

AGENDA

General Policy Committee Meeting

April 8, 2015

9:00 AM

Location

SANBAG

Super Chief Conference Room

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410

General Policy Committee Membership

Chair – SANBAG Vice President

Council Member Ryan McEachron
City of Victorville, *MDC Chair*

SANBAG President

Mayor L. Dennis Michael
City of Rancho Cucamonga

SANBAG Past President

Mayor Pro Tem Bill Jahn
City of Big Bear Lake

Mt./Desert Representatives

Mayor Joel Klink
City of Twentynine Palms

Supervisor Robert Lovingood
County of San Bernardino

East Valley Representatives

Council Member Dick Riddell
City of Yucaipa

Mayor Larry McCallon
City of Highland

Mayor Rhodes (Dusty) Rigsby
City of Loma Linda

Supervisor James Ramos
County of San Bernardino

West Valley Representatives

Mayor Paul Eaton
City of Montclair, *CRTC Chair*

Mayor Pro Tem Michael Tahan
City of Fontana, *MVSS Chair*

Supervisor Janice Rutherford
County of San Bernardino

Ray Wolfe
Executive Director

Eileen Monaghan Teichert
SANBAG Counsel

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

AGENDA

General Policy Committee Meeting

**April 8, 2015
9:00 AM**

Location

**SANBAG Super Chief Conference Room
1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410**

CALL TO ORDER

(Meeting Chaired by Ryan McEachron)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Diane Greve

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 - Administrative Matters

2. Measure I Revenue

Receive report on Measure I receipts for Measure I 2010-2040.

Hilda Flores

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

3. February/March 2015 Procurement Report

Receive the February/March 2015 Procurement Report.

Hilda Flores

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

DISCUSSION ITEMS

Discussion - Administrative Matters

4. SANBAG Conflict of Interest Code Amendment

A. Adopt an amended Conflict of Interest Code, set forth in Policy No. 10102, updating the list of designated employees and disclosure categories; and

B. Direct the SANBAG Clerk of the Board to submit the amended Conflict of Interest Code to the San Bernardino County Board of Supervisors for approval.

Eileen Teichert

This item is not scheduled for review by any other policy or technical advisory committee. This item and amended Policy No. 10102 have been reviewed by SANBAG General Counsel.

5. Award On-Call Internal Audit and Price Review Services

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

A. Award Contract No. 15-1001061 to Macias Gini & O'Connell LLP for On-Call Internal Audit and Price Review Services for a five-year term for an amount described in Recommendation C.

B. Award Contract No. 15-1001226 to Conrad LLP for On-Call Internal Audit and Price Review Services for a five-year term for an amount described in Recommendation C.

C. Approve a total not-to-exceed amount of \$500,000 for both Macias Gini & O'Connell LLP (15-1001061), and Conrad LLP (15-1001226).

Jeffery Hill

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

6. SANBAG Memberships to Regional, State and National Trade Organizations

That the General Policy Committee recommend the Board continue SANBAG memberships to regional, state and national trade organizations as listed below.

Duane Baker

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

7. Measure I Local Street Program Policy Amendment - Compliance Audit Deadline and Remedies

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Amend Policies 40003, 40012, and 40016 regarding the Measure I Local Street Program for compliance audit deadline and remedies, as shown in Attachments 1, 2, and 3 respectively.

Hilda Flores

The proposed policy revisions were reviewed by the Transportation Technical Advisory Committee (TTAC) on March 30, 2015, and City/County Manager Technical Advisory Committee (CCMTAC) on April 2, 2015. SANBAG's General Counsel has reviewed the revised policies.

Discussion - Transportation Programming and Fund Administration

8. Measure I Local Street Program Policy Amendment - Maintenance of Effort

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Amend Measure I 2010-2040 Strategic Plan Policies 40003, 40012, and 40016 regarding the Measure I Local Street Programs to include provisions related to the Maintenance of Effort requirements of Ordinance No. 04-01.

Andrea Zureick

The draft policy was reviewed by the Transportation Technical Advisory Committee (TTAC) on March 2, 2015, and on March 30, 2015, and by the City/County Manager Technical Advisory Committee (CCMTAC) on March 5, 2015 and on April 2, 2015.

Discussion - Air Quality/Traveler Services

9. Annual Agreement between the State of California Department of Transportation (Caltrans) and San Bernardino Associated Governments (SANBAG), for the Freeway Service Patrol Program Funding

That the General Policy Committee:

A. Recommend the Board approve Agreement No.15-1001145 between the State of California Department of Transportation and San Bernardino Associated Governments to accept the Freeway Service Patrol Program funds for the operation and management of FSP services in a not-to-exceed amount of \$1,414,272, and to match those funds with Department of Motor Vehicle funds in the amount of \$353,568, for a total contract not-to-exceed amount of \$1,767,840, as outlined in the Financial Impact Section.

B. Authorize the President of the SANBAG Board of Directors to execute Resolution No. 15-002.

Kelly Lynn

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

Discussion - Regional/Subregional Planning

10. Non-Motorized Transportation Plan Amendments

That the General Policy Committee recommend the Board approve amendments to the San Bernardino County Non-Motorized Transportation Plan as contained in Attachment A.

Josh Lee

This item was reviewed by the Transportation Technical Advisory Committee (TTAC) on March 30, 2015.

Discussion - Council of Governments

11. Allocate General Assessment Dues for a Forest Management Plan

That the General Policy Committee recommend the Board approve the allocation of an amount not-to-exceed \$200,000 from unallocated Council of Governments General Assessment Dues to help fund a Forest Management Plan in cooperation with the US Forest Service, the County and the City of Rancho Cucamonga.

Duane Baker

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

12. Amendments to Contracts Related to Administration of the HERO Program

That the Committee recommend the Board:

A. Approve Amendment No. 2 to Contract No. C12141 with The PFM Group to reduce the residential per assessment closing fee from \$125.00 to \$77.76 for financial management and program management services for the HERO Program.

B. Approve Amendment No. 2 to Contract No. C12245 with Best Best & Krieger, LLP to reduce the per assessment closing fee from 0.965% to 0.73% for legal services for the operation of the HERO Program.

C. Approve Amendment No. 2 to Contract No. C14053 with Renovate America, Inc. to decrease the residential per assessment closing fee from 3.10% to 2.202% for implementation and administration of financing mechanisms for the residential HERO Program.

D. Approve Amendment No. 2 to Contract No. C14054 the Master Bond Purchase Agreement with Renovate America, Inc. to reflect the amended fee schedules.

E. Approve decrease in SANBAG's program sponsor fee for residential program administration from 1.765% to 1.463%.

Duane Baker

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

13. State Legislative Update

That the General Policy Committee recommend the Board:

A. Receive Legislative Bill Matrix and adopt the following positions on State Legislation:

1. Support AB 1171 (Linder, R-Corona)
2. Support AB 1286 (Mayes, R-Yucca Valley)
3. Support SB 348 (Galgiani, D-Stockton)

B. Receive an update on PEPRA

Wendy Strack

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

Comments from Board Members

Brief Comments from Board Members

Public Comment

Brief Comments by the General Public

ADJOURNMENT

Additional Information

Attendance

SANBAG Entities

Meeting Procedures and Rules of Conduct

General Practices for Conducting Meetings

Acronym List

Mission Statement

The next General Policy Committee meeting will be May 13, 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.

Minute Action

AGENDA ITEM: 1

Date: April 8, 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
5	15-1001061	Macias Gini & O'Connell LLP <i>James Godsey</i>	N/A
5	15-1001226	Conrad LLP <i>Sam Perera</i>	N/A
12	C12141-2	The PFM Group <i>Michael Berwanger</i>	N/A
12	C12245-2	Best Best & Krieger, LLP <i>Warren Diven</i>	N/A
12	C14053-2 C14054-2	Renovate America, Inc. <i>J.P. McNeil</i>	N/A

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:

Duane Baker, Director of Management Services

Approved
 General Policy Committee
 Date: April 8, 2015

Witnessed By:

Entity: CMA, COG, CTA, CTC, SAFE

Minute Action

AGENDA ITEM: 2

Date: April 8, 2015

Subject:

Measure I Revenue

Recommendation:

Receive report on Measure I receipts for Measure I 2010-2040.

Background:

Sales tax revenue collections for Measure I 2010 through 2040 began on April 1, 2010. Cumulative total receipts for Fiscal Year 2014/2015 as of March 31, 2015 were \$113,485,845.

Included is a summary of the current Measure I receipts by quarter and cumulative total since its inception. The quarterly receipts represent sales tax collection from the previous quarter taxable sales. For example, receipts for January through March represent sales tax collections from October through December.

Measure I revenue for the 2014/2015 Fiscal Year budget was estimated to be \$141,960,000. Actual Measure I receipts for Fiscal Year 2014/2015 January through March are \$38,225,122, in comparison to \$36,843,452 received during the quarter ending March 2014/2015, with an increase of 3.75%.

Financial Impact:

Measure I revenues are expected to exceed both the budgeted amount and prior years' collections.

Reviewed By:

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

Responsible Staff:

Hilda Flores, Chief of Fiscal Resources

Approved
 General Policy Committee
 Date: April 8, 2015

Witnessed By:

Entity: CMA, CTA, CTC

ATTACHMENT A

Summary of SANBAG Measure I Receipts 2010-2040						
Fiscal Year	July- September	October- December	January- March	April- June	Fiscal Year Total	Cumulative Total To Date
Receipts Prior to FY 2010/11						\$7,158,800
Fiscal Year 2010/11	28,188,907	29,207,950	28,808,766	29,397,456	115,603,079	\$122,761,879
Fiscal Year 2011/12	31,027,319	33,547,956	32,757,419	33,476,051	130,808,745	\$253,570,624
Fiscal Year 2012/13	34,279,449	35,076,980	34,336,570	34,309,171	138,002,171	\$391,572,794
Fiscal Year 2013/14	35,430,012	35,403,641	36,843,452	35,789,045	143,466,150	\$535,038,944
Fiscal Year 2014/15	37,253,007	38,007,716	38,225,122		113,485,845	\$648,524,789
% Increase Over 13/14	5.15%	7.36%	3.75%			

Attachment: GPC1503b1-wws (1808 : Measure I Revenue)

Minute Action

AGENDA ITEM: 3

Date: April 8, 2015

Subject:

February/March 2015 Procurement Report

Recommendation:

Receive the February/March 2015 Procurement Report.

Background:

The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on March 12, 2014. On February 6, 2013, the Board of Directors authorized the Executive Director, or designee, to approve: a) contracts and purchase orders up to \$100,000 and for purchase orders originally \$100,000 or more, increasing the purchase order amount up to 10% of the original purchase order value, not to exceed \$25,000; b) amendments with a zero dollar value; c) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; and d) amendments that cumulatively do not exceed 50% of the original contract value or \$100,000, whichever is less and to release Request for Proposal (RFP), Request for Quote (RFQ) and Invitation for Bid (IFB) for proposed contracts from which funding has been approved in San Bernardino Associated Governments (SANBAG's) Annual Budget, and which are estimated not-to-exceed \$1,000,000. On July 11, 2012, the Board of Directors authorized SANBAG's General Counsel to award and execute legal services contracts up to \$50,000 with outside counsel as needed on behalf of SANBAG and its authorities organized under the umbrella of the Council of Governments.

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

Financial Impact:

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

Reviewed By:

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

Responsible Staff:

Hilda Flores, Chief of Fiscal Resources

Approved
 General Policy Committee
 Date: April 8, 2015

Witnessed By:

Entity: CMA, COG, CTA, CTC, SAFE

Attachment A February/March Contract Actions

New Contracts Executed:

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

Attachment: GPC1504a1-wws (1804 : Procurement Report)

Attachment A

February/March Contract Amendment Actions

Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended Contract Total
None					

Attachment: GPC1504a1-wws (1804 : Procurement Report)

Attachment A

February/March Contract Task Order Actions

Contract Task Order (CTO) Executed:

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C14003 CTO 11 Amendment 1	General Support for the Transit and Rail department including staff augmentation	Hatch Mott MacDonald	\$20,000,000 Shared with Parsons Brinkerhoff (C14086)	CTO 8 \$491,993.00 CTO 10 \$114,162.00 CTO 12A \$267,034.56 CTO 15 \$759,580.00 CTO 17 \$125,539.00 CTO 19 \$498,324.00 CTO 20 \$299,826.00 CTO 22 \$249,729.00 CTO 23 \$25,925.00 CTO 25 \$78,441.00 CTO 26 \$21,581.00	Original \$489,822.00 Amendment 1 \$283,614.00 Total \$773,436.00

Attachment: GPC1504a1-wws (1804 : Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C14003 CTO 12A Amendment 1	Redlands Passenger Rail Operations/Maintenance & Vehicle Selection	Hatch Mott MacDonald	\$20,000,000 Shared with Parsons Brinkerhoff (C14086)	CTO 8 \$491,993.00 CTO 10 \$114,162.00 CTO 11 \$773,436.00 CTO 15 \$759,580.00 CTO 17 \$125,539.00 CTO 19 \$498,324.00 CTO 20 \$299,826.00 CTO 22 \$249,729.00 CTO 23 \$25,925.00 CTO 25 \$78,441.00 CTO 26 \$21,581.00	Original \$238,918.00 Amendment 1 \$28,116.53 Total \$267,034.56

