of project scope, schedule, and cost shall be performed routinely and as requested for various audiences. The CONSULTANT Program Manager, who will be assigned full time and reports to the SANBAG facility daily, will also serve as a project manager on specific SANBAG projects.

3.2 Project Management

CONSULTANT shall assist SANBAG in managing both corridor and individual transportation projects. CONSULTANT shall work with SANBAG, other consultants, federal agencies and its agents, Caltrans, County of San Bernardino, utility companies, various local agencies, resource agencies, and other stakeholders to assist in developing these projects. Activities include, but are not limited to:

- Provide project management direction and coordination to the project team.
- Develop and sustain an integrated team relationship with SANBAG's staff.
- Perform project management activities, collaborative practices, and problem solving for both corridor and project level.
- Write, maintain, review and/or audit project management plans, with particular emphasis on meeting Federal Highway Administration (FHWA) and Caltrans requirements, and maintain adherence to them.
- Support and participate in interagency coordination and public outreach. Prepare presentation materials, make presentations, as requested, and document the results.
- Coordinate SANBAG projects and document reviews with other project stakeholders such as Caltrans, County of San Bernardino, cities, utility companies, and other local agencies and stakeholders.
- Foster and maintain relationships with state, federal and local governments, resource agencies, and other consultants.

- Maintain and report scope, cost, and schedule for projects and programs.
- Manage and oversee other consultant's work, including performing peer reviews, and auditing consultant quality practices.
- Assure quality, efficient, and timely completion of all project components.

3.3 Technical Support

CONSULTANT shall assist SANBAG in the oversight of work performed by other consultants. This work may be performed by CONSULTANT staff assigned to SANBAG's office or by others working out of the CONSULTANT's office. As necessary, support in technical areas will be specifically requested and identified by SANBAG. Activities include, but are not limited to:

Technical Support

- Provide technical expertise in all major elements of architecture and engineering (civil, structural, electrical, traffic, landscape architecture, drainage and storm water, utilities, etc.) as they pertain to transportation projects.
- Develop, maintain, and assure compliance of required criteria and standards for transportation projects.
- Prepare and review cost estimates, independent cost estimates, and unit costs in accordance with FHWA and/or Caltrans guidelines.
- Advise SANBAG staff in technical matters and assist in the resolution of technical issues and problems, including claims review and resolution.
- Value engineering and constructability review expertise as needed.
- Provide utility mapping and coordination, agreement preparation, and execution assistance.
- Assist in the preparation and implementation of Project Management Plans.
- Coordinate peer reviews and partnering sessions.
- Provide expertise in preparing information to meet Project Approval/Environmental Document (PA&ED), Project, Specifications & Estimates (PS&E), Bid Package, and Advertise & Award requirements including any progress reporting.
- Provide Risk Analysis support
- Prepare graphics and visuals.
- Prepare technical reports as assigned, including pre- and post-construction surveys.
- Evaluate alternative project delivery methods.

3.4 Contract Management

CONSULTANT shall provide contract management assistance to the SANBAG staff. Activities include, but are not limited to:

- Support in procurements of other consultants required for the development of transportation projects, including assistance with alternative project delivery methods, and contract administration.
- Assist SANBAG staff in preparing cooperative agreements with other agencies, consultant agreements, amendments, and scopes of work.
- Assist in reviewing other consultant, or local agency invoices for compliance with contract or cooperative agreement terms, including review for accuracy and consistency.
- Assist in administering payments and billings and other associated general administrative activities.
- Prepare contract status reports.

3.5 Project Controls

CONSULTANT shall assist the SANBAG staff with scheduling, budgeting, cost control, change control, quality control, and document control. Activities include, but are not limited to:

- Establish, maintain, and monitor the individual project schedules.
- Manage and maintain current cost estimates for each project and evaluate and incorporate any cost or project scope changes.
- Manage and maintain the program budget database, including the project's baseline cost and schedule, the current cost and schedule, and performance indicators such as earned value.
- Manage the Quality Assurance/Quality Control (QA/QC) program to ensure that the QA/QC program established by other consultants working on individual projects adheres to SANBAG's requirements.
- Update, manage, and maintain the SANBAG document control system and database per SANBAG procedures. All incoming and outgoing items shall be logged, filed and distributed. Other document control activities include the logging and storage of archival information, security of controlled documents, and electronic file maintenance. Accurate records of correspondence, drawings, reports, and other project related documents and deliverables shall be maintained.
- Provide expertise on state-of-the-art knowledge of information technology practices as related to project controls.

3.6 Administrative Support

CONSULTANT shall provide day-to-day administrative support to the SANBAG Project Management Team developing transportation projects. This administrative support shall provide all necessary administrative and secretarial assistance. Anticipated activities include, but are not limited to:

- Prepare reports and correspondence.
- Perform data processing to develop databases, spreadsheets, flow diagrams, agendas, meeting reports, and assist in drafting power point presentations.
- Research and summarization as requested.
- Coordinate meeting accommodations and travel arrangements.
- Other administrative duties as assigned.

3.7 Construction Management Support

CONSULTANT will perform a wide variety of construction management, support and contract administration duties as needed for various projects in accordance with Caltrans Construction Manual and FHWA requirements.

SANBAG assigns a Construction Manager for each construction contract that it self-administers and when it has an oversight role. Typical tasks of the Contract Manager include:

- a. Develop consultant scopes-of-work, plan and administer the consultant selection process, and negotiate contract terms for individual project construction management consultants. Consultant management services may include inspection, materials testing, construction surveying, independent quality assurance, and public outreach.
- b. Coordinate development of the construction contract bid package with the design and construction management consultants;
- c. Oversees the advertisement and award of construction contract;
- d. Directs the work of the construction management consultant and other construction related consultants in administering the construction contract;
- e. Represents SANBAG in meetings with the construction management consultants, construction contractor and other stakeholders;
- f. Foster a partnering relationship with the construction contractor, construction management consultant, facility owner (generally Caltrans or local jurisdiction) and other stakeholders;
- g. Review and recommend approval of contractor progress payments and change orders.
- h. Review and assist in the analysis of contractor schedules, claims and change orders;

- i. Ensure that the work is executed in accordance with encroachment permits, environmental permits, cooperative agreements and other requirements of facility owner and regulatory agencies;
- j. Perform Labor Compliance and other contract compliance reviews;
- k. Oversee and direct work of construction management consultant to ensure compliance of contractor with certifications and licenses, materials certification and testing, labor compliance, and other contractual compliances.
- l. Execute construction close-out including, transferring improvements to facility owner, resolving claims, and completion of as-built plans and other project records.

4.0 STAFFING

4.1 Level of Support

All CONSULTANT staff shall work in an integrated team relationship with SANBAG staff members, as well as other consultants. The level of effort required by the CONSULTANT key staff team under this contract shall be of such level to provide the project management and project control to ensure the successful delivery of a well-managed program. The CONSULTANT key staff shall be assigned full-time and shall be available Monday through Friday at a minimum. The level of effort of this key staff will be re-evaluated periodically to assure that the appropriate level of support is maintained. SANBAG shall have sole discretion in defining and making changes in positions and tasks assigned to CONSULTANT during any re-evaluations. CONSULTANT shall provide support in the following functions:

- Program Management
- Corridor Project Management
- Project Management
- Technical Oversight, Peer Review, and Support
- Project Controls
- Contract Management
- Administrative Support
- Construction Management

Due to the potential variability in the transportation program requirements, CONSULTANT shall supplement the core staff by providing SANBAG approved specialized personnel/expertise as required to assist in effectively providing the functions above.

4.2 Location

The CONSULTANT core staff shall be co-located with SANBAG staff at its administration facilities located at 1170 W 3rd St, San Bernardino, CA 92410.

4.3 Material and Services Provided By SANBAG

SANBAG will provide office space, furniture, basic computer hardware and software, telephones, office supplies, and printing services to individuals assigned to SANBAG's office in San Bernardino, California. Any special equipment, specialized computer software, or supplies required by these individuals shall be provided by CONSULTANT.

5.0 DELIVERABLES

5.1 Anticipated Deliverables

CONSULTANT shall be responsible for assuring an efficient and timely production of deliverables and performance of activities for the transportation program. Items and activities include, but are not limited to:

- Project management plans
- Project schedules
- Design/other consultant reviews
- Utility agreements
- Design criteria(s) and standards
- Cost estimates (capital and O&M)
- Value engineering, constructability and peer review session reports
- Risk analysis documentation
- Technical reports and studies as assigned
- Constructability Review
- Claims Review, Consultation
- Planning reports and studies as assigned
- Graphics and visuals
- Agency cooperative agreements
- Procurement and contract management documents
- Project status reports
- Program schedules
- Project budgets
- QA/QC monitoring reports
- Document control logs
- Project closeouts

Specific deliverables will be further defined during the term of the Agreement.

Minute Action

AGENDA ITEM: 7

Date: *March 12, 2015*

Subject:

I-10 Pepper Avenue Project - Trade Corridor Improvement Funds

Recommendation:

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

Authorize staff to submit an application to the California Transportation Commission (CTC) for programming and allocation of \$1,157,775 of Trade Corridor Improvement Fund (TCIF) funding to fund a cost increase on the Interstate 10 (I-10) Pepper Interchange Project.