Attachment: GPC1504a1-wws (1804 : Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C14003 CTO 15 Amendment 1	Program Management for the Transit and Rail department	Hatch Mott MacDonald	\$20,000,000 Shared with Parsons Brinkerhoff (C14086)	CTO 8 \$491,993.00 CTO 10 \$114,162.00 CTO 11 \$773,436.00 CTO 12A \$267,034.56 CTO 17 \$125,539.00 CTO 19 \$498,324.00 CTO 20 \$299,826.00 CTO 22 \$249,729.00 CTO 23 \$25,925.00 CTO 25 \$78,441.00 CTO 26 \$21,581.00	Original \$498,609.00 Amendment 1 \$260,971.00 Total \$759,580.00
C14144 CTO 1	Complete remaining tasks from C08200 with Vandermost for on-call environmental services. (The original contract was ending its term, a RFP was conducted which Vandermost selected.)	Vandermost Consulting Services	\$3,000,000.00		\$39,155.00
C12233 CTO 8	Labor compliance training session to teach staff about new labor compliance laws including SB854.	GCAP Services	\$300,000.00 Shared with Dynamic Engineering Services (C13022)	CTO 1 \$3,459.00 CTO 2 \$34,320.00 CTO 3 \$22,881.44 CTO 4 \$48,653.50 CTO 7 \$5,807.50	\$4,778.00

Attachment: GPC1504a1-wws (1804 : Procurement Report)

Attachment A

February/March Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	PO Dollar Amount
4001283	03/12/15	Hotel Lombardy	Hotel accommodations for SANBAG staff and Board representatives for advocacy trip to Washington D.C.	\$5,135.40
Total				\$5,135.40

Attachment: GPC1504a1-wws (1804 : Procurement Report)

Attachment A

February/March Purchase Order Amendment Actions

Purchase Order Amendments Executed:

Purchase Order No. & Amendment No.	Description of Services and Reason for Amendment	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended PO Total
None					

Attachment: GPC1504a1-wws (1804 : Procurement Report)

Attachment B

February/March RFPs and IFBs

Release of RFP's and IFB's

Release Date	RFP/IFB No.	Description of Services	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
3/4/15	RFP15-1001235	Transit and Specialized Transportation Planning Services	\$504,000.00	May 6, 2015	Transit and Specialized transportation planning services and FTA Grantee Services for such components such as civil rights compliance and agency review.
3/10/15	RFP15-1001224	FSP, Beats 3 and 8	\$982,300 per beat	July 1, 2015	Freeway Services Patrol for Beats 3 and 8 to cover two unexpected beat vacancies. FSP provides roadside assistance to stranded motorists on the freeway during peak hours.
				Total	\$2,468,600.00

Attachment: GPC1504a2-wws (1804 : Procurement Report)

Minute Action

AGENDA ITEM: 4

Date: *April 8, 2015*

Subject:

SANBAG Conflict of Interest Code Amendment

Recommendation:

A. Adopt an amended Conflict of Interest Code, set forth in Policy No. 10102, updating the list of designated employees and disclosure categories; and

B. Direct the SANBAG Clerk of the Board to submit the amended Conflict of Interest Code to the San Bernardino County Board of Supervisors for approval.

Background:

The Political Reform Act (Act) requires every local government agency that takes actions that foreseeably may materially affect economic interests to adopt a Conflict of Interest Code for its employees. SANBAG has adopted a Conflict of Interest Code and it is set forth in SANBAG Policy No. 10102. The Conflict of Interest Code lists those employees or officers who are required to file a statement of economic interests (“designated employees”) and prescribes the types of interests which must be disclosed by such officials (“disclosure categories”).

In order to ensure the agency’s designated employees and disclosure categories are reflective of the current organization and ability to affect economic interests, the Act requires agencies to review their conflict of interest codes at least biennially. SANBAG recently amended its code in December 2014. However, since that time there have been position title changes which require amendments to Conflict of Interest Code Appendix A, which lists designated positions that make or participate in the making of decisions which may foreseeably have a material effect on private financial interests. It is recommended that Appendix A be modified to delete the job titles which are no longer approved classifications and to add new job titles created by Board action. The amended Appendix A in the attachment to this item reflects the most current titles for those positions covered under the conflict of interest code and the appropriate filing categories.

The Act provides that where a multi-jurisdictional governmental agency is wholly within a county, the board of supervisors is the code reviewing body for that agency. Accordingly, after the SANBAG Board adopts SANBAG’s amended Conflict of Interest Code, it must be submitted to the San Bernardino Board of Supervisors for their review.

Financial Impact:

This item does not have an impact on the SANBAG Fiscal Year 2014/2015 budget.

Reviewed By:

This item is not scheduled for review by any other policy or technical advisory committee. This item and amended Policy No. 10102 have been reviewed by SANBAG General Counsel.

Responsible Staff:

Eileen Teichert, General Counsel

Entity: CMA, COG, CTA, CTC, SAFE

General Policy Committee Agenda Item
April 8, 2015
Page 2

Approved
General Policy Committee
Date: April 8, 2015
Witnessed By:

San Bernardino Associated Governments	Policy	10102
Adopted by the Board of Directors Sept. 2, 1992	Revised	12/3/14
Conflict of Interest Code	Revision No.	7

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

Table of Contents

| [Purpose](#) | [Policy](#) | [Revision History](#) | [Appendix A](#) |

I. PURPOSE

The Political Reform Act, Government Code Sections 81000, et seq., requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission adopted a regulation, Title 2 Calif. Code of Regulations (CCR) Section 18730, which contains terms of a standard conflict of interest code, which can be incorporated by reference into a local agency's conflict of interest code, and which may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act after public notice and hearings.

II. POLICY

The terms of Title 2 CCR Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference and, along with the attached [Appendix A](#) in which officials and employees are designated and disclosure categories are set forth, constitute the Conflict of Interest Code of SANBAG.

Designated employees shall file statements of economic interests with SANBAG's Clerk of the Board who will make the statements available for public inspection and reproduction (Government Code Section 81008). Statements for all designated employees will be retained by the Clerk of the Board.

SANBAG will review this policy every even-numbered year, and if change in the policy is required, will revise the policy. SANBAG will file a statement of review with the San Bernardino County Board of Supervisors, SANBAG's code reviewing body, every even-numbered year.

III. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Amended Conflict of Interest Code for SANBAG approved.	09/02/92
1	Modifications to Appendix A and Appendix B approved.	02/05/97
2	Amendment to Appendix A approved by SANBAG Board of Directors.	04/05/00
3	Appendix A: Removed Advanced Transportation Development Manager	01/10/07
4	Par. I: Added paragraph heading PURPOSE. Par. II: Added paragraph heading POLICY; amended the first paragraph and added two new paragraphs that replace the existing text. Appendix A: Added Construction Manager, Contracts/Controls Manager, and Project Delivery Manager; changed category designation for Board of Directors (City designees, Executive Director, and Chief Financial Officer from Category 2 to Category 1; added clarification that Form 700s filed by the Board of Directors (County designees) are filed with the Clerk of the Board of Supervisors, not SANBAG; and revised the descriptions for Category 1 and Category 2.	06/03/09
5	Appendix A: Added Director of Programming, Chief of Planning, Chief of Programming, Chief of Transit & Rail Programs, Human Resources & Information Services Administrator, and Procurement/Risk Management/Contracts Administrator. Changed the following titles: Director of Freeway Construction to Director of Project Delivery, Director on Intergovernmental & Legislative Affairs to Director of Legislative Affairs, Director of Planning/Programming to Director of Planning, and Director of Air Quality/Mobility Programs to Chief of Air Quality/Mobility Programs. Removed the Contracts/Controls Manager.	06/30/12
6	Appendix A: Added General Counsel – missed in Rev. 5. Corrected titles for Director and Chief of Fund Administration and Programming.	08/06/12
7	Amended Purpose, Policy, and Appendix A per BOD 12/3/14 (Agenda item 10)	12/03/14

Conflict of Interest Code – Designated Employees	Policy	10102 Appendix A
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Designated Employees	Categories
1. Board of Directors (County designees)	1
2. Board of Directors (City designees)	1
3. Board of Directors Alternates (City designees)	1
4. Executive Director	1
5. General Counsel	1
6. Chief Financial Officer	1
7. Director of Transit/Rail Programs	1
8. Director of Planning	1
9. Director of Fund Administration and Programming	1
10. Director of Project Delivery	1
11. Director of Legislative and Public Affairs	1
12. Director of Management Services	1
13. Chief of Accounting and Procurement	2
14. Chief of Legislative and Public Affairs	2
15. Chief of Air Quality/Mobility Programs	2
16. Chief of Planning	2
17. Chief of Fund Administration and Programming	2
18. Chief of Transit/Rail Programs	2
19. Construction Manager	2
20. Project Delivery Manager	2
21. Human Resources/Information Services Administrator	2
22. Procurement Manager	2
23. Procurement Analyst	2
24. Management Analyst II*	1
25. Management Analyst III*	1
26. Senior Planner	2
27. Clerk of the Board/Administrative Supervisor	2
28. Consultant **	2

* **Only Management Analysts who perform Right of Way activities must file.**

** Consultants shall be included in the list of designated employees and shall disclose pursuant to the broadest disclosure category in the code subject to the following limitation:

The Executive Director may determine in writing that a particular consultant, although a "designated employee," is hired to perform a range of duties that is limited in scope and, thus, is not required to fully comply with the disclosure requirements in this Code. Such written determination shall include a description of the consultant's duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director's determination is a public record and shall be retained for public inspection in the same manner and location as this Conflict of Interest Code.

Form 700s filed by the Board of Directors (County designees) are filed with the Clerk of the County Board of Supervisors, not with SANBAG.

Disclosure Categories

CATEGORY I

Designated employees in this category shall disclose all sources of income, interests in real property, investments and business positions in business entities. Designated employees in this category shall complete all schedules of Form 700, if applicable.

CATEGORY 2

Designated employees in this category shall disclose sources of income, investments, and business positions in business entities which provide services, supplies, materials, machinery or equipment of the type purchased or utilized by the department in which the designated employee is employed. Designated employees in this category shall complete all schedules of Form 700 except schedule B, if applicable.

Minute Action

AGENDA ITEM: 5

Date: April 8, 2015

Subject:

Award On-Call Internal Audit and Price Review Services

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

A. Award Contract No. 15-1001061 to Macias Gini & O’Connell LLP for On-Call Internal Audit and Price Review Services for a five-year term for an amount described in Recommendation C.

B. Award Contract No. 15-1001226 to Conrad LLP for On-Call Internal Audit and Price Review Services for a five-year term for an amount described in Recommendation C.

C. Approve a total not-to-exceed amount of \$500,000 for both Macias Gini & O’Connell LLP (15-1001061), and Conrad LLP (15-1001226).

Background:

Approval to release Request for Proposal (RFP) 15-1001061 was granted by the Executive Director in the fall of 2014. The Scope of Work for on-call internal audit and price review is attached to this agenda item as reference. The services provided would be on an “as-needed” basis with no guaranteed level of usage. The contracts will secure services for a five (5) year initial term.

San Bernardino Associated Governments (SANBAG) will utilize the on-call services for miscellaneous audits, price reviews of hourly rates and performance of audits required for the Caltrans Conformance letter.

Pursuant to policy direction, SANBAG is required to award these types of contracts on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services at a fair and reasonable price to SANBAG. Such selection takes into consideration prior experience of the firm and/or representatives, understanding of work to be completed, knowledge of the working environment, and particular skills and expertise of the firm and/or representatives proposed for the function.

The following outlines the selection process to identify and select qualified firms who present the ability to meet the expectations and requirements outlined in the scope of work issued with the bid package for RFP15-1001061.

Entity: CTA

INTRODUCTION AND RECOMMENDATION

The firms recommended by the Evaluation Committee for contract award, based on technical abilities and interview, are Macias Gini & O'Connell LLP and Conrad LLP.

CHRONOLOGY OF EVENTS

The Request for Proposal (RFP) 15-1001061 was released on November 5, 2014, and was sent electronically to approximately twenty (20) consultants registered on PlanetBids. The solicitation was issued in accordance with current SANBAG policies and procedures for procurement of professional services.

The RFP was posted on SANBAG's website in response to a request from the Chief of Fiscal Resources to engage a firm to provide on-call internal audit and price review services. A Pre-Proposal meeting was held on November 20, 2014, and was attended by three (3) firms. Addendum No. 1 was issued on December 11, 2014, responding to questions and providing the attendee list for the pre-proposal meeting.

On January 14, 2015, five (5) proposals were received by the date and time specified in the RFP. The following is a summary of the events that transpired in the evaluation and selection process. A responsiveness review was conducted by the Procurement Manager and found all five (5) proposals to be responsive.

Summary of Evaluation Process:

On January 15, 2015, the proposals were disseminated to all evaluation committee members. A copy of the Score Sheets and the Declaration of Impartiality and Confidentiality form were also distributed to the committee members. The Evaluation Committee was comprised of two staff from SANBAG, one from the City of Hesperia and one from Riverside County Transportation Commission.

Evaluation Committee Meeting:

Evaluators concluded their individual review of the proposals and convened to review, discuss and score the proposals. The Evaluation Committee members met on January 22, 2015, and discussed each proposal according to the evaluation criteria, including the proposals' strengths and weaknesses. The Procurement Manager provided information regarding the reference checks of the firms. All reference checks received for all firms resulted in good to excellent ratings. At the completion of discussions the committee members individually scored the proposals based on the following evaluation criteria: Qualifications of the Firm - 30%, Proposed Staffing and Projection Organization - 35%, Technical Approach/Work Plan - 20%, and Cost 15%.

Because of the scoring, the firms were ranked in order of technical merit, and a short-list was developed. The firms short-listed and invited to interviews in alphabetical order were: Conrad LLP (Conrad) located in Lake Forest, Macias Gini & O'Connell LLP (MGO) located in Los Angeles, and Vasquez & Company LLC located in Los Angeles.

Minor variances in the criteria scores were noted and discussed. Rates among the firms were consistent and within industry standard. Full detail of the scores is included in the Contract Audit File.