Background:

In February 2013, the Board approved Contract No. C13040 with the City of Colton and the County of San Bernardino to fund the Interstate 10 (I-10) Pepper Avenue Interchange. The project is largely funded with \$7 million of federal funds comprised of \$6.1 million of federal TEA-21 Demonstration (DEMO) funds and \$0.9 million of SAFETEA-LU Interstate Maintenance Discretionary (IMD) funds. Due to the risk of rescission of these older federal funds the Board approved proceeding with the development of the project. The project proposes to increase the number of lanes of the I-10 Pepper Avenue Bridge from three lanes to five to address traffic congestion at the interchange. The final design is currently being completed with construction scheduled to begin in late-2015.

At the time of approval, the estimate for the construction phase of the project was \$7 million. The original concept to widen the bridge was to append a new structure to the existing I-10 Pepper Avenue Bridge. During design of the structure it was determined that required upgrades to the existing bridge to meet seismic standards were more extensive than assumed at the concept stage. The cost of these upgrades was determined to cost as much as replacing the existing structure. Given this, it was decided to proceed with the replacement of the existing bridge. The preliminary estimated total cost for the full bridge replacement then was still within the construction phase budget.

The project is being delivered under the Caltrans Streamlined Oversight Permit (SOP) program, which is an expedited delivery process. The 95% design plans were recently completed and the latest detailed estimates indicate cost increases from the preliminary estimate. The construction phase estimate for project costs is now \$9.48 million, which includes \$700,000 for the cost to install a water line in the bridge for West Valley Water District (WVWD). The cost for the water line will be fully reimbursed to SANBAG by WVWD. This leaves a \$1.75 million funding need over the programmed amount. Staff worked with Caltrans to limit cost increases and, as a result, Caltrans approved several exceptions that eliminated or deferred features that would have

Entity: *CTA, CTC*

resulted in additional construction costs. In addition, the scope of the project was reviewed to see if any work could be deleted. It was determined that the final project design is limited to the core and essential features of the bridge. The following items were the major contributors to the cost increase:

1. Construction staging: The I-10 Pepper Avenue Interchange is the primary freeway access point for the Arrowhead Regional Medical Center, which contains a trauma center and other vital medical services. As such, it is imperative to maintain good access to the hospital at all times during construction. The conceptual cost estimates did include funds for construction staging of a typical interchange project, which was later found to be inadequate due to the complexity of the staging for the Pepper Avenue Interchange project.

Another factor that impacted the cost of staging is the duration of construction. The original concept plan assumed a 12-month construction duration when the preliminary estimate to replace the whole bridge was developed. The increase of cost on staging is due to the lengthened duration of construction from 12 months to 18 months was mistakenly not accounted for.

2. Pavement: The quality and thickness of pavement increased during final design due to considerations for impacts from the high truck volumes at this interchange. Also, the required area of new paving was increased from the original concept based on final design requirements for bridge depth, bridge approaches, condition of the existing pavement, and other considerations to satisfy State geometric requirements.
3. Electrical: The conceptual estimate assumed that some of the electrical items such as traffic signal poles and street lights would be reused. The final design has determined that, due to the change in the roadway profile and the age of the equipment, the replacement of this electrical equipment is required.
4. Construction Management: As stated above, one thing that was not accounted for when the decision was made to replace the whole structure was the cost impact to items that are tied to the duration. Construction Management cost is impacted by the duration. With the duration of construction increasing from the 12 months to 18 months, Construction Management costs will increase by a similar magnitude. This cost increase was mistakenly not accounted for. In addition, there are new Caltrans requirements for local agencies administering construction projects on the State Highway System. These requirements include a more rigorous storm water pollution prevention plan (SWPPP) program, and full responsibility for source inspection and material testing requirements.

In accordance with the 2013 Nexus Study, project cost responsibility is 34% Developer Share from the City of Colton and 66% Public Share, which is SANBAG's responsibility. In accordance with Contract No. C13040, the County of San Bernardino fulfilled its Developer Share contribution in Phase 1. The City's portion for the increased construction phase is \$596,430 and SANBAG's portion for the increased construction phase cost is \$1,157,775. Staff is recommending that the Board authorize submittal of an application to the California Transportation Commission to seek programming and allocation of \$1,157,775 of

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Trade Corridor Improvement Fund (TCIF) to fund the public share of the cost increase. The \$1.15M of TCIF funds are savings from other SANBAG projects and are available to SANBAG for projects that meet the TCIF criteria and that can be ready for construction by June 2016. Due to the high volume of trucks using the I-10 Pepper Avenue Interchange and because I-10 is an essential trade corridor route, the project should qualify for TCIF funding.

Staff is working with the City on an amendment to Contract No. C13040 for approval at a future SANBAG Board meeting to address the cost increase. A summary of the funding plan for the construction phase of the project is provided in the table below. Staff will also take a draft TCIF Baseline Agreement for Board approval at a future meeting.

I-10 Pepper Avenue Interchange - Construction Phase Funding Plan						
Component	DIF (34%)	IMD	DEMO	TCIF (66%)	By Others	TOTAL
Capital	\$493,378	\$0	\$5,695,889	\$957,733	\$700,000	\$7,847,000
Support	\$103,052	\$904,000	\$431,906	\$200,042	\$0	\$1,639,000
TOTAL	\$596,430	\$904,000	\$6,127,795	\$1,157,775	\$700,000	\$9,486,000

Financial Impact:

The project is consistent with the 2014/2015 Fiscal Year Budget. Use of additional City Developer Funds and TCIF funds for the construction phase will be reflected in the Fiscal Year 2015/2016 Budget.

Reviewed By:

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

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: March 12, 2015

Witnessed By:

Minute Action

AGENDA ITEM: 8

Date: *March 12, 2015*

Subject:

Express Lanes Tolling Policy and Toll Revenue Policy

Recommendation:

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

Approve the Express Lane tolling policies included in Table 1, and approve the toll revenue policies included in Table 2.

Background:

At the July 2014 Board Meeting, the SANBAG Board approved the Express Lanes Alternative as the Locally Preferred Alternative for the I-10 Corridor Project, subject to the completion of the California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) review. SANBAG is also evaluating an Express Lanes Alternative as the sole build alternative for the I-15 corridor. In order to continue the development of these two corridor projects, several activities need to advance concurrently with the environmental process, one of which is completion of the Investment Grade Traffic and Revenue Forecast.

A Preliminary Traffic and Revenue Forecast was completed in 2011, which confirmed the potential for Express Lanes on the I-10 and I-15 corridors. The Intermediate Traffic and Revenue Study, presented to the Board in October 2013, confirmed financial feasibility for the two corridor projects. The next financial analysis step is to develop an Investment Grade Traffic and Revenue Forecast, which will serve as a key component of the updated financial plan for the two corridors, and is required to be completed prior to submission of a Transportation Infrastructure Finance and Innovation Act (TIFIA) Application.

In order to advance the I-10 and I-15 project most effectively, the Investment Grade Traffic and Revenue studies should be completed in 2016, which would enable the TIFIA process to move forward in 2017. To complete this high level traffic and revenue study requires the approval of key tolling policies that would impact the results of the study. The tolling policies recommended by the I-10 and I-15 Corridor Sub-Committee are included in Table 1. Additional background information on these tolling policies is included in Attachment 1.

Table 1: Key Tolling Policies

1. Provide free or discounted travel for HOV 3+ vehicles
2. Maintain 24-hour tolling with a minimum toll rate

Entity: CTC

3. Utilize both switchable transponders and License Plate Recognition (LPR) for toll collection
4. Implement dynamic pricing with pricing by segment
5. Maintain normal toll pricing for Clean Air Vehicles
6. Create a Low Income Equity Program for San Bernardino County residents
7. Enable California Highway Patrol (CHP) to reroute General Purpose lane traffic into the Express Lanes in the event of a severe incident
8. Evaluate tolling HOV 3+ at a discounted rate (as opposed to free) during super-peak events

Toll revenue generated by an Express Lanes project must first be used to cover operations, maintenance, debt service and major maintenance and rehabilitation reserves for the toll facility. Toll revenue may also be dedicated to complete the Express Lanes system, or to pay back any local contributions. Remaining “excess” revenue is typically allocated to corridor improvements including transit. Toll revenue use is typically broadly defined within legislation, and is then more specifically defined within Board-approved expenditure plans and project financing documents.

In order to allocate toll revenue in the Investment Grade Traffic and Revenue Forecast for the I-10 and I-15 corridors, it is necessary to establish a toll revenue policy. After discussion with the I-10 and I-15 Joint Sub-Committee on January 15, 2015 and February 12, 2015, the sequential toll revenue policy shown in Table 2 is recommended for inclusion in the updated financial plans.

Table 2: Toll Revenue Policy

1. Operate the Express Lanes System
2. Maintain the Express Lanes System
3. Pay Express Lanes Debt Service
4. Complete the Express Lanes System
5. Pay back the Measure I Contributions
6. Implement Transit Improvements within I-10 and I-15 Corridors
7. Implement Corridor Improvements within I-10 and I-15 Corridors

The policy will allow toll revenue to be reflected appropriately in the updated financial plan, while preserving flexibility to further define projects for completion within the Express Lanes system, projects to be completed using funds paid back to Measure I and additional transit and corridor improvements within the I-10 and I-15 corridors. Potential projects for inclusion in the Express Lanes System include the I-10/I-15 Direct Connectors and the extension of the I-15 Express Lanes from US-395 to the potential High Desert Corridor. Payback of the Measure I contributions would need to return to the source of the funds, i.e. the Valley Freeway Program. If toll revenue is used to complete the Express Lanes System and pay back the Measure I contributions, it is anticipated that any “excess” revenue would not be available until 2045.