At the evaluation meeting, the committee also determined the format for the interview phase. Interviews consisted of the following:

Equipment Assembly and Set-up	–	5 Minutes
Introductions and Presentation	–	10 Minutes
Questions and Answers	–	30 Minutes
Equipment Disassembly and Exit	–	5 Minutes

Interviews:

On January 28, 2015, interviews were conducted with the short-listed firms. At the completion of the interviews, the Evaluation Committee separately scored the interviews. The assigned weighting between the technical proposals and interviews is 40% for proposals, and 60% for interviews.

EVALUATION COMMITTEE RECOMMENDATION SUMMARY

The combined scores of the proposal evaluation and interviews showed Conrad and MGO as the highest ranking firms. MGO was selected because of the following: they emphasized client communication, they have an experienced team, each team member had their own area of expertise, and their knowledge of federal regulations and Caltrans procedures. Conrad was selected because of the following: their experience with local transit agencies (i.e. OCTA, Metrolink, RCTC), communication with clients, and knowledge of SANBAG.

As a result of the scoring, the evaluation committee recommends that the contract to perform the scope of work as outlined in the Request for Proposals 15-1001061, be awarded to Macias Gini & O’Connell LLP and Conrad LLP for an amount not-to-exceed of \$500,000.00 between both firms. The firms ranked first and second in technical score and overall score. The firms clearly demonstrated a thorough understanding of the scope of work and proposed an overall solid team. Evaluation forms, Dun & Bradstreet reports and reference checks are located in the Contract Audit File.

Financial Impact:

Funds for the on-call audit and price review services are included in the Fiscal Year (FY) 2014/2015 Budget in Task 0815 with various MSI funds (Freeway, Freeway Interchange, and Grade Separation).

Reviewed By:

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

Responsible Staff:

Jeffery Hill, Contracts Administrator

Approved
 General Policy Committee
 Date: April 8, 2015
 Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 15-1001061 Amendment No.: _____ Vendor No.: Pending
 Vendor/Customer Name: Macia Gini & O'Connell LLP Sole Source? Yes No
 Description: On-Call Internal Audit and Price Review Services
 Start Date: 04/01/2015 Expiration Date: 04/30/2020 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: 15-1001226

Dollar Amount			
Original Contract	\$ 500,000.00	Original Contingency	
Revised Contract (Inclusive of Prior Amendments)		Revised Contingency (Inclusive of Prior Amendments)	
Current Amendment		Contingency Amendment	
TOTAL CONTRACT VALUE	\$ 500,000.00	TOTAL CONTINGENCY VALUE	
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 500,000.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 04/01/2015
 Board of Directors Action: _____

Contract Management: Payable/Miscellaneous

Invoice Warning: 20% Renewals: _____ Type: Capital PAA Other
 Retention: _____ % Maximum Retention: \$ _____
 Services: Construction Intrgrnt/MOU/COOP A & E Services Other Professional Services
 Disadvantaged Business Enterprise (DBE) Goal _____ %

Contract Management: Receivable

E-76 and/or CTC Date _____ (Attach Copy) Program Supplement No.: _____
 Finance Letter Reversion Date: _____ EA No.: _____

All of the above MUST be submitted to FINANCE including originals, amendments and miscellaneous transaction changes

Additional Information

Project Manager: Hilda Flores

Attachment: 15-1001061 CSS (1639 : Award On-Call Internal Audit and Price Review Services Contract)

EXHIBIT A – “SCOPE OF WORK”

**SCOPE OF WORK
FOR
ON-CALL INTERNAL AUDIT AND PRICE REVIEW SERVICES**

BACKGROUND

The San Bernardino Associated Governments, known as SANBAG, is the council of governments and transportation planning agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. SANBAG serves the 1.9 million residents of San Bernardino County.

As the County Transportation Commission, SANBAG supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts and long-term planning studies. As the County Transportation Authority SANBAG administers Measure I, the half-cent transportation sales tax approved by county voters in 1989's major programs include bus operations, paratransit services, the 91 Express Lanes, commuter rail, street and road improvements, freeway projects, and a motorist services program.

SERVICES

SANBAG seeks a qualified firm or firms to serve on an on-call basis to assist staff in carrying out Board adopted policy and Federal regulations related to the procurement of goods and services.

Pre-Award Price Review Requirements

To comply with adopted policies and procedures related to the procurement of goods and services, SANBAG will conduct pre-award price reviews for competitive procurements with a value greater than \$1,000,000 where the proposal is evaluated on its technical merit rather than cost. These procurements generally are for:

- Architectural and Engineering Services

Additionally, SANBAG may conduct pre-award price reviews of the following types of procurements:

- Single bid procurements
- Sole source procurements

Approximately 5 -10 pre-award price reviews are required to be performed each fiscal year.

Services may include agreed upon procedures to review reimbursement requests for various programs; such as Project Advance Agreements and other advance expenditures. Also, various audit services may be requested.

Audits Conforming to LAPM

This section outlines the audit and review process for state or federally funded A&E contracts. All proposed A&E contracts and supporting documents are subject to audit or review by Caltrans' Audits and Investigations (A&I), other state audit organizations, or the federal government.

Applicable Standards

State and federal requirements listed below, as well as specific contract requirements, serve as the standards for audits and reviews performed. The local agencies, consultants, and subconsultants are responsible for complying with state, federal and specific contract requirements. Local agencies are responsible for determining the eligibility of costs to be reimbursed to consultants. Applicable standards are:

- Caltrans' Local Assistance Procedures Manual (LAPM);
- Project Program Supplemental Agreements;
- 23 CFR, Chapter 1, Part 172 – *Administration of Engineering and Design Related Service Contracts*;
- 48 CFR, *Federal Acquisitions Regulation Systems*, Chapter 1 – *Federal Acquisition Regulation*, Part 31- *Contract Cost Principles and Procedures*;
- 48 CFR –FAR;
- 48 CFR, Chapter 99 – *Cost Accounting Standards*, Subpart 9900;

Local Assistance Procedures Manual Chapter 10 Consultant Selection Page 10-11 LPP 13-01 May 8, 2013

- 49 CFR, Transportation, Subtitle A, Office of the Secretary of Transportation, Volume 1, Part 18, *Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Government*;
- 49 CFR, Part 18.20 – *Standards for Financial Management Systems*;
- 23 U.S.C. – *Letting of Contracts*;
- United States Government Accountability Office, *Government Auditing Standards (GAS)*;
- Proposed contract terms and conditions.

Pre-Award Price Reviews

All pre-award price reviews shall be conducted in accordance with Government Auditing Standards issued by the Comptroller General of the United States as well as the cost principles identified in 48 CFR part 31. Auditing Firms will be selected from a pre-established or on-call list of firms to perform the pre-award price reviews on a sequential basis. Each of the pre-award price reviews should include some or all of the following objectives:

- a. To ensure that the proposer's proposed labor rates, overhead rates, other direct costs, and fixed fee are reasonable, allowable, and allocable and in conformity with the Federal Acquisition Regulations;
- b. To ensure the proposer(s) complied with applicable prevailing wage rates;

- c. To ascertain that the pricing or cost data are current, accurate, and complete;
- d. To determine whether the proposer(s) is financially sound and stable; and
- e. To determine the adequacy of the proposer's accounting systems in order to identify, account for, record, and accumulate costs; to identify and segregate direct and indirect costs; and to determine consistency in accounting treatment of costs.

Written Reports

Independent Accountant's Report for Applying Agreed-Upon Procedures (AUP) will be issued for each pre-award price review performed. In addition to AUP exceptions, all issues or concerns arising during the course of performing the AUPs, such as internal control issues, should be provided in the report. Reports will be submitted to SANBAG's Chief of Accounting and Procurement.

Other Services

SANBAG may request, on an "as-needed basis" other auditing services relative to the procurement function such as closeout audits for capital construction projects or other service contracts.

Contract Summary Sheet

General Contract Information

Contract No: 15-1001226 Amendment No.: _____ Vendor No.: Pending
 Vendor/Customer Name: Conrad LLP Sole Source? Yes No
 Description: On-Call Internal Audit and Price Review Services
 Start Date: 04/01/2015 Expiration Date: 04/30/2020 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
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State and federal requirements listed below, as well as specific contract requirements, serve as the standards for audits and reviews performed. The local agencies, consultants, and subconsultants are responsible for complying with state, federal and specific contract requirements. Local agencies are responsible for determining the eligibility of costs to be reimbursed to consultants. Applicable standards are:

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Local Assistance Procedures Manual Chapter 10 Consultant Selection Page 10-11 LPP 13-01 May 8, 2013

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- United States Government Accountability Office, *Government Auditing Standards* (GAS);
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- a. To ensure that the proposer's proposed labor rates, overhead rates, other direct costs, and fixed fee are reasonable, allowable, and allocable and in conformity with the Federal Acquisition Regulations;
- b. To ensure the proposer(s) complied with applicable prevailing wage rates;
- c. To ascertain that the pricing or cost data are current, accurate, and complete;

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Independent Accountant's Report for Applying Agreed-Upon Procedures (AUP) will be issued for each pre-award price review performed. In addition to AUP exceptions, all issues or concerns arising during the course of performing the AUPs, such as internal control issues, should be provided in the report. Reports will be submitted to SANBAG's Chief of Accounting and Procurement.

Other Services

SANBAG may request, on an "as-needed basis" other auditing services relative to the procurement function such as closeout audits for capital construction projects or other service contracts.

Minute Action

AGENDA ITEM: 6

Date: April 8, 2015

Subject:

SANBAG Memberships to Regional, State and National Trade Organizations

Recommendation:

That the General Policy Committee recommend the Board continue SANBAG memberships to regional, state and national trade organizations as listed below.

Background:

Each year SANBAG staff provides a listing of regional, state, and national trade organizations and associations, their purpose, and annual membership dues for Board consideration. SANBAG is a member of the listed organizations and has benefited from membership through information relevant to the industry, through advocacy efforts for legislative and/or regulatory change, and through professional associations for program innovation and exchange. Some organizations provide regular information on regulations, funding opportunities, and regulatory requirements. A number of the organizations have provided support for SANBAG projects and programs and transportation improvements. Staff is recommending continued membership for all of these organizations and is requesting new membership for SANBAG to participate in the Transportation Infrastructure Project of the California Foundation on the Environment and the Economy.

Association Purpose	Annual Dues
<p><u>American Public Transit Association (APTA)</u> This organization works to ensure that public transportation is available and accessible for all communities in the country through advocacy, innovation and information sharing. APTA provides access to research and reports, standards development in transit, legislative updates and advocacy at the federal level, training opportunities on the latest issues and best practices for transit, and peer review data and panels to ensure our local agencies are keeping up with standards in the field.</p>	\$ 1,383
<p><u>California Transit Association (CTA)</u> Public sector, non-profit association of over 190 of California's largest urban, suburban, and rural transit operators, commuter rail agencies, transit support groups, transit suppliers, and government agencies. CTA is committed to a collaborative approach to advocating for improved transit operations throughout California, and works with local, state and federal legislators advocating for transit. CTA conducts state level advocacy for stable transit funding, provides access to technical reports and updates on issues specific to transit needs in California, and provides access to educational opportunities on transit practices in California.</p>	\$ 1,050

Entity: COG, CTA, CTC

General Policy Committee Agenda Item

April 8, 2015

Page 2

<p><u>California Association of Coordinated Transportation (CalACT)</u> CalACT is the largest state transit association in the United States, with nearly 300 members dedicated to promoting professional excellence, stimulating ideas and advocating for effective community transportation. CalACT is a clearing house for information and resources on transit and paratransit management. This organization also is an advocate for rural transit agencies.</p>	\$ 825
<p><u>Mobility 21</u> Organization of public, business and community stakeholders pursuing regional solutions to the transportation challenges facing Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura Counties. Mobility 21 provides strong regional advocacy on transportation issue at the state and federal levels. The Board of Directors includes the CEOs of the five transportation commissions, SCAG, AAA, and the major regional Chambers of Commerce.</p>	\$20,000
<p><u>Self Help Counties Coalition</u> Organization of 19 California county transportation agencies with voter-approved transportation sales tax measures. In Southern California, revenues from these sales tax measures exceed the combined total of state and federal transportation funds. The SHCC works closely with the California Transportation Commission, Caltrans, the Legislature and Administration, and other groups to protect the interests of the transportation authorities against diversion of transportation funds, increased Board of Equalization fees, impediments to timely project delivery, and concerns over state maintenance of effort that may arise because of the availability of local funds.</p>	\$ 5,700
<p><u>Southern California Association of Governments (SCAG)</u> SCAG bylaws provide for SANBAG, as one of the five County Transportation Commissions within the region, to appoint a representative to the SCAG Regional Council from its governing board, dependent upon being a dues-paying member. SANBAG participation with SCAG is essential for the development of the Regional Transportation Plan/Sustainable Communities Strategy.</p>	\$25,000
<p><u>Inland Empire Economic Partnership (IEEP)</u> IEEP is a private sector voice for business and quality of life in the Inland Empire. It recruits and supports business, advocates for an educated workforce, works to ensure business friendly transportation and infrastructure policy for the economic betterment of Riverside and San Bernardino Counties.</p>	\$15,000
<p><u>Inland Action</u> Inland Action promotes diverse economic development in the Inland Empire. They advocate on a broad array of issues including transportation policy and financing at the state and federal levels. Their membership consists of a large number of private and public interests, interlacing the business and public sectors to form the basis of strong policy advocacy.</p>	\$3,100

General Policy Committee Agenda Item

April 8, 2015

Page 3

<p><u>California Foundation on the Environment and the Economy Transportation Infrastructure Project (CFEE-TIP) - NEW</u></p> <p>The CFEE-TIP members include LA Metro, OCTA, SFMRA, MTC, and RCTC. This group is designed to facilitate a productive conversation that addresses critical transportation infrastructure issues such as congestion relief, improved safety, alternative funding and delivery mechanisms such as design build and public private partnerships, and broader environmental improvement. This group also helps to educate and build consensus on infrastructure policy in California among stakeholders including transportation agencies, lawmakers, environmental organizations, labor, and community leaders.</p>	\$2,000
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SANBAG staff recommends that SANBAG continue its memberships with all of these organizations and join the California Foundation on the Environment and the Economy Transportation Infrastructure Project.

Financial Impact:

SANBAG's cost for membership in these organizations is \$74,058. Payment of membership dues is within the Executive Director's authority and funding will be incorporated into the Fiscal Year 2015/2016 SANBAG budget.

Reviewed By:

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

Responsible Staff:

Duane Baker, Director of Management Services

Approved
General Policy Committee
Date: April 8, 2015

Witnessed By:

Minute Action

AGENDA ITEM: 7

Date: April 8, 2015

Subject:

Measure I Local Street Program Policy Amendment - Compliance Audit Deadline and Remedies

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Amend Policies 40003, 40012, and 40016 regarding the Measure I Local Street Program for compliance audit deadline and remedies, as shown in Attachments 1, 2, and 3 respectively.

Background:

Policies 40003, 40012, and 40016 in the Measure I 2010-2040 Strategic Plan establish requirements for the Valley, Victor Valley, and Rural Mountain/Desert subareas Local Streets Programs, respectively, for project eligibility, adoption of Five Year Capital Improvement Plans (CIP) by local jurisdictions, accounting requirements, and development mitigation requirements.

After reviewing the Fiscal Year 2013/2014 financial audits of the Local Streets Program funds prepared by the audit firm procured by SANBAG, SANBAG staff recommends additional requirements in section for Accounting Requirements to establish consequences of not completing audits timely and issuance of audit opinion other than unmodified as follows:

Compliance Audit Deadline

- A jurisdiction's annual Compliance Audit must be completed within six (6) months after end of the jurisdiction's fiscal year (Compliance Audit Deadline). SANBAG staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by jurisdiction, and timely completion of the final MSI audit report. If a jurisdiction is not able to meet the information submittal deadlines set by the Auditor or the Compliance Audit Deadline, the Jurisdiction may submit a request to SANBAG's Executive Director no later than thirty days prior to the submittal deadline set by the Auditor or the Compliance Audit Deadline, whichever extension is required, and a two (2) month automatic extension will be granted. Any further requests for extensions of the Compliance Audit Deadline are subject to approval by the Board. The Board may approve further Compliance Audit Deadline extensions, if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting requirements, or catastrophic events; or (2) it is in the best interests of SANBAG to grant the extension. SANBAG staff shall be responsible for requesting extensions related to Auditor performance.

Entity: CTA

Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall repay the Measure I Transportation Sales Tax Fund, in the amount of the ineligible expense, immediately from another source through an internal fund transfer.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, as extended pursuant to Policy VLS-19 (Valley), VVLS-23 (Victor Valley), or MDLS-21 (Rural Mountain/Desert), the jurisdiction shall repay the Measure I Transportation Sales Tax Fund, in the amount of the Measure I Local Streets Allocation for the fiscal year subject of annual Compliance Audit findings of unsubstantiated or questioned costs, immediately from another source through an internal fund transfer.
- c. If the jurisdiction is unable to make such immediate repayment under VLS-20 (Valley), VVLS-24 (Victor Valley), or MDLS-22 (Rural Mountain/Desert), (a) or (b), the jurisdiction shall not receive its Local Streets Allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SANBAG.
- d. If the jurisdiction enters into a Repayment Agreement with SANBAG, as approved by the jurisdiction and the SANBAG Board of Directors, providing for repayment of the amounts owed under VLS-20 (Valley), VVLS-24 (Victor Valley), or MDLS-22 (Rural Mountain/Desert), (a) or (b), over a period not to exceed five (5) years, SANBAG will return any pass-through funds withheld. SANBAG will recommence withholding Local Streets Allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.

Financial Impact:

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

Reviewed By:

The proposed policy revisions were reviewed by the Transportation Technical Advisory Committee (TTAC) on March 30, 2015, and City/County Manager Technical Advisory Committee (CCMTAC) on April 2, 2015. SANBAG's General Counsel has reviewed the revised policies.

Responsible Staff:

Hilda Flores, Chief of Fiscal Resources

Approved
General Policy Committee
Date: April 8, 2015

Witnessed By:

San Bernardino Associated Governments	Policy	40003
Adopted by the Board of Directors April 1, 2009	Revised	5/6/15 8/14
Valley Local Street (VLS) Program Measure I 2010-2040 Strategic Plan	Revision No.	132

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

Table of Contents Purpose References Definitions Policies for Valley Local Streets Program Revision History
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I. PURPOSE

The purpose of this policy is to establish requirements relating to adoption of Five Year Plans by local jurisdictions outlining the projects which will be funded under the Measure I 2010-2040 Valley Subarea Local Streets Program. Twenty percent of the total Measure I 2010-2040 revenue collected in the San Bernardino Valley Subarea shall be assigned to the Local Streets Program. This program will be used by local jurisdictions to fund Local Street Projects.

II. REFERENCES

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

SANBAG Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SANBAG Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board of Directors by March of each year. Allocation of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five Year Plan: A plan of projected local jurisdiction expenditures for the next five years on Local Street Projects eligible for Local Streets Program funds, updated annually and submitted to SANBAG by local jurisdictions.

IV. POLICIES FOR THE VALLEY LOCAL STREETS PROGRAM

A. Local Streets Allocation

Policy VLS-1: Each jurisdiction shall receive an allocation from 20% of the Measure I revenue collected in the Valley Subarea on a per capita basis using the population estimate as of January 1 of that year. The population estimate for making the per capita calculation shall be determined by SANBAG each year based on the State Department of Finance population estimate as of January 1 of that year. For the unincorporated areas, the calculation shall be based on the population estimate from the County Planning Department and reconciled with the State Department of Finance population estimate as of January 1 of that year.

Policy VLS-2: Local jurisdictions shall not receive their Local Streets Allocation until they have submitted their annual update of their Five Year Plan.

Policy VLS-3: The Local Streets allocation shall be remitted to local jurisdictions monthly.

Policy VLS-4: Local Streets Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SANBAG has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

B. Development Fair Share Contribution

Policy VLS-5: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects on the Nexus Study Network, contained in the most recent Board-adopted version of the Nexus Study approved for jurisdictions in the San Bernardino Valley.

Policy VLS-6: Annually as part of its audit of each jurisdictions' use of Measure I funds, SANBAG will specifically review development mitigation contribution records for capacity improvements to Nexus Study Network facilities. If a material finding is made in the audit showing that the development share contribution was not made, SANBAG may, as the Congestion Management Agency, withhold Section 2105 Gas Tax funds or Measure I Local Street Allocations until the jurisdiction shows that they are in compliance with the Congestion Management Program.

Policy VLS-7: Jurisdictions may borrow from other internal accounts (i.e. within their own jurisdictions) to fund the required development fair share. The internal accounts shall be reimbursed by development mitigation as development occurs..

C. Five Year Plan

Policy VLS-8: Each local jurisdiction is required to annually adopt a Five Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass Through Funds must be detailed in the Five Year Capital Improvement Plan and adopted by resolution of the governing body.

Policy VLS-9: Five Year Capital Improvement Plans shall:

- a. Specifically identify improvements to be funded by Measure I by street name, boundaries, and project type, subject to eligibility requirements listed in Section D below.
- b. Constrain the total amount of planned expenditures to 150% of SANBAG's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. Include no more than 50% of estimated annual new revenue to general program categories for pavement management programs, system improvements, and general maintenance or other miscellaneous categorical expenditures. Carryover fund balance shall not be used for general program categories.

A general program category is a program of work without any identified streets. If a line item in the Five Year Capital Improvement Plan includes a list of the streets to which it will apply, then it does not have to count as a general program category (i.e. a city-wide AC overlay program that lists the streets to be included in the program).

- d. For capacity enhancement projects to Nexus Study Network roadways, include total estimated cost, Measure I share of project cost and development share of project cost. Maintenance projects or projects that do not enhance the capacity of a roadway do not require a development contribution to be included in the Five Year Plan.

Policy VLS-10: Any single project expenditure in excess of \$100,000 shall be listed as an individual project and shall not be included in a general program category. A project is defined as an eligible specific road improvement.

Policy VLS-11: The Five Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in moving projects around in their Five Year Capital Improvement Plan based on the necessities of the jurisdiction. However, in order for a project to be eligible for expenditure of Local Streets funds, the project must be included in the Five Year Capital Improvement plan. A revised Capital Improvement Plan must be provided to SANBAG by the end of each fiscal

year if the project list has been changed in order for the projects to be eligible for expenditures of Local Streets funds.

D. Eligible Expenditures

Policy VLS-12: Eligible expenditures include construction, maintenance, and overhead. Included below are definitions and types of eligible expenditures by category.

- a. Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.
- 1) Removal of old street and roadbeds and structures, and detour costs when connected with a construction project.
 - 2) Change of alignment, profile, and cross-section.
 - 3) Addition of a frontage street or road.
 - 4) Original surfacing of shoulders.
 - 5) Installation of original traffic signs and markers on routes.
 - 6) Earthwork protective structures within or adjacent to the right-of-way area.
 - 7) Complete reconstruction or addition to a culvert.
 - 8) Reconstruction of an existing bridge or installation of a new bridge.
 - 9) Widening of a bridge.
 - 10) Installations or extensions of curb, gutter, sidewalks or underdrain, (including improvements to handicap ramps to make them ADA compliant).
 - 11) Extensions and new installation of walls.
 - 12) Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to grade separation and ramps.
 - 13) Placing sufficient new material on soil surface, gravel street or road to substantially improve the quality of the original surface.
 - 14) Improvement of a surface to a higher type.
 - 15) Bituminous material of 1" or more placed on bituminous or concrete material. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 16) Remix existing bituminous surfacing with added materials to provide a total thickness of 1" or more. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 17) Stabilization of street or road base by additive, such as cement, lime or asphaltic material.
 - 18) Widening of existing street, roadbed or pavement, with or without resurfacing.
 - 19) Addition of auxiliary lanes such as speed change, storage, or climbing lanes.
 - 20) Resurfacing, stabilizing or widening of shoulders including necessary connections to side streets or road approaches.
 - 21) Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc.
 - 22) Extending old culverts and drains and replacing headwalls.
 - 23) Replacement of bridge rails and floors to a higher standard.
 - 24) Replacement of retaining walls to a higher standard.
 - 25) Replacement of all major signs or traffic control devices on a street or road.

- 26) The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installations.
 - 27) Installation or improvement of traffic signal controls at intersections and protective devices at railroad grade crossings.
 - 28) Installation or expansion of street or road lighting system.
 - 29) Replacement in kind, when legally required, of structures which are required to be relocated for street and road purposes.
 - 30) Construction of bikeways when they are an integral part of the Public Streets and Highways System.
 - 31) Extension or new installation of guardrails, fences, raised medians or barriers for traffic safety.
 - 32) Painting or rearrangement of pavement striping and markings, or repainting to a higher standard.
 - 33) Construction of pedestrian underpasses or overhead crossing for the general public use.
 - 34) Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software and that portion of preemption equipment not mounted on motor vehicles.
 - 35) Maintenance or construction on alleys that have been formally accepted into the city or county street system.
- b. Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient and economical highway transportation. Examples of Maintenance include:
- 1) Scarifying, reshaping and restoring material losses.
 - 2) Applying dust palliatives.
 - 3) Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces.
 - 4) Jacking concrete pavements.
 - 5) Repair of traveled way and shoulders.
 - 6) Bituminous material of less than 1" added to bituminous material including seal coats.
 - 7) Remix existing bituminous surfacing with added materials to provide a total thickness of less than 1". (See exception under Construction, example 16.)
 - 8) Patching operations including base restoration.
 - 9) Resealing street or road shoulders and side street and road approaches.
 - 10) Reseeding and resodding shoulders and approaches.
 - 11) Reshaping of drainage channels and side slopes.
 - 12) Restoration of erosion controls.
 - 13) Cleaning culverts and drains.
 - 14) Removing slides and restoring facilities damaged by slides. (Additional new facilities shall be considered construction.)
 - 15) Mowing, tree trimming and watering.
 - 16) Replacing top soil, sod, shrubs, trees, irrigation facilities, etc. on street and roadside.
 - 17) Repairing curb, gutter, rip-rap, underdrain, culverts and drains.
 - 18) Cleaning, painting and repairing bridges and structures.
 - 19) All snow control operations such as the erection of snow fences and the actual removal of snow and ice from the traveled way.

- 20) Repainting of pavements, striping and marking to the same standards.
 - 21) Repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.
 - 22) Servicing lighting systems and street or road traffic control devices.
 - 23) Furnishing of power for street and road lighting and traffic control devices.
 - 24) Developing and maintaining programs which enhance management of transportation facilities such as travel demand models and pavement management programs.
 - 25) Purchase of equipment used exclusively for road maintenance.
- c. Overhead shall be defined as those elements of cost necessary in the production of an article or performance of a service which are of such a nature that the amount applicable to the functions are not readily discernible. Usually they relate to those objects of expenditure which do not become an integral part of the finished product or service. Examples of overhead components are shown below and are comprised of costs which cannot be identified or charged to a project, unless an arbitrary allocation basis is used. Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.
- 1) Payroll
 - 2) Facilities
 - 3) Advertising
 - 4) General Government
 - 5) Department Accounts/Finance
 - 6) Procurement
 - 7) Top Management
 - 8) General Accounting/Finance
 - 9) Personnel
 - 10) Data Processing
 - 11) Legal Costs

E. Ineligible Expenditures

Policy VLS-13: Although many types of work may be classified as "construction," this does not make them automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street and road purposes.