Approval of the tolling policies is needed to develop an accurate Investment Grade Traffic and Revenue Forecast. Similarly, approval of the toll revenue policies is needed in order to allocate estimated toll revenue properly in the updated financial plan. Staff recommends approval of the Express Lanes policies listed in Tables 1 and 2.

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Financial Impact:

This item imposes no impact on the Fiscal Year 2014/2015 budget.

Reviewed By:

The preliminary tolling policies and toll revenue policies have been reviewed by the I-10 and I-15 Joint Sub-Committee on January 15, 2015 and February 12, 2015. This item was reviewed by the City/County Manager's Technical Advisory Committee on March 5, 2015 and the Transportation Technical Advisory Committee on March 2, 2015. This item is scheduled to be reviewed by the Mountain/Desert Policy Committee on March 20, 2015.

Responsible Staff:

John Meier, Project Manager

Approved
Board of Directors Metro Valley Study Session
Date: March 12, 2015

Witnessed By:

Express Lanes Tolling Policy

<u>Item One:</u>	High Occupancy Vehicle (HOV) Policy
<u>Description:</u>	Establishes HOV requirements for free travel within the Express Lanes.
<u>2013 Traffic and Revenue (T&R) Assumption:</u>	HOV 2+ travel free until 2024; HOV 3+ travel free 2024 and beyond.
<u>Discussion:</u>	<p>Traffic and Revenue (T&R) modeling indicates that HOV 2+ free would not be financially viable. From a capacity standpoint, two Express Lanes in each direction could support HOV 2+ free, but there would be little excess capacity to sell to Single Occupant Vehicles (SOVs). Therefore, funds would not be available to construct the second lane.</p> <p>Under the assumed HOV 3+ policy, approximately 15 to 20% of the vehicles would be traveling free in 2030. Shifting from HOV 3+ to HOV 2+ free during off-peak hours would reduce toll revenue by 20 to 25%, possibly more in the early years. Off-peak is defined as 9:30 a.m. to 3:30 p.m. and 7:30 p.m. to 6:30 a.m.</p> <p>Note I: A single-lane HOV 2+ addition would be degraded within 10 years of opening, and would provide no relief for existing HOV 2+ congestion between the Los Angeles County line and Haven Avenue.</p> <p>Note II: The 2013 Traffic and Revenue (T&R) assumed HOV 2+ would travel free during the initial I-10 segment opening from Los Angeles County Line to I-15 in 2022 and 2023, which includes the portion of existing HOV lanes from LA County Line to Haven that would be converted to Express Lanes. This segment would be converted to HOV 3+ in 2024, which is when the remaining I-10 segments are scheduled to be completed. On 12/11/14, the Express Lanes Ad Hoc Committee recommended that this HOV2+ to HOV3+ transition be eliminated, and that all Express Lanes segments open as HOV3+.</p> <p>Note III: Vehicles would be required to have a transponder in order to obtain the HOV 3+ credit, as the geometric design does not contain HOV 3+ declaration lanes.</p> <p>Note IV: For the time period from July through October 2014, OCTA data from the 91 Express Lanes indicates approximately 21% of trips were HOV 3+.</p>
<u>Recommendation:</u>	Implement free travel for HOV 3+ for all Express Lanes segments, including the initial I-10 segment opening in 2022.

Express Lanes Tolling Policy

<u>Item Two:</u>	Minimum Toll Rate / Hours of Operation
<u>Description:</u>	Establishes minimum toll for entry into the Express Lanes.
<u>2013 T&R Assumption:</u>	24-hour tolling, with a minimum toll for entry into the Express Lanes of \$0.05 per mile from point of entry to the end of a segment or \$0.50 per segment, whichever is greater.
<u>Discussion:</u>	<p>Tolls in an Express Lanes Facility can be collected either during peak-hours only, or 24 hours a day.</p> <p>Peak-hour only tolling would allow access to all passenger vehicles during off-peak hours, which is defined as volumes in the Express Lanes below 1,200 vehicles per hour per lane. Under 24 hour tolling, a minimum toll rate would be charged during off-peak hours.</p> <p>Traffic and Revenue models indicate that the off-peak hours would run from approximately 9:30 a.m. to 3:30 p.m. and 7:30 p.m. to 6:30 a.m. for the I-10 corridor in 2030. Eliminating minimum toll during off-peak hours would reduce toll revenue by at least 15 to 25% prior to 2030; 15% in 2030; and 2-5% in 2046, based on the off-peak hours specified above.</p> <p>Establishing a minimum toll rate minimizes weaving in and out of Express Lanes, which can caused congestion and reduce throughput in both the Express Lanes and General Purpose lanes.</p> <p>24-hour tolling is consistent with neighboring Riverside, Orange and Los Angeles counties. Off-peak only tolling could create confusion at county lines as well additional complexity for users as to when to expect free travel.</p> <p>Note I: For the I-10 project, the minimum toll rate is estimated at \$2.15 for the 33-mile trip in 2030 (expressed in 2012 dollars). For the I-15 project, the minimum toll rate is estimated at \$2.30 for the 33-mile trip in 2030 (expressed in 2012 dollars).</p> <p>Note II: For comparison, the minimum toll rate for the 10-mile trip on the OCTA 91 Express Lanes is currently \$1.45, which would be even higher if based on 2030 volumes.</p>
<u>Recommendation:</u>	Maintain 24-hour tolling with a minimum toll rate of \$0.50 per zone in order to maximize efficient and safe operation of Express Lanes and General Purpose lanes, and to maintain financial feasibility of the Express Lanes project.

Express Lanes Tolling Policy

<u>Item Three:</u>	Toll Collection Methodology
<u>Description:</u>	Establishes toll collection methodology for the Express Lanes Facility
<u>2013 T&R Assumption:</u>	Switchable RFID Transponders and License Plate Recognition
<u>Discussion:</u>	<p>Toll collection methodology varies across the country, and includes cash collection, Radio-Frequency Identification (RFID) transponders, switchable RFID transponders and license plate recognition (LPR).</p> <p>Cash collection introduces additional operations cost, traveler delay and requires a larger geometric footprint, and is largely being phased out across the country.</p> <p>All-Electronic Tolling, which includes the use of transponders and LPR, allows tolling without the need to stop at a cash collection booth.</p> <p>Transponder-only facilities provide the lowest administrative cost of the toll collection methods, but restricts use of the Express Lanes to those with a transponder. Switchable transponders provide the added benefit of declaring vehicle occupancy, thereby eliminating the need for declaration lanes for qualifying HOV vehicles.</p> <p>LPR has a higher administrative cost than transponder-only, but allows access to a much broader range of users than transponder-only facilities. For example, visitors or infrequent users can still use the facility and pay the toll via the web. LPR users would be charged a surcharge to offset the higher administrative cost.</p> <p>Note I: Transponders issued in California are required by law to be interoperable, e.g. an OCTA transponder works on a Metro Express Lanes facility, and this requirement will soon be in effect nationwide.</p> <p>Note II: As tolling technology continues to evolve, there is the potential that transponders would no longer be required by the time of construction. This issue will be monitored further during future Concept of Operations development.</p>
<u>Recommendation:</u>	Utilize switchable RFID Transponders and License Plate Recognition for toll collection.

Express Lanes Tolling Policy

<u>Item Four:</u>	Toll Pricing Process
<u>Description:</u>	Establishes the tolling concept for the Express Lanes
<u>2013 T&R Assumption:</u>	Dynamic Pricing with Pricing by Segment
<u>Discussion:</u>	<p>The I-10 and I-15 Express Lanes would utilize dynamic pricing, which maximizes the ability to manage traffic demand by adjusting pricing based on real-time traffic demand. Actual pricing can be based on a per-mile basis or a per-segment basis.</p> <p>Per-mile pricing would charge users based on the distance covered within the Express Lane facility, with the per-mile rate varying based on demand.</p> <p>Under segment pricing, per-mile toll rates are converted into toll charges for each segment by multiplying the per-mile rate by the longest distance covered by each tolling segment.</p> <p>Segment-based pricing tends to increase the share of long-distance trips, i.e. minimizes weaving, due to a relatively higher price for trips using only a short portion of a tolling segment. Shorter trips lead to increased weaving in and out of the Express Lanes, which may cause operational issues leading to increased congestion and reduced corridor throughput.</p> <p>Utilizing per-mile pricing on a long corridor with multiple ingress-egress points introduces signage complexity, with a wide range of total trip distance scenarios available upon entry into the facility. Segment pricing simplifies signage by indicating cost for using the initial segment, followed by cost to the end of the facility.</p> <p>Note I: Tolls that are displayed on signage are guaranteed upon entry.</p>
<u>Recommendation:</u>	Utilize Dynamic Pricing with Pricing by Segment

Express Lanes Tolling Policy

<u>Item Five:</u>	Clean Air Vehicle Policy
<u>Description:</u>	Establishes policy for free or discounted travel for Clean Air Vehicles in the Express Lanes facility.
<u>2013 T&R Assumption:</u>	No discount or free travel for Clean Air Vehicles
<u>Discussion:</u>	<p>Current State policy, which expires in 2019, provides free travel for qualifying Clean Air vehicles in many managed lanes facilities.</p> <p>Tolling Clean Air Vehicles has a positive financial impact; however, actual impact has not been quantified as it was a core assumption in the 2013 Traffic and Revenue Forecast.</p> <p>Tolling Clean Air Vehicles reduces incentive for Clean Air Vehicle use, which is a potential air quality issue.</p> <p>SCAG is moving towards a blanket exemption for Clean Air Vehicles priority usage of managed lanes, i.e. no discount or free travel for Clean Vehicles.</p>
<u>Recommendation:</u>	Consistent with law anticipated at the start of tolling in 2022, maintain normal toll pricing for Clean Air Vehicles

Express Lanes Tolling Policy

<u>Item Six:</u>	Low-Income Equity Program
<u>Description:</u>	Policy would establish a program to attract and facilitate usage of the Express Lanes facility by low-income users.
<u>2013 T&R Assumption:</u>	Not modeled
<u>Discussion:</u>	<p>Policy would be modeled after Metro Express Lanes Equity Program, which provides \$25 credit for account set-up and waives the monthly account fee</p> <p>Primary recommendation from the Equity Study Report; financial impact to be quantified.</p> <p>Note I: Metro annual cost is approximately \$54,000 in toll credits.</p> <p>Note II: Participation in the Low Income Equity Program requires registration and issuance of a transponder. The requirement of a transponder will be further reviewed during Concept of Operations development, as toll collection technology is evolving rapidly.</p>
<u>Recommendation:</u>	Recommend including Equity Program for San Bernardino County residents; financial impact to be verified during Investment Grade Traffic and Revenue analysis.

Express Lanes Tolling Policy

<u>Item Seven:</u>	Incident Management
<u>Description:</u>	Establish policy to allow or not allow General Purpose lane traffic to be rerouted into Express Lanes toll-free in event of traffic incident in General Purpose lanes
<u>2013 T&R Assumption:</u>	Not modeled
<u>Discussion:</u>	<p>In the event of a significant incident in the General Purpose lanes, the flexibility to reroute General Purpose lane traffic into the Express Lanes could serve to alleviate congestion associated with the incident, benefitting the General Purpose lane users of the Corridor.</p> <p>The drawbacks include the lack of choice for a “guaranteed” travel time in the Express Lanes facility during severe General Purpose lane incidents, and the drop in Express Lane throughput due to congestion resulting from the influx of General Purpose Lane traffic.</p> <p>Note I: If General Purpose lane traffic is rerouted into the Express Lanes due to an incident, a tolling reversal (credit) would be issued to the Express Lane users. Similarly, if the Express Lanes become congested due to an incident in the Express Lanes, traffic would be rerouted into the General Purpose lanes and a tolling reversal (credit) would be issued.</p> <p>Note II: Specific language would need to be drafted specifying the conditions under which CHP could reroute traffic into the Express Lanes facility.</p>
<u>Recommendation:</u>	Develop specific language, coordinated with CHP, to enable CHP to reroute General Purpose lane traffic into the Express Lanes in the event of a severe incident in the General Purpose lanes. Financial impact would need to be reflected during development of the Investment Grade Traffic and Revenue Forecast.

Express Lanes Tolling Policy

<u>Item Eight:</u>	Tolling during Super-Peak Traffic Hours
<u>Description:</u>	Policy would charge 3+ vehicles at a full or discounted rate rather than free during weekend and Holiday Super-Peak periods.
<u>2013 T&R Assumption:</u>	HOV 3+ vehicles travel free 24 hours a day, 365 days per year.
<u>Discussion:</u>	<p>Peak hours are defined as the hours during which traffic volumes reach a point near which the traffic flow become unstable. Since the capacity of the Express Lanes facility is limited, pricing is used to manage the demand to keep traffic flowing at optimal levels during peak hours.</p> <p>“Super-Peak” hours are defined as the hours during which demand greatly outstrips capacity (supply), resulting in high toll prices to manage the demand. Super-Peak demand is typically directional in nature. For example, the demand on the I-15 northbound is typically highest on a Friday night, particularly in the Cajon Pass area, and I-15 southbound is typically highest on a Sunday night.</p> <p>For the I-10 and the I-15 corridors, the super-peak events typically coincide with the weekends and holidays, i.e. recreational traffic. Much of the recreational traffic is HOV 3+, meaning it takes a higher percentage of the Express Lanes capacity without paying a toll. Additionally, much of the recreational traffic is coming from outside San Bernardino County.</p> <p>Charging HOV 3+ a partial toll during super-peak events provide an overall positive financial impact. Additionally, it captures revenue from HOV 3+ traffic emanating from outside San Bernardino County.</p> <p>Note: The OCTA 91 Express Lanes charge HOV 3+ one half of the posted toll rate Monday through Friday from 4:00 p.m. to 6:00 p.m in the eastbound direction only.</p>
<u>Recommendation:</u>	Evaluate tolling HOV 3+ at a discounted rate (as opposed to free) during super-peak events in the next phase of Traffic and Revenue forecasting.



Minute Action

AGENDA ITEM: 9

Date: *March 12, 2015*

Subject:

Glen Helen Grade Separation Construction Cooperative Agreement Amendment

Recommendation:

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

Approve Amendment No. 1 to Construction Cooperative Agreement C12229 with the County of San Bernardino for the Glen Helen Grade Separation Project committing \$14,775,730 in SANBAG funding, including \$7,603,730 in Measure I 2010-2040 Valley Fund Major Street Bond funds.

Background:

The SANBAG Board approved Construction Cooperative Agreement C12229 with the County of San Bernardino at its July 11, 2012, meeting. This agreement specified roles and responsibilities as well as funding commitments for the Glen Helen Grade Separation project. The project consists of the construction of the grade separation as phase 1 and a final tie-in to the ultimate alignment as phase 2. The agreement specified the County as lead agency for administration of the construction phases of the project and committed SANBAG to providing Trade Corridor Improvement Funds (TCIF) of \$7,172,000 and an overall fund share of 72.2% of public share costs of the project. Based on the preconstruction cost estimates, the total estimated cost for the construction phases of the project was \$19,735,000. SANBAG's share of this total was estimated to be \$14,248,670 which did not include a reduction in the project costs from an anticipated railroad contribution of \$2 million.

Construction bids were opened in March 2013, and came in higher than the engineer's estimate. As a result, at its April 11, 2013, meeting, the Board approved increasing the expenditure authority up to \$14,891,198 including \$7,172,000 in TCIF funds and \$7,719,198 in Measure I funds. This expenditure amount was based on the bid amount, the supplemental and contingency funds, the final known railroad contribution of \$2,320,000, and the estimated phase 2 costs. This action was taken since with the higher bid amount, it was known that the final phase 1 and 2 costs would exceed the approved funding limit in the cooperative agreement.

As construction is nearing completion on the first phase of the project, construction cost estimates have been updated. This new estimate includes construction change orders which came in less than originally estimated, railroad flagging and inspection costs which came in higher than estimated, and final right of way costs required to complete the project. This current estimate at completion for phases 1 and 2 is slightly below that projected in April 2013. This agreement amendment reflects a \$3.05 million cost increase above the original project cost

Entity: CTA

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estimate in the original contract and results in a new SANBAG funding contribution of \$7,172,000 in TCIF funding and \$7,603,730 in Measure I 2010-2040 Valley Major Street Bond funds. This amendment should be sufficient to fund remaining phase 1 right of way and construction costs and phase 2 construction costs.

Staff recommends approval of this first amendment to Construction Cooperative Agreement C12229.

Financial Impact:

This item is consistent with the SANBAG Fiscal Year 2014/2015 budget. The funding source is Measure I 2010-2040 Valley Major Streets, task 0869.