- a. Following is a list of the types of expenditures which are not eligible for financing with Measure funds:
- 1) Costs of rearranging non-highway facilities, including utility relocation, when not a legal road or street obligation.
 - 2) New (first installation of) utilities, including water mains, sanitary sewers and other nonstreet facilities.
 - 3) Costs of leasing property or right-of-way, except when required for construction work purposes on a temporary basis.
 - 4) The costs of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic.
 - 5) Decorative lighting.
 - 6) Park features such as benches, playground equipment, and rest rooms.
 - 7) Work outside the right-of-way which is not a specific right-of-way obligation.
 - 8) Equestrian under and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation.
 - 9) Construction, installation or maintenance of cattle guards.

- 10) Acquisition of buses or other mass transit vehicles or maintenance and operating costs for mass transit power systems or passenger facilities, other than to specifically serve elderly and handicapped persons.
- 11) Maintenance or construction on alleys that have not been formally accepted into the city or county street system.
- 12) Non-street related salaries and benefits.
- 13) Driveways outside of the street and road right-of-way.
- 14) Electronic speed control devices or other non-highway related safety expenditures.

F. Accounting Requirements

Policy VLS-14: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street purposes. Jurisdictions should use the modified accrual basis of accounting

Policy VLS-15: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All apportionments shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall be used for street purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the adopted Five-Year Capital Improvement Program and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy VLS-19.

Policy VLS-16: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average monthend cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy VLS-17: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Right-of-way dispositions
- Federal and safety projects

Policy VLS-18: Records:

- a. Source Documentation - On construction or purchase of right-of-way, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy VLS-19: Compliance Audit Deadline

A jurisdiction's annual Compliance Audit must be completed within six (6) months after the end of the jurisdiction's fiscal year (Compliance Audit Deadline). SANBAG staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by the jurisdiction, and timely completion of the final MSI audit report. If a jurisdiction is not able to meet the information submittal deadlines set by the Auditor or the Compliance Audit Deadline, the jurisdiction may submit a request to SANBAG's Executive Director no later than thirty days prior to the submittal deadline set by the Auditor or the Compliance Audit Deadline, whichever extension is required, and a two (2) month automatic extension will be granted. Any further requests for extensions of the Compliance Audit Deadline are subject to approval by the Board. The Board may approve further Compliance Audit Deadline extensions, if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting requirements, or catastrophic events; or (2) it is in the best interests of SANBAG to grant the extension. SANBAG staff shall be responsible for requesting extensions related to Auditor performance.

~~If Measure I Transportation Sales Tax Funds are determined through the annual audit to have been used for ineligible expenses, the jurisdiction must repay those funds within six months of completion of the audit that discovered the ineligible use. If the jurisdiction is unable to repay those expenses through an internal transfer to the Measure I Transportation Sales Tax Fund from another source, then a Repayment Agreement must be approved by both the Jurisdiction and the SANBAG Board of Directors~~

Policy VLS-20 Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall repay the Measure I Transportation Sales Tax Fund, in the amount of the ineligible expenses, immediately from another source through an internal fund transfer.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, as extended pursuant to Policy VLS-19, the jurisdiction shall repay the Measure I Transportation Sales Tax Fund, in the amount of the Measure I Local Streets Allocation for the fiscal year subject of annual Compliance Audit findings of unsubstantiated or questioned costs, immediately from another source through an internal fund transfer.
- c. If the jurisdiction is unable to make such immediate repayment under VLS-20 (a) or (b), the jurisdiction shall not receive its Local Streets Allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SANBAG.
- d. If the jurisdiction enters into a Repayment Agreement with SANBAG, as approved by the jurisdiction and the SANBAG Board of Directors, providing for repayment of the amounts owed under VLS-20 (a) or (b) over a period not to exceed five (5) years, SANBAG will return any pass-through funds withheld. SANBAG will recommence withholding Local Streets Allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.

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V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on January 8, 2014, Agenda Item 14.	01/08/2014

San Bernardino Associated Governments	Policy	40012
Adopted by the Board of Directors April 1, 2009	Revised	5/6/15 8/14
Victor Valley Local Streets (VVLS) Program Measure I 2010-2040 Strategic Plan	Revision No.	423

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

Table of Contents

[Purpose](#) | [References](#) | [Definitions](#) | [Policies for the Victor Valley Local Streets Program](#) | [Revision History](#) |

I. PURPOSE

The purpose of this policy is to establish requirements for the Victor Valley Local Streets Program, including project eligibility, adoption of Five Year Plans by local jurisdictions, accounting requirements, and development mitigation requirements.

II. REFERENCES

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

SANBAG Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SANBAG Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board of Directors by March of each year. Allocation of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five Year Plan: A plan of projected local jurisdiction expenditures for the next five years on Local Street Projects eligible for Local Streets Program funds, updated annually and submitted to SANBAG by local jurisdictions.

IV. POLICIES FOR THE VICTOR VALLEY LOCAL STREETS PROGRAM

A. Local Streets Allocation

Policy VVLS-1 Each jurisdiction shall receive an allocation from 70% of the Measure I revenue, after reservation of 2% collected in the subarea for Project Development and Traffic Management Systems. The allocation methodology is determined based on:

- 50% population. The population estimate for making the per capita calculation shall be determined by SANBAG each year based on the State Department of Finance population estimate. Annual adjustments to the population estimates are made mid-year, based on availability of DOF estimates. Following approval of the population estimates by the Board, adjustments will be made to the local pass through fund allocations retroactive to January 1 of the year.

- 50% return to source. The sales tax estimates provided by the State Board of Equalization, updated quarterly based on the prior quarter's financial data, shall be used as the basis for making the return to source calculations.

Policy VVLS-2: Local jurisdictions shall not receive their Local Streets Allocation until they have submitted their annual update of their Five Year Plan.

Policy VVLS-3: The Local Streets allocation shall be remitted to local jurisdictions monthly.

Policy VVLS-4: Local Streets Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SANBAG has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

Policy VVLS-5: Local Streets Allocations sales tax generation portion will be based on the prior quarter's data. Because of the lag in receiving sales tax data from the Board of Equalization, the Sales Tax Generation calculations for that portion of the Local Streets Allocation will be calculated using the data from the prior quarter. (Example: During the months of January, February and March SANBAG will use the local sales tax generation figure derived from the fourth quarter of the previous calendar year.)

Policy VVLS-6: SANBAG will make the monthly allocations using the following procedure:

- Determine total amount of Measure I Sales Tax generated in the subarea from information submitted by the State Board of Equalization.
- Multiply the total Measure I Sales Tax received for the month by 0.68 to arrive at the total amount of Local Streets Program funds available for distribution to local jurisdictions.
- Divide the Local Streets Program fund into two 50% pools of funding: Allocate the two pools of funding based on:
 - 1) a jurisdiction's population share of the entire subarea population.
 - 2) jurisdiction's share of sales tax generation within the total subarea.
- Add the population based component and the sales tax based component of each jurisdiction's allocation to arrive at the total Local Streets Allocation for each jurisdiction.
- Remit payment of Local Streets Program fund to local jurisdiction.

Policy VVLS-7: The Local Streets program allocation will be decreased by 0.5% beginning in 2015 with additional decreases of 0.5% every five years thereafter to a maximum of 2.5% to be allocated to the Senior and Disabled Transit Service Program. This change in allocation will occur automatically unless each jurisdiction in the subarea makes a finding that such increase in Senior and Disabled Transit Service Program is not needed to address unmet transit needs of senior and disabled transit users.

B. Development Fair Share Contribution

Policy VVLS-8: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects on the Nexus Study Network contained in the most recent Board-adopted version of the in the urbanized Victor Valley. The urbanized Victor Valley is defined as the cities of Adelanto, Hesperia, Victorville, Town of Apple Valley and their spheres of influence.

Policy VVLS-9: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects as identified by Traffic Impact Analysis (TIA) reports as required by the Congestion Management Program in the non-urban areas. The amount of the Development Fair Share Contribution for each project is defined by the traffic mitigation measures identified in the related TIA reports.

Policy VVLS-10: Annually as part of its audit of each jurisdictions' use of Measure I funds, SANBAG will specifically review development mitigation contribution records for capacity improvements to Nexus Study Network facilities. If a material finding is made in the audit showing

that the development share contribution was not made, SANBAG may, as the Congestion Management Agency, withhold Section 2105 Gas Tax funds or Measure I Local Street Allocations until the jurisdiction shows that they are in compliance with the Congestion Management Program.

Policy VVLS-11: Jurisdictions may borrow from other internal accounts (i.e. within their own jurisdictions) to fund the required development fair share. The development mitigation account shall reimburse the source of the loan as development occurs.

C. Five Year Plan

Policy VVLS-12: Each local jurisdiction is required to annually adopt a Five Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass Through Funds must be detailed in the Five Year Capital Improvement Plan and approved by the governing body.

Policy VVLS-13: Five Year Capital Improvement Plans shall:

- a. Specifically identify improvements to be funded by Measure I by street name, boundaries, and project type, subject to eligibility requirements listed in Section D below.
- b. Constrain the total amount of planned expenditures to 150% of SANBAG's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. Include no more than 50% of estimated annual new revenue to general program categories for pavement management programs, system improvements, and general maintenance or other miscellaneous categorical expenditures. Carryover fund balance shall not be used for general program categories.

A general program category is a program of work without any identified streets. If a line item in the Five Year Capital Improvement Plan includes a list of the streets to which it will apply, then it does not have to count as a general program category (i.e. a city-wide AC overlay program that lists the streets to be included in the program).

- d. For capacity enhancement projects to Nexus Study Network roadways, include total estimated cost, Measure I share of project cost and development share of project cost. Maintenance projects or projects that do not enhance the capacity of a roadway do not require a development contribution to be included in the Five Year Plan.

Policy VVLS-14: Any single project expenditure in excess of \$100,000 shall be listed as an individual project and shall not be included in a general program category. A project is defined as an eligible specific road improvement.

Policy VVLS-15: The Five Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in moving projects around in their Five Year Capital Improvement Plan based on the necessities of the jurisdiction. However, in order for a project to be eligible for expenditure of Local Streets funds, the project must be included in the Five Year Capital Improvement plan. A revised Capital Improvement Plan must be provided to SANBAG by the end of each fiscal year if the project list has been changed in order for the projects to be eligible for expenditures of Local Streets funds.

D. Eligible Expenditures

Policy VVLS-16: Eligible expenditures include construction, maintenance, and overhead. Included below are definitions and types of eligible expenditures by category.

- a. Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.
 - 1) Removal of old street and roadbeds and structures, and detour costs when connected with a construction project.
 - 2) Change of alignment, profile, and cross-section.
 - 3) Addition of a frontage street or road.
 - 4) Original surfacing of shoulders.
 - 5) Installation of original traffic signs and markers on routes.

- 6) Earthwork protective structures within or adjacent to the right-of-way area.
 - 7) Complete reconstruction or addition to a culvert.
 - 8) Reconstruction of an existing bridge or installation of a new bridge.
 - 9) Widening of a bridge.
 - 10) Installations or extensions of curb, gutter, sidewalks or underdrain (including improvements to handicap ramps to make them ADA compliant).
 - 11) Extensions and new installation of walls.
 - 12) Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to grade separation and ramps.
 - 13) Placing sufficient new material on soil surface, gravel street or road to substantially improve the quality of the original surface.
 - 14) Improvement of a surface to a higher type.
 - 15) Bituminous material of 1" or more placed on bituminous or concrete material. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 16) Remix existing bituminous surfacing with added materials to provide a total thickness of 1" or more. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 17) Stabilization of street or road base by additive, such as cement, lime or asphaltic material.
 - 18) Widening of existing street, roadbed or pavement, with or without resurfacing.
 - 19) Addition of auxiliary lanes such as speed change, storage, or climbing lanes.
 - 20) Resurfacing, stabilizing or widening of shoulders including necessary connections to side streets or road approaches.
 - 21) Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc.
 - 22) Extending old culverts and drains and replacing headwalls.
 - 23) Replacement of bridge rails and floors to a higher standard.
 - 24) Replacement of retaining walls to a higher standard.
 - 25) Replacement of all major signs or traffic control devices on a street or road.
 - 26) The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installations.
 - 27) Installation or improvement of traffic signal controls at intersections and protective devices at railroad grade crossings.
 - 28) Installation or expansion of street or road lighting system.
 - 29) Replacement in kind, when legally required, of structures which are required to be relocated for street and road purposes.
 - 30) Construction of bikeways when they are an integral part of the Public Streets and Highways System.
 - 31) Extension or new installation of guardrails, fences, raised medians or barriers for traffic safety.
 - 32) Painting or rearrangement of pavement striping and markings, or repainting to a higher standard.
 - 33) Construction of pedestrian underpasses or overhead crossing for the general public use.
 - 34) Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software and that portion of preemption equipment not mounted on motor vehicles.
 - 35) Maintenance or construction on alleys that have been formally accepted into the city or county street system.
- b. Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient and economical highway transportation. Examples of Maintenance include:
- 1) Scarifying, reshaping and restoring material losses.