Reviewed By:

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

Responsible Staff:

Dennis Saylor, Project Manager

Approved
Board of Directors Metro Valley Study Session
Date: March 12, 2015

Witnessed By:



CONTRACT SUMMARY SHEET

Contract No. C 12229 Amendment No. 1

By and Between

County of San Bernardino and San Bernardino County Transportation Authority

Contract Description Construction Cooperative Agreement for the Glen Helen Grade Sep Project

Board of Director's Meeting Date: 4/1/2015
Overview of BOD Action: Approve amendment 1 to cooperative agreement with the County of San Bernardino for additional funding for the construction phase for the Glen Helen Grade Sep Project

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW					
Original Contract Amount	\$	5,632,670.00	Original Contingency Amount	\$	0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	5,632,670.00	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	0
Current Amendment Amount	\$	1,971,060.00	Contingency Amendment	\$	0
TOTAL CONTRACT VALUE	\$	7,603,730.00	TOTAL CONTINGENCY VALUE	\$	0
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 7,603,730.00

Contract Start Date 7/11/12	Current Contract Expiration Date 6/30/16	Revised Contract Expiration Date Completion of project obligations
Has the contract term been amended? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes - please explain. Revised language such that expiration upon completion of all project obligations		

FINANCIAL INFORMATION	
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0869</u> . <input type="checkbox"/> A Budget Amendment is required.	
How are we funding current FY? Measure I 2010-2040 Valley Major Streets	
<input type="checkbox"/> Federal Funds <input type="checkbox"/> State Funds <input type="checkbox"/> Local Funds <input type="checkbox"/> TDA Funds <input checked="" type="checkbox"/> Measure I Funds	
<i>Provide Brief Overview of the Overall Funding for the duration of the Contract:</i> SANBAG will reimburse County for a share of their expenses using Meas I 2010-40 Valley Major Streets	
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	

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

Dennis Saylor

Project Manager (Print Name)	Signature	Date
Task Manager (Print Name)	Signature	Date
Dir. of Fund Admin. & Programming (Print Name)	Signature	Date
Contract Administrator (Print Name)	Signature	Date
Chief Financial Officer (Print Name)	Signature	Date

AMENDMENT NO. 1 TO

COOPERATIVE AGREEMENT NO. C12229

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

COUNTY OF SAN BERNARDINO

FOR

**CONSTRUCTION OF A RAIL-HIGHWAY GRADE SEPARATION ON
GLEN HELEN PARKWAY AT THE BURLINGTON NORTHERN SANTA
FE/UNION PACIFIC RAILWAYS IN THE DEVORE AREA**

This AMENDMENT NO. 1 to COOPERATIVE AGREEMENT NO. C12229 is made and entered into as of the Effective Date by and between the San Bernardino County Transportation Authority (hereinafter referred to as "AUTHORITY"), and the County of San Bernardino (hereinafter referred to as "COUNTY").

RECITALS:

WHEREAS, COUNTY and AUTHORITY have previously entered into Cooperative Agreement, No. C08-211 (County Contract No. 08-885) (hereinafter referred to as the "Design Agreement"), which sets forth the responsibilities and obligations of each as they pertain to the environmental clearance and design work, Cooperative Agreement, No. C10227 (County Contract No. 10-307) (hereinafter referred to as the "ROW Agreement"), which sets forth the responsibilities and obligations of each as they pertain to the right-of-way work and property acquisition, and Cooperative Agreement, No. C12229 (County Contract No. 12-459) (hereinafter referred to as the "Construction Agreement"), which sets forth the responsibilities and obligations of each as they pertain to the construction work associated with the Glen Helen Parkway at Burlington Northern Santa Fe/Union Pacific Railroad Grade Separation project, located in the Devore area (hereinafter referred to as "PROJECT"); and

WHEREAS, COUNTY and AUTHORITY wish to amend the Construction Agreement to document and reconcile all estimated Right-of-Way and Construction phases costs of the PROJECT under a single agreement through completion and closeout of the PROJECT; and

WHEREAS, COUNTY and AUTHORITY anticipate that the Construction Agreement may need to be amended at a future date following completion of the

PROJECT to reconcile all actual PROJECT costs for right-of-way and construction phases of the PROJECT; and

WHEREAS, Environmental Clearance and Design have been completed and the Design Agreement has been closed-out and no further PROJECT costs are anticipated to occur for that PROJECT phase; and

WHEREAS, COUNTY and AUTHORITY agree to amend the Construction Agreement to increase construction funding as a result of commitment of the participating railroad agencies' to finance a portion of the PROJECT costs, additional flagging services, the discovery during construction of an unknown underground storage structure that contained unknown hazardous material(s), and additional right-of-way funding needed for ongoing eligible property acquisition expenses that occurred beyond the termination of the ROW Agreement; and

WHEREAS, COUNTY and AUTHORITY wish to extend the termination date of the Construction Agreement to allow completion of all PROJECT work beyond June 30, 2016; and

WHEREAS, the total estimated cost of ROW (as defined in the ROW Agreement) and construction work for the PROJECT has increased by \$3,050,000 (from \$19,735,000 to \$22,785,000); and

WHEREAS, Burlington Northern Santa Fe/Union Pacific Railroad (BNSF/UPRR) have committed to finance \$2,320,000 of the PROJECT construction costs, which in accordance with Measure I Strategic Plan Policy 40001/VS-30 buys down the total cost of the PROJECT after which the Nexus Study Development Shares are applied; and

WHEREAS, COUNTY's share of the PROJECT cost increased by \$202,940 (from \$5,486,330 to \$5,689,270) and AUTHORITY's share of the PROJECT cost increased by \$527,060 (from \$14,248,670 to \$14,775,730). The amounts take into account the BNSF/UPRR buy down.

NOW, THEREFORE, it is hereby agreed to amend Cooperative Agreement No. C12229 (County Contract No. 12-459) between COUNTY and AUTHORITY as follows:

1. Delete Paragraph 1. of Section I, entitled "AUTHORITY AGREES" and replace with the following:

"1. In accordance with the Measure I 2010-2040 Strategic Plan ("Strategic Plan"), to be responsible for 72.2% of the total eligible ROW and CONSTRUCTION expenses that are incurred by COUNTY for an amount not to exceed \$14,775,730, subject to Section III, paragraphs 3, 4, and 7 through 9."

2. Delete Paragraph 3. of Section I, “AUTHORITY AGREES” and replace it with the following:

“3. To reimburse COUNTY, subject to Section I, paragraph 2 and Section III, paragraphs 7 through 9 within 30 calendar days after COUNTY submits to AUTHORITY an original and two copies of the signed invoices in the proper form covering those actual allowable ROW and CONSTRUCTION expenditures that were incurred by COUNTY, 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. Delete Paragraph 6. of Section I, “AUTHORITY AGREES” and replace it with the following:

“6. AUTHORITY’s financial responsibility shall be 72.2% of actual cost, subject to the provisions of Section III, paragraphs 7 through 9. An estimate of costs for ROW and CONSTRUCTION phases is provided in the Revised Attachment A. AUTHORITY’s financial contribution includes \$7,172,000 in Proposition 1B Trade Corridor Improvement Funds, which will be invoiced directly to the State of California for reimbursement per Section II, paragraph 5.”

4. Delete Paragraph 7. of Section II, “COUNTY AGREES” and replace it with the following:

“7. To provide 27.8% share of total eligible ROW and CONSTRUCTION expenses which represents the development share.”

5. Delete Paragraph 3. of Section III, “IT IS MUTUALLY AGREED” and replace it with the following:

“3. That AUTHORITY and COUNTY expect BNSF/UPRR to finance an amount of \$2, 320,000 towards the PROJECT.”

6. Delete Paragraph 4. of Section III, “IT IS MUTUALLY AGREED” and replace it with the following:

“4. The final PROJECT cost may ultimately exceed current estimates of PROJECT cost. Any additional eligible costs resulting from increased bid/contract prices or change orders arising from unforeseen conditions, including Utility relocation, over the estimated total of the PROJECT cost of \$22,785,000, shall be borne by each Party in proportion to the public and development shares, as part of the Parties’ respective obligations to pay the cost for the final ROW and CONSTRUCTION Phases, subject to Section III, paragraphs 7 through 9.”

7. Delete Paragraph 5. of Section III, “IT IS MUTUALLY AGREED” and replace it with the following:

“5. In the event that the final PROJECT cost may ultimately be less than current estimates of PROJECT cost, the realized savings shall be received by each Party in proportion to the public and development shares, as part of the Parties’ respective obligations for the final ROW and CONSTRUCTION phases, subject to Section III, paragraphs 7 through 9.”

8. Delete Paragraph 15. of Section III, “IT IS MUTUALLY AGREED” and replace it with the following:

“15. This Agreement shall terminate upon completion of all PROJECT ROW and CONSTRUCTION obligations of COUNTY, the delivery of the required PROJECT documents to each Party, and the payment of all funds to COUNTY except that the indemnification provisions shall remain in effect until terminated or modified, in writing, by mutual agreement. ”

9. Replace Attachment “A” with the Revised Attachment “A” which is attached to this Amendment No.1 and by this reference incorporated herein; and replace all references to Attachment “A” with Revised Attachment “A” throughout Cooperative Agreement No. C12229 (County Contract No. 12-459).
10. Except as amended by this Amendment No. 1, all other terms and conditions of Cooperative Agreement No. C12229 (County Contract No. 12-459) shall remain in full force and effect.
11. The recitals are incorporated into the body of this Amendment No. 1.
12. This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original.
13. The Effective Date as defined herein is the date on which AUTHORITY executed this Amendment No. 1.

SIGNATURES ON FOLLOWING PAGE:

COUNTY OF SAN BERNARDINO

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY

►

James Ramos, Chairman, Board of Supervisors

By ►

L. Dennis Michael, President
Board of Directors

Date: _____

Date: _____

SIGNED AND CERTIFIED THAT A COPY OF THIS
DOCUMENT HAS BEEN DELIVERED TO THE
CHAIRMAN OF THE BOARD

Laura H. Welch
Clerk of the Board of Supervisors
of the County of San Bernardino

By _____
Deputy

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Scott M. Runyan
Deputy County Counsel

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE BY:

By: _____
Jeffery Hill
Procurement Manager

Attachment: C1222901 [Revision 2] (1611 : Glen Helen Grade Separation Construction Cooperative Agreement Amendment)

Revised Attachment “A”

Project Cost and Funding

Proposed Project Phase Work: Right-of-Way and Construction Capital and Support

Summary of Project Phase Costs (Estimate):

Estimated Total Cost	BNSF/UPRR Buy Down	Remaining Balance	Authority Public Share 72.2%	County Share 27.8%
\$22,785,000	\$2,320,000	\$20,465,000	\$14,775,730	\$5,689,270

* Includes \$7,172,000 of State Proposition 1B Trade Corridor Funds.

Attachment: C1222901 [Revision 2] (1611 : Glen Helen Grade Separation Construction Cooperative Agreement Amendment)

Minute Action

AGENDA ITEM: 10

Date: *March 12, 2015*

Subject:

Measure I Valley Major Street Program Allocation Planning for Fiscal Year 2015/2016

Recommendation:

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

Review and recommend for final approval the following amounts for consideration in the SANBAG Fiscal Year 2015/2016 Budget for the Valley Major Street Arterial Sub-program and the Valley Major Street Project Advancement Program, which includes an increased allocation of \$988,118.68 to the Major Street Project Advancement Program from the Major Street Arterial Sub-program:

- Arterial Sub-program: \$8,632,275.59
- Major Street Project Advancement Program: \$10,560,651.29

Background:

SANBAG staff is engaged in the allocation planning process for Fiscal Year 2015/2016. This process provides information for use by both SANBAG and its member agencies in preparation of their capital budgets. One of the allocation planning activities is to determine how much funding should be assigned for local jurisdiction use in the Valley Major Street Arterial Sub-program and Valley Major Street Arterial Project Advancement Agreement (PAA) Program.

Arterial PAAs were entered into for projects that were initiating construction prior to January 31, 2009, and eligible for reimbursement from the Major Streets Program. The local agencies advanced the funds necessary to complete the projects and are reimbursed the public share of project costs over time. Approximately \$68.9 million was committed to the Arterial PAA program, and the remaining balance at the beginning of Fiscal Year 2015/2016 is estimated at \$15.8 million.

The Valley Major Street Program receives 20% of the Valley Measure I revenue. Allocation to the Arterial PAA program is taken off the top, and the remaining revenue is allocated to two sub-programs with the grade separation sub-program receiving 33% of the remaining program funds and the arterial sub-program receiving 67%. The Valley Arterial PAA program was allocated 40% of the projected Measure I Valley Major Street revenue for the first two years of Measure I 2010-2040.

In early 2012, SANBAG staff conducted an analysis and found that only approximately 15% of the allocated arterial funds had been invoiced in Fiscal Year 2010/2011. As a result, staff recommended and the SANBAG Board approved increasing the Fiscal Year 2012/2013 Arterial PAA allocation by an amount equal to the unused Fiscal Year 2010/2011 Arterial Sub-program

Entity: CTA

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allocation to facilitate accelerated payoff of the Arterial PAA program. As of January 31, 2015, approximately 25% of the total arterial funds allocated between Fiscal Year 2010/2011 and Fiscal Year 2014/2015 have been invoiced by the local agencies.

As such, staff is recommending that the Fiscal Year 2015/2016 Arterial PAA allocation be increased by \$988,118.68 over the 40% allocation level of \$9,572,532.61, bringing the total recommended Fiscal Year 2015/2016 Arterial PAA allocation to \$10,560,651.29. Concurrently, staff is recommending that the Fiscal Year 2015/2016 proposed allocation to the Arterial Sub-program be reduced by \$988,118.68 from \$9,620,395.27 to \$8,632,276.59. This will enable SANBAG to go farther down the chronological list of local agency PAA invoices to be reimbursed. The impact to the Arterial PAA program is provided in Table 1; actual amounts may change slightly before reimbursement begins pending final invoice review.

SANBAG staff presented the PAA adjustment proposal to the Transportation Technical Advisory Committee (TTAC) on February 2, 2015 and March 2, 2015. Jurisdictions were provided an opportunity to inform SANBAG staff of forthcoming invoices, and these forecasts of pending invoices were taken into consideration. There are six jurisdictions requesting that their Fiscal Year 2015/2016 Arterial Sub-program allocation not be decreased: Chino, Colton, Grand Terrace, Rancho Cucamonga, Rialto, and San Bernardino County. The proposed allocation amounts reflect this request in Table 1.

Table 1
Impact of Adjustment to Arterial Project Advancement Agreement Program⁽¹⁾

Jurisdiction	Total Public Share Amount after Buy Down Funds	Invoices Received to Date	Allocation without Adjustment		Allocation with Adjustment	
			FY15/16 PAA Allocation Amount ⁽³⁾	FY15/16 Balance of Invoices Received	FY15/16 PAA Allocation Amount ⁽³⁾	FY15/16 Balance of Invoices Received
Chino	\$4,849,213.00	\$2,285,128.56	\$0.00	\$0.00	\$0.00	\$0.00
Chino Hills	\$7,293,287.59	\$7,293,287.59	\$108,097.50	\$1,712,806.86	\$108,097.50	\$1,712,806.86
Fontana	\$34,928,566.49	\$34,928,566.49	\$4,148,711.11	\$1,427,446.92	\$4,697,819.28	\$878,338.75
Highland	\$170,493.89	\$170,493.89	\$0.00	\$0.00	\$0.00	\$0.00
Rancho Cucamonga	\$20,628,713.31	\$20,628,713.31	\$5,810,012.70	\$2,457,449.25	\$5,811,046.55	\$2,456,415.40
Rialto	\$913,800.00	\$898,003.56	\$0.00	\$0.00	\$0.00	
Yucaipa	\$3,166,885.02	\$2,724,676.11	\$132,956.76	\$5,637.24	\$138,594.00	\$0.00
Total	\$71,950,959.30	\$68,928,869.51	\$10,199,778.07	\$5,603,340.27	\$10,755,557.33	\$5,047,561.01

⁽¹⁾ Amounts provided in table are estimates. Jurisdictions will be notified by SANBAG of actual reimbursement amounts.

⁽²⁾ Invoices received to date reflects all invoices received from agencies, including any adjustments.

⁽³⁾ Includes unused allocation balance from prior years.

The benefit of this proposal is that the Arterial PAA reimbursements to local jurisdictions can proceed more quickly, with the expectation that the reimbursements could be applied to the delivery of additional projects in each of those jurisdictions. Concern was expressed by several jurisdictions that this action may put their future allocations at risk or delay access to those allocations. However, the Measure I Strategic Plan contains several protections:

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- Jurisdictions are guaranteed an “equitable share” of the arterial program funds over the life of the Measure.
- The funds are being retained within the Valley Major Street Program.
- If additional allocations are required to meet arterial (non-PAA) project needs in subsequent years, the Arterial PAA reimbursements can be allocated less than 40%.
- Mid-year adjustments to allocations could be approved.

The proposed Fiscal Year 2015/2016 Measure I Valley Arterial Sub-program allocations, as well as the cumulative allocation amounts for Fiscal Year 2010/2011 through 2014/2015 and the PAA adjustments in Fiscal Year 2012/2013 through Fiscal Year 2014/2015, are shown in Table 2. The proposed Fiscal Year 2015/2016 allocation includes the one-time adjustment to prior year allocations resulting from the correction of the Nexus Study Development Impact Fee (DIF) Share for the City of Upland that was approved by the SANBAG Board in March 2015.

Each jurisdiction will have access to the cumulative total, less what they have already invoiced. An expanded table showing how the recommended arterial allocations were derived is provided in Attachment 1. This more detailed table was reviewed with the TTAC.

Table 2
Measure I Major Street Arterial Program & Project Advancement Agreement Program
FY 2015/2016 Allocation Proposal