- 2) Applying dust palliatives.
- 3) Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces.
- 4) Jacking concrete pavements.
- 5) Repair of traveled way and shoulders.
- 6) Bituminous material of less than 1" added to bituminous material including seal coats.
- 7) Remix existing bituminous surfacing with added materials to provide a total thickness of less than 1". (See exception under Construction, example 16.)
- 8) Patching operations including base restoration.
- 9) Resealing street or road shoulders and side street and road approaches.
- 10) Reseeding and resodding shoulders and approaches.
- 11) Reshaping of drainage channels and side slopes.
- 12) Restoration of erosion controls.
- 13) Cleaning culverts and drains.
- 14) Removing slides and restoring facilities damaged by slides. (Additional new facilities shall be considered construction.)
- 15) Mowing, tree trimming and watering.
- 16) Replacing top soil, sod, shrubs, trees, irrigation facilities, etc. on street and roadside.
- 17) Repairing curb, gutter, rip-rap, underdrain, culverts and drains.
- 18) Cleaning, painting and repairing bridges and structures.
- 19) All snow control operations such as the erection of snow fences and the actual removal of snow and ice from the traveled way.
- 20) Repainting of pavements, striping and marking to the same standards.
- 21) Repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.
- 22) Servicing lighting systems and street or road traffic control devices.
- 23) Furnishing of power for street and road lighting and traffic control devices.
- 24) Developing and maintaining programs which enhance management of transportation facilities such as travel demand models and pavement management programs.
- 25) Purchase of equipment used exclusively for road maintenance.

c. Overhead shall be defined as those elements of cost necessary in the production of an article or performance of a service which are of such a nature that the amount applicable to the functions are not readily discernible. Usually they relate to those objects of expenditure which do not become an integral part of the finished product or service. Examples of overhead components are shown below and are comprised of costs which cannot be identified or charged to a project, unless an arbitrary allocation basis is used. Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

- 1) Payroll
- 2) Facilities
- 3) Advertising
- 4) General Government
- 5) Department Accounts/Finance
- 6) Procurement
- 7) Top Management
- 8) General Accounting/Finance
- 9) Personnel
- 10) Data Processing
- 11) Legal Costs

E. Ineligible Expenditures

Policy VVLS-17: Although many types of work may be classified as "construction," this does not make them automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street and road purposes.

a. Following is a list of the types of expenditures which are not eligible for financing with Measure funds:

- 1) Costs of rearranging non-highway facilities, including utility relocation, when not a legal road or street obligation.

- 2) New (first installation of) utilities, including water mains, sanitary sewers and other nonstreet facilities.
- 3) Costs of leasing property or right-of-way, except when required for construction work purposes on a temporary basis.
- 4) The costs of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic.
- 5) Decorative lighting.
- 6) Park features such as benches, playground equipment, and rest rooms.
- 7) Work outside the right-of-way which is not a specific right-of-way obligation.
- 8) Equestrian under and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation.
- 9) Construction, installation or maintenance of cattle guards.
- 10) Acquisition of buses or other mass transit vehicles or maintenance and operating costs for mass transit power systems or passenger facilities, other than to specifically serve elderly and handicapped persons.
- 11) Maintenance or construction on alleys that have not been formally accepted into the city or county street system.
- 12) Non-street related salaries and benefits.
- 13) Driveways outside of the street and road right-of-way.
- 14) Electronic speed control devices or other non-highway related safety expenditures.

F. Accounting Requirements

Policy VVLS-18: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy VVLS-19: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All apportionments shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall be used for street purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the adopted Five-Year Capital Improvement Program and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy VVLS-23.

Policy VVLS-20: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based

on average monthend cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy VVLS-21: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Right-of-way dispositions
- Federal and safety projects

Policy VVLS-22: Records

- a. Source Documentation - On construction or purchase of right-of-way, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy VVLS-23: Compliance Audit Deadline

A jurisdiction's annual Compliance Audit must be completed within six (6) months after end of the jurisdiction's fiscal year (Compliance Audit Deadline). SANBAG staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by jurisdiction, and timely completion of the final MSI audit report. If a jurisdiction is not able to meet the information submittal deadlines set by the Auditor or the Compliance Audit Deadline, the jurisdiction may submit a request to SANBAG's Executive Director no later than thirty days prior to the submittal deadline set by the Auditor or the Compliance Audit Deadline, whichever extension is required, and a two (2) month automatic extension will be granted. Any further requests for extensions of the Compliance Audit Deadline are subject to approval by the Board. The Board may approve further Compliance Audit Deadline extensions, if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting requirements, or catastrophic events; or (2) it is in the best interests of SANBAG to grant the extension. SANBAG staff shall be responsible for requesting extensions related to Auditor performance.

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~~If Measure I Transportation Sales Tax Funds are determined through the annual audit to have been used for ineligible expenses, the jurisdiction must repay those funds within six months of completion of the audit that discovered the ineligible use. If the jurisdiction is unable to repay those expenses through an internal transfer to the Measure I Transportation Sales Tax Fund from another source, then a Repayment Agreement must be approved by both the Jurisdiction and the SANBAG Board of Directors.~~

Policy VVLS-24 Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall repay the Measure I Transportation Sales Tax Fund, in the amount of the ineligible expenses, immediately from another source through an internal fund transfer.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, as extended pursuant to Policy VVLS-23, the jurisdiction shall repay the Measure I Transportation Sales Tax Fund, in the amount of the Measure I Local Streets Allocation for the fiscal year subject of annual Compliance Audit findings of unsubstantiated or questioned costs, immediately from another source through an internal fund transfer.

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c. If the jurisdiction is unable to make such immediate repayment under VVLS-24 (a) or (b), the jurisdiction shall not receive its Local Streets Allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SANBAG.

d. If the jurisdiction enters into a Repayment Agreement with SANBAG, as approved by the jurisdiction and the SANBAG Board of Directors, providing for repayment of the amounts owed under VVLS-24 (a) or (b) over a period not to exceed five (5) years, SANBAG will return any pass-through funds withheld. SANBAG will recommence withholding Local Streets Allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on Jan. 8, 2014, Agenda Item 14.	01/08/2014

San Bernardino Associated Governments	Policy	40016
Adopted by the Board of Directors April 1, 2009	Revised	45/6/15 4
Rural Mountain/Desert Subareas Local Streets Program (MDLS) Measure I 2010-2040 Strategic Plan	Revision No.	423

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

Table of Contents

[Purpose](#) | [References](#) | [Definitions](#) | [Policies for the Rural Mountain/Desert Subareas Local Streets Program](#) | [Revision History](#) |

I. PURPOSE

The purpose of this policy is to establish requirements for the Local Streets Programs for the Colorado River, Morongo Basin, Mountains, and North Desert subareas, including project eligibility, adoption of Five Year Plans by local jurisdictions, accounting requirements, and development mitigation requirements.

II. REFERENCES

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

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SANBAG Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board of Directors by March of each year. Allocation of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five Year Plan: A plan of projected local jurisdiction expenditures for the next five years on Local Street Projects eligible for Local Streets Program funds, updated annually and submitted to SANBAG by local jurisdictions.

IV. POLICIES FOR THE RURAL MOUNTAIN/DESERT SUBAREAS LOCAL STREETS PROGRAM

A. Local Streets Allocation

Policy MDLS-1: Each jurisdiction shall receive an allocation from 70% of the Measure I revenue, after reservation of 2% collected in the subarea for Project Development and Traffic Management Systems. The allocation methodology is determined based on:

- 50% population. The population estimate for making the per capita calculation shall be determined by SANBAG each year based on the State Department of Finance population estimate. Annual adjustments to the population estimates are made mid-year, based on availability of DOF estimates. Following approval of the population estimates by the Board, adjustments will be made to the local pass through fund allocations retroactive to January 1 of the year.

- 50% return to source. The sales tax estimates provided by the State Board of Equalization, updated quarterly based on the prior quarter's financial data, shall be used as the basis for making the return to source calculations.

Policy MDLS-2: Local jurisdictions shall not receive their Local Streets allocation until they have submitted their annual update of their Five Year Plan.

Policy MDLS-3: The Local Streets Allocation shall be remitted to local jurisdictions monthly.

Policy MDLS-4: Local Streets Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SANBAG has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

Policy MDLS-5: Local Streets Allocations sales tax generation portion will be based on the prior quarter's data. Because of the lag in receiving sales tax data from the Board of Equalization, the Sales Tax Generation calculations for that portion of the Local Streets Allocation will be calculated using the data from the prior quarter. (Example: During the months of January, February and March SANBAG will use the local sales tax generation figure derived from the fourth quarter of the previous calendar year.)

Policy MDLS-6: SANBAG will make the monthly allocations using the following procedure:

- Determine total amount of Measure I Sales Tax generated in the subarea from information submitted by the State Board of Equalization.
- Multiply the total Measure I Sales Tax received for the month by 0.68 to arrive at the total subarea Local Streets Allocation.
- Divide the Local Streets Program fund into two 50% pools of funding: Allocate the two pools of funding based on:
 - 1) a jurisdiction's population share of the entire subarea population.
 - 2) jurisdiction's share of sales tax generation within the total subarea.
- Add the population based component and the sales tax based component of each jurisdiction's allocation to arrive at the total Local Streets Allocation for each jurisdiction.
- Remit payment of Local Streets Program fund to local jurisdiction.

Policy MDLS-7: Upon each jurisdiction in a particular subarea making a finding that an increase in Senior and Disabled Transit Service is needed to meet the unmet transit needs of senior and disabled users, the Local Streets allocation may be reduced and that allocation may be shifted to the Senior and Disabled Transit Service Program for that subarea.

B. Development Fair Share Contribution

Policy MDLS-8: Development mitigation for Local Street projects in the Rural Mountain/Desert is required by Measure I 2010-2040 for all capacity improvement projects for transportation facilities as identified by a Traffic Impact Analysis (TIA) report as required by the Congestion Management Program. The amount of the development mitigation for each project is defined by the traffic mitigation measures identified in the related TIA reports.

Policy MDLS-9: Annually as part of its audit of each jurisdictions' use of Measure I funds, SANBAG will specifically look to make sure that the development mitigation towards capacity improvements identified in TIAs is accounted for. If a material finding is made in the audit showing that a contribution of development mitigation was not made as identified by a TIA, then SANBAG may, as the Congestion Management Authority, withhold Section 2105 Gas Tax funds or Measure I Local Street Allocations until the jurisdiction shows that they are in compliance with the Congestion Management Plan.

C. Five Year Plan

Policy MDLS-10: Each local jurisdiction is required to annually adopt a Five Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass Through Funds must be detailed in the Five Year Capital Improvement Plan and adopted by resolution of the governing body.

Policy MDLS-11: Five Year Capital Improvement Plans shall:

- a. Specifically identify improvements to be funded by Measure I by street name, boundaries, and project type, subject to eligibility requirements listed in Section D below.
- b. Constrain the total annual amount of planned expenditures to 150% of SANBAG's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. Include no more than 50% of estimated annual new revenue to general program categories for pavement management programs, system improvements, and general maintenance or other miscellaneous categorical expenditures. Carryover fund balance shall not be used for general program categories.

A general program category is a program of work without any identified streets. If a line item in the Five Year Capital Improvement Plan includes a list of the streets to which it will apply, then it does not have to count as a general program category (i.e. a city-wide AC overlay program that lists the streets to be included in the program).

Policy MDLS-12: Any single project expenditure in excess of \$100,000 shall be listed as an individual project and shall not be included in a general program category. A project is defined as an eligible specific road improvement.

Policy MDLS-13: The Five Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in moving projects around in their Five Year Capital Improvement Plan based on the necessities of the jurisdiction. However, in order for a project to be eligible for expenditure of Local Streets funds, the project must be included in the Five Year Capital Improvement plan. A revised Capital Improvement Plan must be provided to SANBAG by the end of each fiscal year if the project list has been changed in order for the projects to be eligible for expenditures of Local Streets funds.

D. Eligible Expenditures

Policy MDLS-14: Eligible expenditures include construction, maintenance, and overhead. Included below are definitions and types of eligible expenditures by category.

- a. Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.
 - 1) Removal of old street and roadbeds and structures, and detour costs when connected with a construction project.
 - 2) Change of alignment, profile, and cross-section.
 - 3) Addition of a frontage street or road.
 - 4) Original surfacing of shoulders.
 - 5) Installation of original traffic signs and markers on routes.
 - 6) Earthwork protective structures within or adjacent to the right-of-way area.
 - 7) Complete reconstruction or addition to a culvert.
 - 8) Reconstruction of an existing bridge or installation of a new bridge.
 - 9) Widening of a bridge.
 - 10) Installations or extensions of curb, gutter, sidewalks or underdrain (including improvements to handicap ramps to make them ADA compliant).
 - 11) Extensions and new installation of walls.
 - 12) Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to grade separation and ramps.

- 13) Placing sufficient new material on soil surface, gravel street or road to substantially improve the quality of the original surface.
 - 14) Improvement of a surface to a higher type.
 - 15) Bituminous material of 1" or more placed on bituminous or concrete material. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 16) Remix existing bituminous surfacing with added materials to provide a total thickness of 1" or more. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 17) Stabilization of street or road base by additive, such as cement, lime or asphaltic material.
 - 18) Widening of existing street, roadbed or pavement, with or without resurfacing.
 - 19) Addition of auxiliary lanes such as speed change, storage, or climbing lanes.
 - 20) Resurfacing, stabilizing or widening of shoulders including necessary connections to side streets or road approaches.
 - 21) Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc.
 - 22) Extending old culverts and drains and replacing headwalls.
 - 23) Replacement of bridge rails and floors to a higher standard.
 - 24) Replacement of retaining walls to a higher standard.
 - 25) Replacement of all major signs or traffic control devices on a street or road.
 - 26) The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installations.
 - 27) Installation or improvement of traffic signal controls at intersections and protective devices at railroad grade crossings.
 - 28) Installation or expansion of street or road lighting system.
 - 29) Replacement in kind, when legally required, of structures which are required to be relocated for street and road purposes.
 - 30) Construction of bikeways when they are an integral part of the Public Streets and Highways System.
 - 31) Extension or new installation of guardrails, fences, raised medians or barriers for traffic safety.
 - 32) Painting or rearrangement of pavement striping and markings, or repainting to a higher standard.
 - 33) Construction of pedestrian underpasses or overhead crossing for the general public use.
 - 34) Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software and that portion of preemption equipment not mounted on motor vehicles.
 - 35) Maintenance or construction on alleys that have been formally accepted into the city or county street system.
- b. Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient and economical highway transportation. Examples of Maintenance include:
- 1) Scarifying, reshaping and restoring material losses.
 - 2) Applying dust palliatives.
 - 3) Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces.
 - 4) Jacking concrete pavements.
 - 5) Repair of traveled way and shoulders.
 - 6) Bituminous material of less than 1" added to bituminous material including seal coats.
 - 7) Remix existing bituminous surfacing with added materials to provide a total thickness of less than 1". (See exception under Construction, example 16.)
 - 8) Patching operations including base restoration.
 - 9) Resealing street or road shoulders and side street and road approaches.
 - 10) Reseeding and resodding shoulders and approaches.