Jurisdiction	Equitable Share	Cumulative Allocation FY10/11-14/15	FY 15/16 Allocation "by formula" with excess FY13/14 Revenue ⁽¹⁾	Proposed FY15/16 PAA adjustment	Total PAA Adjustment for FY12/13 thru FY14/15	Proposed Total PAA adjustment through FY15/16	Proposed FY15/16 Allocation with "One-Time" adjustment and PAA adjustment ⁽²⁾
Chino ⁽³⁾	7.591%	\$2,074,118.26	\$730,284.21	\$0.00	\$1,121,080.00	\$1,121,080.00	\$726,503.33
Chino Hills	2.194%	\$554,552.92	\$211,071.47	\$13,290.00	\$370,370.00	\$383,660.00	\$195,262.69
Colton ⁽³⁾	2.534%	\$682,278.77	\$243,780.82	\$0.00	\$368,780.00	\$368,780.00	\$258,069.39
Fontana	19.400%	\$5,717,624.76	\$1,866,356.68	\$528,350.00	\$2,480,595.64	\$3,008,945.64	\$1,295,957.71
Grand Terrace ⁽³⁾	1.389%	\$382,077.31	\$133,627.29	\$0.00	\$206,510.00	\$206,510.00	\$129,005.04
Highland	6.777%	\$1,714,072.65	\$651,974.19	\$41,070.00	\$1,144,790.00	\$1,185,860.00	\$601,236.06
Loma Linda	4.074%	\$1,033,479.98	\$391,934.90	\$24,760.00	\$690,240.00	\$715,000.00	\$356,250.92
Montclair	0.597%	\$157,551.70	\$57,433.76	\$9,930.00	\$94,700.00	\$104,630.00	\$46,243.52
Ontario	12.272%	\$3,100,449.94	\$1,180,614.91	\$74,290.00	\$2,070,730.00	\$2,145,020.00	\$1,094,554.02
Rancho Cucamonga ⁽³⁾	5.044%	\$1,548,442.13	\$485,252.74	\$0.00	\$595,697.35	\$595,697.35	\$461,717.82
Redlands	4.854%	\$1,235,145.59	\$466,973.99	\$29,600.00	\$824,920.00	\$854,520.00	\$418,032.94
Rialto ⁽³⁾	3.831%	\$1,064,356.08	\$368,557.34	\$0.00	\$575,290.00	\$575,290.00	\$339,544.91
San Bernardino	7.857%	\$1,991,354.11	\$755,874.46	\$23,498.68	\$1,329,980.00	\$1,353,478.68	\$714,291.09
Upland	2.743%	\$820,894.87	\$263,887.44	\$207,090.00	\$146,070.00	\$353,160.00	\$243,047.95
Yucaipa	5.965%	\$2,018,527.05	\$573,856.58	\$36,240.00	\$504,000.00	\$540,240.00	\$522,902.04
County ⁽³⁾	12.878%	\$5,423,441.65	\$1,238,914.50	\$0.00	\$0.00	\$0.00	\$1,229,657.17
TOTALS	100.00%	\$29,518,367.77	\$9,620,395.27	\$988,118.68	\$12,523,752.99	\$13,511,871.67	\$8,632,276.59
Arterial Allocation (67% after PAA set-aside)	100.00%	\$29,518,367.77	\$ 9,620,395.27	n/a	\$0.00	n/a	\$8,632,276.59
PAA set-aside (40% off top)		\$38,689,136.07	\$ 9,572,532.61	n/a	\$0.00	n/a	\$ 9,572,532.61
PAA adjustment		\$12,553,752.98	n/a	\$988,118.68	\$12,553,752.99	\$13,511,871.67	\$ 988,118.68
Total Arterial Program		\$80,761,256.82	\$19,192,927.88	n/a	\$0.00	n/a	\$19,192,927.88

⁽¹⁾ Excess Funds - Additional funds from actual FY 13/14 Arterial and PAA revenues (\$18,347,492.52) exceeding estimate (\$17,963,200) by \$308,202.60 total

⁽²⁾ One-time adjustment due to error in Upland Nexus Study share approved by SANBAG BOD March 2015.

⁽³⁾ Jurisdiction indicated that they were anticipating using their full FY15/16 allocation amount and/or fully utilized cumulative allocations.

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The Measure I Strategic Plan anticipated the need to under-allocate to certain jurisdictions in any given year and over-allocate to other jurisdictions based on the fluctuation in project delivery schedules. It was designed to optimize the use of the available funds for the Major Street Program and expedite project delivery, while providing assurances that each jurisdiction would receive its equitable share. The objective is to put the funds to work, not retain them in SANBAG accounts. These policies and the Major Street allocation proposal in this agenda item are consistent with that objective.

Financial Impact:

This item has no impact on the approved Fiscal Year 2014/2015 Budget.

Reviewed By:

This item is not scheduled for review by any other policy committee. This item was reviewed by the Transportation Technical Advisory Committee on February 2, 2015, and on March 2, 2015.

Responsible Staff:

Ellen Pollema, Transportation Planning Analyst

Approved
Board of Directors Metro Valley Study Session
Date: March 12, 2015

Witnessed By:

FY 15/16 Measure I Major Street Arterial Program & Project Advancement Agreement Program Allocation Proposal Detailed Calculations

Estimated FY 15/16 Major Streets Arterial Revenue	\$ 23,547,039.00	Excess FY 13/14 Major Streets Arterial Revenue	\$ 384,292.52	FY 15/16 Major Streets Arterial Allocation	\$ 23,931,331.52	(=Estimated FY15/16 + Excess FY13/14)
PAA set-aside off top (40%)	\$ 9,418,815.60	PAA set-aside off top (40%)	\$ 153,717.01	PAA set-aside off top (40%)	\$ 9,572,532.61	
Arterial Portion(67%)	\$ 9,465,909.68	Arterial Portion(67% of balance)	\$ 154,485.59	Arterial Portion(67% of balance)	\$ 9,620,395.27	(used in formula for Column N)
Grade Separation Portion (33%)	\$ 4,662,313.72	Grade Separation Portion (33% of balance)	\$ 76,089.92	Grade Separation Portion (33% of balance)	\$ 4,738,403.64	

Major Street Arterial Program Allocations by Fiscal Year AND Cumulative Invoicing										FY 15/16 PAA Adjustment with unused FY13/14 allocations						FY15/16 Final Allocation	PAA Adjustments						
Jurisdiction	Equitable Share	Approved FY 10/11 Allocation	Approved FY11/12 Allocation	Approved Adjusted FY12/13 Allocation	Approved Adjusted FY13/14 Allocation	Approved Adjusted FY 14/15 Allocation	Cumulative Allocation FY10/11-14/15	Arterial Invoicing through January 31, 2015	Cumulative Balance FY10/11-FY14/15 less invoicing through 1/31/15	FY13/14 Invoicing	FY13/14 Remaining Balance	FY15/16 Allocation "by formula"	FY 15/16 Allocation "by formula" with excess FY13/14 Revenue ⁽¹⁾	Proposed FY15/16 Allocation (PAA Adjustment equal to un-invoiced FY13/14 funds)	"One-time" Equitable Share Adjustment Needed ⁽²⁾	Proposed FY15/16 Allocation with "One-Time" adjustment and PAA adjustment	FY12/13 PAA adjustment	FY13/14 PAA adjustment	FY14/15 PAA adjustment	Proposed FY15/16 PAA adjustment	Proposed Total PAA adjustment through FY15/16	Cumulative Allocation through FY15/16 with FY15/16 PAA and "One-Time" adjustments	Cumulative Allocation through FY15/16 without FY15/16 PAA and with "One-Time" adjustment
	Revised March 2015						Columns C+D+E+F+G	Actual	Columns H-I	Actual	Columns F-K or if negative, \$0	Equitable Share times MI FY15/16 Estimate	Equitable Share times MI FY15/16 Estimate plus Excess FY13/14	Columns N-L (except if not participating in adjustment)							Columns R+S+T+U	Columns H+Q	Columns H+N+P
Chino ⁽³⁾	7.591%	\$482,680.00	\$638,400.00	\$158,390.00	\$45,900.00	\$748,748.26	\$2,074,118.26	\$298,945.94	\$1,775,172.32	\$241,454.52	\$0.00	\$718,557.20	\$730,284.21	\$730,284.21	-\$3,780.87	\$726,503.33	\$482,680.00	\$638,400.00	\$0.00	\$0.00	\$1,121,080.00	\$2,800,621.59	\$2,800,621.59
Chino Hills	2.194%	\$139,720.00	\$184,800.00	\$45,850.00	\$13,290.00	\$170,892.92	\$554,552.92	\$0.00	\$554,552.92	\$0.00	\$13,290.00	\$207,682.06	\$211,071.47	\$197,781.47	-\$2,518.79	\$195,262.69	\$139,720.00	\$184,800.00	\$45,850.00	\$13,290.00	\$383,660.00	\$749,815.61	\$763,105.61
Colton ⁽³⁾	2.534%	\$158,780.00	\$210,000.00	\$52,100.00	\$15,100.00	\$246,298.77	\$682,278.77	\$30,439.62	\$651,839.15	\$6,351.02	\$8,748.98	\$239,866.15	\$243,780.82	\$243,780.82	\$14,288.57	\$258,069.39	\$158,780.00	\$210,000.00	\$0.00	\$0.00	\$368,780.00	\$940,348.16	\$940,348.16
Fontana	19.400%	\$1,238,450.00	\$1,638,000.00	\$786,170.00	\$528,350.00	\$1,526,654.76	\$5,717,624.76	\$1,318,014.54	\$4,399,610.22	\$0.00	\$528,350.00	\$1,836,386.48	\$1,866,356.68	\$1,338,006.68	-\$42,048.97	\$1,295,957.71	\$858,690.00	\$1,227,430.00	\$394,475.64	\$528,350.00	\$3,008,945.64	\$7,013,582.47	\$7,541,932.47
Grand Terrace ⁽³⁾	1.389%	\$88,910.00	\$117,600.00	\$29,180.00	\$8,460.00	\$137,927.31	\$382,077.31	\$54,997.22	\$327,080.09	\$0.00	\$8,460.00	\$131,481.49	\$133,627.29	\$133,627.29	-\$4,622.25	\$129,005.04	\$88,910.00	\$117,600.00	\$0.00	\$0.00	\$206,510.00	\$511,082.35	\$511,082.35
Highland	6.777%	\$431,870.00	\$571,200.00	\$141,720.00	\$41,070.00	\$528,212.65	\$1,714,072.65	\$0.00	\$1,714,072.65	\$0.00	\$41,070.00	\$641,504.70	\$651,974.19	\$610,904.19	-\$9,668.13	\$601,236.06	\$431,870.00	\$571,200.00	\$141,720.00	\$41,070.00	\$1,185,860.00	\$2,315,308.71	\$2,356,378.71
Loma Linda	4.074%	\$260,390.00	\$344,400.00	\$85,450.00	\$24,760.00	\$318,479.98	\$1,033,479.98	\$0.00	\$1,033,479.98	\$0.00	\$24,760.00	\$385,641.16	\$391,934.90	\$367,174.90	-\$10,923.98	\$356,250.92	\$260,390.00	\$344,400.00	\$85,450.00	\$24,760.00	\$715,000.00	\$1,389,730.90	\$1,414,490.90
Montclair	0.597%	\$38,110.00	\$50,400.00	\$22,500.00	\$9,930.00	\$36,611.70	\$157,551.70	\$6,308.40	\$151,243.30	\$0.00	\$9,930.00	\$56,511.48	\$57,433.76	\$47,503.76	-\$1,260.24	\$46,243.52	\$28,110.00	\$44,090.00	\$22,500.00	\$9,930.00	\$104,630.00	\$203,795.22	\$213,725.22
Ontario	12.272%	\$781,170.00	\$1,033,200.00	\$434,900.00	\$74,290.00	\$776,889.94	\$3,100,449.94	\$178,544.89	\$2,921,905.05	\$0.00	\$74,290.00	\$1,161,656.44	\$1,180,614.91	\$1,106,324.91	-\$11,770.88	\$1,094,554.02	\$602,630.00	\$1,033,200.00	\$434,900.00	\$74,290.00	\$2,145,020.00	\$4,195,003.96	\$4,269,293.96
Rancho Cucamonga ⁽³⁾	5.044%	\$323,900.00	\$428,400.00	\$430,190.00	\$30,800.00	\$335,152.13	\$1,548,442.13	\$947,980.80	\$600,461.33	\$112,811.37	\$0.00	\$477,460.48	\$485,252.74	\$485,252.74	-\$23,534.92	\$461,717.82	\$0.00	\$428,400.00	\$167,297.35	\$0.00	\$595,697.35	\$2,010,159.95	\$2,010,159.95
Redlands	4.854%	\$311,200.00	\$411,600.00	\$102,120.00	\$29,600.00	\$380,625.59	\$1,235,145.59	\$0.00	\$1,235,145.59	\$0.00	\$29,600.00	\$459,475.26	\$466,973.99	\$437,373.99	-\$19,341.05	\$448,032.94	\$311,200.00	\$411,600.00	\$102,120.00	\$29,600.00	\$854,520.00	\$1,653,178.53	\$1,682,778.53
Rialto ⁽³⁾	3.831%	\$247,690.00	\$327,600.00	\$81,280.00	\$23,560.00	\$384,226.08	\$1,064,356.08	\$976,481.14	\$87,874.94	\$656,570.00	\$0.00	\$362,639.00	\$368,557.34	\$368,557.34	-\$29,012.43	\$339,544.91	\$247,690.00	\$327,600.00	\$0.00	\$0.00	\$575,290.00	\$1,403,900.99	\$1,403,900.99
San Bernardino	7.857%	\$501,730.00	\$663,600.00	\$164,650.00	\$47,720.00	\$613,654.11	\$1,991,354.11	\$24,221.32	\$1,967,132.79	\$24,221.32	\$23,498.68	\$743,736.52	\$755,874.46	\$732,375.78	-\$18,084.68	\$714,291.09	\$501,730.00	\$663,600.00	\$164,650.00	\$47,720.00	\$1,353,478.68	\$2,705,645.20	\$2,729,143.88
Upland	2.743%	\$146,070.00	\$193,200.00	\$47,940.00	\$207,090.00	\$226,594.87	\$820,894.87	\$0.00	\$820,894.87	\$0.00	\$207,090.00	\$259,649.90	\$263,887.44	\$56,797.44	\$186,250.50	\$243,047.95	\$146,070.00	\$0.00	\$0.00	\$207,090.00	\$353,160.00	\$1,063,942.82	\$1,271,032.82
Yucaipa	5.965%	\$381,060.00	\$504,000.00	\$506,110.00	\$36,240.00	\$591,117.05	\$2,018,527.05	\$381,060.00	\$1,637,467.05	\$0.00	\$36,240.00	\$564,641.51	\$573,856.58	\$537,616.58	-\$14,714.54	\$522,902.04	\$0.00	\$504,000.00	\$0.00	\$36,240.00	\$540,240.00	\$2,541,429.09	\$2,577,669.09
County ⁽³⁾	12.878%	\$819,280.00	\$1,083,600.00	\$1,088,140.00	\$1,161,520.00	\$1,270,901.65	\$5,423,441.65	\$3,073,127.00	\$2,350,314.65	\$2,476,582.00	\$0.00	\$1,219,019.85	\$1,238,914.50	\$1,238,914.50	-\$9,257.34	\$1,229,657.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,653,098.82	\$6,653,098.82
TOTALS	100.00%	\$6,351,010.00	\$8,400,000.00	\$4,176,690.00	\$2,297,680.00	\$8,292,987.77	\$29,518,367.77	\$7,290,120.87	\$22,228,246.90	\$3,517,990.23	\$1,005,327.66	\$9,465,909.68	\$9,620,395.27	\$8,632,276.59	\$0.00	\$8,632,276.59	\$4,258,470.00	\$6,706,320.00	\$1,558,962.99	\$988,118.68	\$13,511,871.67	\$38,150,644.36	\$39,138,763.04
Arterial Allocation (67% after PAA set-aside) ⁽⁴⁾	100.00%	\$6,351,000.00	\$8,400,000.00	\$4,176,710.00	\$2,297,670.00	\$8,292,987.77	\$29,518,367.77	\$7,290,120.87	\$22,228,246.90	\$3,517,990.23	\$1,005,327.66	\$9,465,909.68	\$9,620,395.27	\$8,632,276.59		\$8,632,276.59	n/a	n/a	n/a	n/a	n/a	\$38,150,644.36	\$39,138,763.04
PAA set-aside (40% off top)		\$5,293,000.00	\$6,970,000.00	\$7,664,000.00	\$8,959,200.00	\$9,802,936.07	\$38,689,136.07	n/a	n/a	n/a	n/a	\$9,418,815.60	\$9,572,532.61	\$9,572,532.61		\$9,572,532.61	n/a	n/a	n/a	n/a	n/a		
PAA adjustment		n/a	n/a	\$4,288,470.00	\$6,706,320.00	\$1,558,962.98	\$12,553,752.98	n/a	n/a	n/a	n/a	n/a	n/a	\$988,118.68		\$988,118.68	\$4,288,470.00	\$6,706,320.00	\$1,558,962.99	\$988,118.68	\$13,511,871.67	\$14,499,990.35	n/a
Total Arterial Program		\$11,644,000.00	\$15,370,000.00	\$16,129,180.00	\$17,963,190.00	\$19,654,886.82	\$80,761,256.82	n/a	n/a	n/a	n/a	\$18,884,725.28	\$19,192,927.88	\$19,192,927.88		\$19,192,927.88	n/a	n/a	n/a	n/a	n/a	\$52,650,634.71	\$39,138,763.04

⁽¹⁾ Excess Funds - Additional funds from actual FY 13/14 Arterial and PAA revenues (\$18,347,492.52) exceeding estimate (\$17,963,200) by \$308,202.60 total (\$153,717.01 arterial/\$154,485.59 PAA set-aside)

⁽²⁾ One-time adjustment due to error in Upland Nexus Study share approved by SANBAG BOD March 2015.

⁽³⁾ Jurisdiction indicated that they were anticipating using their full FY15/16 allocation amount and/or fully utilized cumulative allocations.

⁽⁴⁾ Arterial Allocation does not match total for FY12/13 and FY13/14 due to the fact that initially amounts were reported as "Dollars in 1,000's".

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2015

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

Communication: Attendance (Additional Information)

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

MVSSatt15 Shaded box = No meeting

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2015

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Rhodes ‘Dusty’ Rigsby City of Loma Linda	X											
Paul Eaton City of Montclair	X	X										
Edward Paget City of Needles												
Alan Wapner City of Ontario		X										
L. Dennis Michael City of Rancho Cucamonga	X											
Jon Harrison City of Redlands	X	X										
Deborah Robertson City of Rialto	X	X										
R. Carey Davis City of San Bernardino	X	X										
Joel Klink City of Twentynine Palms												
Ray Musser City of Upland		X										
Ryan McEachron City of Victorville	X	X										
Dick Riddell City of Yucaipa	X	X										
George Huntington Town of Yucca Valley												

Communication: Attendance (Additional Information)

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

MVSSatt15 Shaded box = No meeting

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

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

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

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

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

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

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

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

Meeting Procedures and Rules of Conduct

Meeting Procedures

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

Accessibility

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

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

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

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

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

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

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

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

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

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

Attendance - The Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.

- A Member/Alternate, who arrives after attendance is taken, shall announce his/her name prior to voting on any item.
- A Member/Alternate, who wishes to leave the meeting after attendance is taken but before remaining items are voted on, shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion, shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.

The Vote as specified in the SANBAG Bylaws - Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.) Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion - Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he/she would like to amend the motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion. Occasionally, a motion dies for lack of a second.

Call for the Question - At times, a Member of the Board/Committee may “Call for the Question.”

- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair - At all times, meetings are conducted in accordance with the Chair’s direction. These general practices provide guidelines for orderly conduct. From time-to-time circumstances require deviation from general practice. Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum - These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation. It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

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

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

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

San Bernardino Associated Governments



MISSION STATEMENT

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

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

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

Approved June 2, 1993
Reaffirmed March 6, 1996