- 11) Reshaping of drainage channels and side slopes.
- 12) Restoration of erosion controls.
- 13) Cleaning culverts and drains.
- 14) Removing slides and restoring facilities damaged by slides. (Additional new facilities shall be considered construction.)
- 15) Mowing, tree trimming and watering.
- 16) Replacing top soil, sod, shrubs, trees, irrigation facilities, etc. on street and roadside.
- 17) Repairing curb, gutter, rip-rap, underdrain, culverts and drains.
- 18) Cleaning, painting and repairing bridges and structures.
- 19) All snow control operations such as the erection of snow fences and the actual removal of snow and ice from the traveled way.
- 20) Repainting of pavements, striping and marking to the same standards.
- 21) Repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.
- 22) Servicing lighting systems and street or road traffic control devices.
- 23) Furnishing of power for street and road lighting and traffic control devices.
- 24) Developing and maintaining programs which enhance management of transportation facilities such as travel demand models and pavement management programs.
- 25) Purchase of equipment used exclusively for road maintenance.

c. Overhead shall be defined as those elements of cost necessary in the production of an article or performance of a service which are of such a nature that the amount applicable to the functions are not readily discernible. Usually they relate to those objects of expenditure which do not become an integral part of the finished product or service. Examples of overhead components are shown below and are comprised of costs which cannot be identified or charged to a project, unless an arbitrary allocation basis is used. Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

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- 11) Legal Costs

E. Ineligible Expenditures

Policy MDLS-15: Although many types of work may be classified as "construction," this does not make them automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street and road purposes.

a. Following is a list of the types of expenditures which are not eligible for financing with Measure funds:

- 1) Costs of rearranging non-highway facilities, including utility relocation, when not a legal road or street obligation.
- 2) New (first installation of) utilities, including water mains, sanitary sewers and other nonstreet facilities.
- 3) Costs of leasing property or right-of-way, except when required for construction work purposes on a temporary basis.
- 4) The costs of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic.
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- 6) Park features such as benches, playground equipment, and rest rooms.
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- 8) Equestrian under and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation.
- 9) Construction, installation or maintenance of cattle guards.
- 10) Acquisition of buses or other mass transit vehicles or maintenance and operating costs for mass transit power systems or passenger facilities, other than to specifically serve elderly and handicapped persons.
- 11) Maintenance or construction on alleys that have not been formally accepted into the city or county street system. Non-street related salaries and benefits.
- 12) Driveways outside of the street and road right-of-way.
- 13) Electronic speed control devices or other non-highway related safety expenditures.

F. Accounting Requirements

Policy MDLS-16: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy MDLS-17: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All apportionments shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall be used for street purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the adopted Five-Year Capital Improvement Program and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy MDLS-21.

Policy MDLS-18: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average monthend cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy MDLS-19: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Right-of-way dispositions

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- Federal and safety projects

Policy MDLS-20: Records

- a. Source Documentation - On construction or purchase of right-of-way, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy MDLS-21: Compliance Audit Deadline

A jurisdiction's annual Compliance Audit must be completed within six (6) months after end of the jurisdiction's fiscal year (Compliance Audit Deadline). SANBAG staff shall monitor the scheduling and progress of the audits to ensure prompt communication by the Auditor after information submittals by jurisdiction, and timely completion of the final MSI audit report. If a jurisdiction is not able to meet the information submittal deadlines set by the Auditor or the Compliance Audit Deadline, the jurisdiction may submit a request to SANBAG's Executive Director no later than thirty days prior to the submittal deadline set by the Auditor or the Compliance Audit Deadline, whichever extension is required, and a two (2) month automatic extension will be granted. Any further requests for extensions of the Compliance Audit Deadline are subject to approval by the Board. The Board may approve further Compliance Audit Deadline extensions, if the Board finds: (1) the Compliance Audit was not completed timely for reasons outside of the jurisdiction's control, such as federal, state, and GASB reporting requirements, or catastrophic events; or (2) it is in the best interests of SANBAG to grant the extension. SANBAG staff shall be responsible for requesting extensions related to Auditor performance.

~~If Measure I Transportation Sales Tax Funds are determined through the annual audit to have been used for ineligible expenses, the jurisdiction must repay those funds within six months of completion of the audit that discovered the ineligible use. If the jurisdiction is unable to repay those expenses through an internal transfer to the Measure I Transportation Sales Tax Fund from another source, then a Repayment Agreement must be approved by both the Jurisdiction and the SANBAG Board of Directors.~~

Policy MDLS-22 Remedies

- a. If a jurisdiction's annual Compliance Audit determines that the jurisdiction used Measure I Transportation Sales Tax Funds for ineligible expenses, the jurisdiction shall repay the Measure I Transportation Sales Tax Fund, in the amount of the ineligible expenses, immediately from another source through an internal fund transfer.
- b. If a jurisdiction's annual Compliance Audit fails to be completed with an unmodified opinion by the Compliance Audit Deadline, as extended pursuant to Policy MDLS-21, the jurisdiction shall repay the Measure I Transportation Sales Tax Fund, in the amount of the Measure I Local Streets Allocation for the fiscal year subject of annual Compliance Audit findings of unsubstantiated or questioned costs, immediately from another source through an internal fund transfer.
- c. If the jurisdiction is unable to make such immediate repayment under MDLS-22 (a) or (b), the jurisdiction shall not receive its Local Streets Allocation pass-through payments until the repayment amount of ineligible expenses, unsubstantiated costs, or questioned costs, have been withheld by SANBAG.
- d. If the jurisdiction enters into a Repayment Agreement with SANBAG, as approved by the jurisdiction and the SANBAG Board of Directors, providing for repayment of the amounts owed under MDLS-22 (a) or (b) over a period not to exceed five (5) years, SANBAG will return any pass-through funds withheld. SANBAG will recommence withholding Local

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Streets Allocation pass-through funds if the jurisdiction fails to comply with the terms of the Repayment Agreement.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on January 8, 2014, Agenda Item14.	01/08/2014

Minute Action

AGENDA ITEM: 8

Date: April 8, 2015

Subject:

Measure I Local Street Program Policy Amendment - Maintenance of Effort

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

Amend Measure I 2010-2040 Strategic Plan Policies 40003, 40012, and 40016 regarding the Measure I Local Street Programs to include provisions related to the Maintenance of Effort requirements of Ordinance No. 04-01.

Background:

As was reported to the SANBAG Board in February 2015, the Independent Taxpayer Oversight Committee (ITOC) noted that SANBAG lacks a formal process to monitor “Maintenance of Effort” (MOE) on the part of local agencies as required by the Measure I Ordinance and Section 190300 of the California Public Utilities Code. MOE is a requirement that a local agency use the Measure I funds they receive to supplement and not to replace their own discretionary fund sources used for transportation purposes.

MOE is referenced in two sections of the Measure I Ordinance approved by the voters. In the Preamble of the Ordinance it states:

“The San Bernardino County Transportation Authority [SANBAG] will continue to seek maximum funding for transportation improvements through State and federal programs. The Authority will not provide transactions and use tax revenue to any city or to the County unless all transportation revenues currently used by that agency are continued to be used for transportation purposes.”

MOE is also referenced in Section II. Mandated Taxpayer Safeguards, Subsection C. Maintenance of Effort, which states:

“The Authority, by enactment of this Ordinance, intends the additional funds provided government agencies by this measure to supplement existing local revenues being used for street and highway purposes. Transactions and use tax revenue shall not be used to replace existing road funding programs or to replace requirements for new development to provide for its own road needs. Under this Measure, funding priorities should be given to addressing current road needs, easing congestion, and improving roadway safety.

Entity: CTA

The government agencies shall maintain their existing commitment of transportation funds for street, highway and public transit purposes, and the Authority shall enforce this provision by appropriate actions, including fiscal audits of the local agencies.”

While SANBAG does conduct audits of local agencies’ use of Measure I funds, it has not been auditing for or formally requiring local agencies to report MOE data. As part of their Report to the Board, the ITOC requested that the Board direct staff to develop formal MOE processes to provide guidance to local agencies and staff on this subject and then for the Board to adopt those processes. Since the ITOC meeting in May 2014, SANBAG staff has begun conversations with local agencies at the Transportation Technical Advisory Committee (TTAC) and the City/County Managers Technical Advisory Committee (CCMTAC) on MOE.

Attached are proposed changes to the Local Street Program policies to address this requirement. In summary, the changes require the following:

- Determination of MOE Base Year Level – At the suggestion of ITOC and the concurrence of the TTAC and CCMTAC, Fiscal Year 2008/2009 will be the base year as this is the year before the start of the current Measure I Ordinance. The MOE base year level is proposed to be equivalent to the Fiscal Year 2008/2009 General Fund expenditures for street and highway purposes. Because the purpose of setting a base year level is to quantify a jurisdiction’s typical commitment of General Fund to street and highway purposes, staff recommends that allowances be made for unusual circumstances that increased the General Fund expenditures in that particular fiscal year, such as special projects, emergency repairs, or loans to other transportation-related funds. Jurisdictions have submitted draft base year level determinations, and SANBAG staff is currently reviewing those submittals for consistency in assumptions between jurisdictions and verification of data submitted. After the data has been verified, the proposed base year levels, with any recommended deductions, will be adopted by resolution of the governing body and presented to the ITOC for consideration. The ITOC will provide a recommendation to the SANBAG Board for approval. The base year level as approved by the SANBAG Board will remain in effect until expiration of Measure I 2010-2040.
- Certification – SANBAG staff proposes that jurisdictions annually provide a statement in the resolution of the governing body adopting the Measure I Local Street Program Five Year Capital Improvement Plan that acknowledges the jurisdiction will maintain the required MOE base year level in that fiscal year. Additionally, the MOE requirement will be tracked as part of the annual Measure I Local Street Program audit.
- Excess General Fund Expenditures – Carryover balances will be determined from Measure I Local Street Program audits. SANBAG staff proposes that if a jurisdiction has reported General Fund expenditures above the MOE base year level, the amount in excess of the MOE base year level can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement.
- Consequences – If an audit indicates that MOE is not being met, then the jurisdiction has four years to make up the amount. If the audit following the four year period indicates that jurisdiction is still below the MOE base year level, SANBAG will immediately stop disbursing Measure I Local Street Program funds until the MOE shortfall is withheld.

General Policy Committee Agenda Item

April 8, 2015

Page 3

The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements. There are special provisions proposed to ensure that all shortfalls are resolved at the expiration of Measure I 2010-2040.

- Role of ITOC – SANBAG staff proposes that the ITOC be responsible for determining if an allowance should be made for unusual circumstances in determination of a jurisdiction's MOE base year level and for hearing appeals related to audit disputes. Additionally, when a determination has been made that a jurisdiction has not met its MOE base year level, staff recommends that the jurisdiction be allowed to file a request for special consideration with the ITOC. The jurisdiction must present evidence to the ITOC demonstrating the need for special consideration. The ITOC will then make a recommendation to the SANBAG Board to either approve or deny the request.

The ITOC has requested that SANBAG have an MOE program in place by Fiscal Year 2015/2016 and that the requirements be applied retroactively to the beginning of Measure I 2010-2040. Staff anticipates MOE base year levels to be presented to the General Policy Committee by the end of 2015. If this schedule is maintained, the Fiscal Year 2015/2016 Measure I audits will include an examination of General Fund expenditures from Fiscal Year 2009/2010 through Fiscal Year 2015/2016.

Financial Impact:

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

Reviewed By:

The draft policy amendment was reviewed by the Transportation Technical Advisory Committee (TTAC) on March 2, 2015, and on March 30, 2015, and by the City/County Manager Technical Advisory Committee (CCMTAC) on March 5, 2015 and on April 2, 2015.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
General Policy Committee
Date: April 8, 2015

Witnessed By:

San Bernardino Associated Governments	Policy	40003
Adopted by the Board of Directors April 1, 2009	Revised	x/x/xx1/8/14
Valley Local Street (VLS) Program Measure I 2010-2040 Strategic Plan	Revision No.	42

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

Table of Contents Purpose References Definitions Policies for Valley Local Streets Program Revision History
--

I. PURPOSE

The purpose of this policy is to establish requirements relating to adoption of Five Year Plans by local jurisdictions outlining the projects which will be funded under the Measure I 2010-2040 Valley Subarea Local Streets Program. Twenty percent of the total Measure I 2010-2040 revenue collected in the San Bernardino Valley Subarea shall be assigned to the Local Streets Program. This program will be used by local jurisdictions to fund Local Street Projects.

II. REFERENCES

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

SANBAG Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SANBAG Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board of Directors by March of each year. Allocation of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five Year Plan: A plan of projected local jurisdiction expenditures for the next five years on Local Street Projects eligible for Local Streets Program funds, updated annually and submitted to SANBAG by local jurisdictions.

Independent Taxpayer Oversight Committee: A “Mandated Taxpayer Safeguard” established by Ordinance 04-01 for Measure I 2010-2040 to provide citizen review and to ensure that all Measure I funds are spent in accordance with provisions of the Measure I Expenditure Plan and Ordinance.

Maintenance of Effort: The requirement that Measure I funding will supplement and not replace the existing local discretionary funding being used for street and highway purposes.

Maintenance of Effort Base Year Level: The amount of General Fund used for street and highway purposes prior to Measure I 2010-2040 as adopted by the SANBAG Board of Directors.

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IV. POLICIES FOR THE VALLEY LOCAL STREETS PROGRAM

A. Local Streets Allocation

Policy VLS-1: Each jurisdiction shall receive an allocation from 20% of the Measure I revenue collected in the Valley Subarea on a per capita basis using the population estimate as of January 1 of that year. The population estimate for making the per capita calculation shall be determined by SANBAG each year based on the State Department of Finance population estimate as of January 1 of that year. For the unincorporated areas, the calculation shall be based on the population estimate from the County Planning Department and reconciled with the State Department of Finance population estimate as of January 1 of that year.

Policy VLS-2: Local jurisdictions shall not receive their Local Streets Allocation until they have submitted their annual update of their Five Year Plan and the annual Maintenance of Effort Certification Statement signed by the City Manager/County Administrative Officer.

Policy VLS-3: The Local Streets allocation shall be remitted to local jurisdictions monthly.

Policy VLS-4: Local Streets Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SANBAG has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

B. Development Fair Share Contribution

Policy VLS-5: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects on the Nexus Study Network, contained in the most recent Board-adopted version of the Nexus Study approved for jurisdictions in the San Bernardino Valley.

Policy VLS-6: Annually as part of its audit of each jurisdictions' use of Measure I funds, SANBAG will specifically review development mitigation contribution records for capacity improvements to Nexus Study Network facilities. If a material finding is made in the audit showing that the development share contribution was not made, SANBAG may, as the Congestion Management Agency, withhold Section 2105 Gas Tax funds or Measure I Local Street Allocations until the jurisdiction shows that they are in compliance with the Congestion Management Program.

Policy VLS-7: Jurisdictions may borrow from other internal accounts (i.e. within their own jurisdictions) to fund the required development fair share. The internal accounts shall be reimbursed by development mitigation as development occurs..

C. Five Year Plan

Policy VLS-8: Each local jurisdiction is required to annually adopt a Five Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass Through Funds must be detailed in the Five Year Capital Improvement Plan and adopted by resolution of the governing body.

Policy VLS-9: Five Year Capital Improvement Plans shall:

- a. Specifically identify improvements to be funded by Measure I by street name, boundaries, and project type, subject to eligibility requirements listed in Section D below.
- b. Constrain the total amount of planned expenditures to 150% of SANBAG's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. Include no more than 50% of estimated annual new revenue to general program categories for pavement management programs, system improvements, and general maintenance or other miscellaneous categorical expenditures. Carryover fund balance shall not be used for general program categories.

A general program category is a program of work without any identified streets. If a line item in the Five Year Capital Improvement Plan includes a list of the streets to which it will apply, then it does not have to count as a general program category (i.e. a city-wide AC overlay program that lists the streets to be included in the program).

- d. For capacity enhancement projects to Nexus Study Network roadways, include total estimated cost, Measure I share of project cost and development share of project cost. Maintenance projects

or projects that do not enhance the capacity of a roadway do not require a development contribution to be included in the Five Year Plan.

Policy VLS-10: Any single project expenditure in excess of \$100,000 shall be listed as an individual project and shall not be included in a general program category. A project is defined as an eligible specific road improvement.

Policy VLS-11: The Five Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in moving projects around in their Five Year Capital Improvement Plan based on the necessities of the jurisdiction. However, in order for a project to be eligible for expenditure of Local Streets funds, the project must be included in the Five Year Capital Improvement plan. A revised Capital Improvement Plan must be provided to SANBAG by the end of each fiscal year if the project list has been changed in order for the projects to be eligible for expenditures of Local Streets funds.

D. Eligible Expenditures

Policy VLS-12: Eligible expenditures include construction, maintenance, and overhead. Included below are definitions and types of eligible expenditures by category.

- a. Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.
 - 1) Removal of old street and roadbeds and structures, and detour costs when connected with a construction project.
 - 2) Change of alignment, profile, and cross-section.
 - 3) Addition of a frontage street or road.
 - 4) Original surfacing of shoulders.
 - 5) Installation of original traffic signs and markers on routes.
 - 6) Earthwork protective structures within or adjacent to the right-of-way area.
 - 7) Complete reconstruction or addition to a culvert.
 - 8) Reconstruction of an existing bridge or installation of a new bridge.
 - 9) Widening of a bridge.
 - 10) Installations or extensions of curb, gutter, sidewalks or underdrain, (including improvements to handicap ramps to make them ADA compliant).
 - 11) Extensions and new installation of walls.
 - 12) Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to grade separation and ramps.
 - 13) Placing sufficient new material on soil surface, gravel street or road to substantially improve the quality of the original surface.
 - 14) Improvement of a surface to a higher type.
 - 15) Bituminous material of 1" or more placed on bituminous or concrete material. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 16) Remix existing bituminous surfacing with added materials to provide a total thickness of 1" or more. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 17) Stabilization of street or road base by additive, such as cement, lime or asphaltic material.
 - 18) Widening of existing street, roadbed or pavement, with or without resurfacing.
 - 19) Addition of auxiliary lanes such as speed change, storage, or climbing lanes.

- 20) Resurfacing, stabilizing or widening of shoulders including necessary connections to side streets or road approaches.
 - 21) Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc.
 - 22) Extending old culverts and drains and replacing headwalls.
 - 23) Replacement of bridge rails and floors to a higher standard.
 - 24) Replacement of retaining walls to a higher standard.
 - 25) Replacement of all major signs or traffic control devices on a street or road.
 - 26) The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installations.
 - 27) Installation or improvement of traffic signal controls at intersections and protective devices at railroad grade crossings.
 - 28) Installation or expansion of street or road lighting system.
 - 29) Replacement in kind, when legally required, of structures which are required to be relocated for street and road purposes.
 - 30) Construction of bikeways when they are an integral part of the Public Streets and Highways System.
 - 31) Extension or new installation of guardrails, fences, raised medians or barriers for traffic safety.
 - 32) Painting or rearrangement of pavement striping and markings, or repainting to a higher standard.
 - 33) Construction of pedestrian underpasses or overhead crossing for the general public use.
 - 34) Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software and that portion of preemption equipment not mounted on motor vehicles.
 - 35) Maintenance or construction on alleys that have been formally accepted into the city or county street system.
- b. Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient and economical highway transportation. Examples of Maintenance include:
- 1) Scarifying, reshaping and restoring material losses.
 - 2) Applying dust palliatives.
 - 3) Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces.
 - 4) Jacking concrete pavements.
 - 5) Repair of traveled way and shoulders.
 - 6) Bituminous material of less than 1" added to bituminous material including seal coats.
 - 7) Remix existing bituminous surfacing with added materials to provide a total thickness of less than 1". (See exception under Construction, example 16.)
 - 8) Patching operations including base restoration.
 - 9) Resealing street or road shoulders and side street and road approaches.
 - 10) Reseeding and resodding shoulders and approaches.
 - 11) Reshaping of drainage channels and side slopes.
 - 12) Restoration of erosion controls.
 - 13) Cleaning culverts and drains.

- 14) Removing slides and restoring facilities damaged by slides. (Additional new facilities shall be considered construction.)
 - 15) Mowing, tree trimming and watering.
 - 16) Replacing top soil, sod, shrubs, trees, irrigation facilities, etc. on street and roadside.
 - 17) Repairing curb, gutter, rip-rap, underdrain, culverts and drains.
 - 18) Cleaning, painting and repairing bridges and structures.
 - 19) All snow control operations such as the erection of snow fences and the actual removal of snow and ice from the traveled way.
 - 20) Repainting of pavements, striping and marking to the same standards.
 - 21) Repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.
 - 22) Servicing lighting systems and street or road traffic control devices.
 - 23) Furnishing of power for street and road lighting and traffic control devices.
 - 24) Developing and maintaining programs which enhance management of transportation facilities such as travel demand models and pavement management programs.
 - 25) Purchase of equipment used exclusively for road maintenance.
- c. Overhead shall be defined as those elements of cost necessary in the production of an article or performance of a service which are of such a nature that the amount applicable to the functions are not readily discernible. Usually they relate to those objects of expenditure which do not become an integral part of the finished product or service. Examples of overhead components are shown below and are comprised of costs which cannot be identified or charged to a project, unless an arbitrary allocation basis is used. Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.
- 1) Payroll
 - 2) Facilities
 - 3) Advertising
 - 4) General Government
 - 5) Department Accounts/Finance
 - 6) Procurement
 - 7) Top Management
 - 8) General Accounting/Finance
 - 9) Personnel
 - 10) Data Processing
 - 11) Legal Costs

E. Ineligible Expenditures

Policy VLS-13: Although many types of work may be classified as "construction," this does not make them automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street and road purposes.

- a. Following is a list of the types of expenditures which are not eligible for financing with Measure funds:
- 1) Costs of rearranging non-highway facilities, including utility relocation, when not a legal road or street obligation.
 - 2) New (first installation of) utilities, including water mains, sanitary sewers and other nonstreet facilities.
 - 3) Costs of leasing property or right-of-way, except when required for construction work purposes on a temporary basis.
 - 4) The costs of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic.

- 5) Decorative lighting.
- 6) Park features such as benches, playground equipment, and rest rooms.
- 7) Work outside the right-of-way which is not a specific right-of-way obligation.
- 8) Equestrian under and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation.
- 9) Construction, installation or maintenance of cattle guards.
- 10) Acquisition of buses or other mass transit vehicles or maintenance and operating costs for mass transit power systems or passenger facilities, other than to specifically serve elderly and handicapped persons.
- 11) Maintenance or construction on alleys that have not been formally accepted into the city or county street system.
- 12) Non-street related salaries and benefits.
- 13) Driveways outside of the street and road right-of-way.
- 14) Electronic speed control devices or other non-highway related safety expenditures.

F. Accounting Requirements

Policy VLS-14: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street purposes. Jurisdictions should use the modified accrual basis of accounting

Policy VLS-15: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All apportionments shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall be used for street purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the adopted Five-Year Capital Improvement Program and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy VLS-19.

Policy VLS-16: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average monthend cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy VLS-17: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Right-of-way dispositions
- Federal and safety projects

Policy VLS-18: Records:

- a. Source Documentation - On construction or purchase of right-of-way, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy VLS-19: If Measure I Transportation Sales Tax Funds are determined through the annual audit to have been used for ineligible expenses, the jurisdiction must repay those funds within six months of completion of the audit that discovered the ineligible use. If the jurisdiction is unable to repay those expenses through an internal transfer to the Measure I Transportation Sales Tax Fund from another source, then a Repayment Agreement must be approved by both the Jurisdiction and the SANBAG Board of Directors.

G. Maintenance of Effort Requirements

Policy VLS-xx: The SANBAG Board of Directors shall retain authority over actions related to these Maintenance of Effort (MOE) requirements.

Policy VLS-xx: In accordance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Local Street Program funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes.

Policy VLS-xx: SANBAG shall monitor local agency use of General Fund for street and highway purposes relative to their use prior to Measure I 2010-2040, which shall be referred to as the MOE base year level.

Policy VLS-xx: The following requirements are to provide guidance on the determination of a MOE base year level.

- a. The MOE base year level shall be equivalent to the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VLS-12 in Fiscal Year 2008/2009.
- b. Jurisdictions may propose deductions to the recorded expenditures for the following:
 - 1) Expenditures for unusual circumstances that increased the MOE base year level arbitrarily outside of the normal on-going General Fund expenditures, e.g. General Fund loans to other transportation-related funds, emergency repairs, special projects.
 - 2) Administrative/overhead costs that were not project-specific, i.e. staff time for transportation staff was charged to a general "program" budget rather than charged directly to specific projects.
- c. The Independent Taxpayer Oversight Committee (ITOC) will review the proposed MOE base year levels, including the proposed deductions, and provide a recommendation to the SANBAG Board of Directors for approval.
- d. The MOE base year level as approved by the SANBAG Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Policy VLS-xx: Jurisdictions shall provide a certification statement signed by the City Manager/County Administrative Officer upon approval of their fiscal year budget and by no later than September 30 of each fiscal year that acknowledges the jurisdiction will maintain General Fund expenditures for transportation-related construction and maintenance activities at the required MOE base year level in that fiscal year.

Policy VLS-xx: The MOE requirement shall be tracked and verified as part of the annual Measure I Local Street Program audit. This will be accomplished by comparing the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VLS-12 to the MOE base year level.

Policy VLS-xx: General Fund expenditures in excess of the MOE base year level will carry over to subsequent fiscal years and can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement. Carryover balances will be documented in the annual Measure I Local Street Program audit.

Policy VLS-xx: If the annual Measure I Local Street Program audit indicates that the required MOE base level is not being met, then the jurisdiction has the following four fiscal years to make up the amount. If the audit following those four fiscal years indicates the jurisdiction is still below the MOE base year level, SANBAG will immediately stop disbursing Measure I Local Street Program funds until an amount equivalent to the MOE base year level shortfall has been withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements.

Policy VLS-xx: The following provides guidance on resolution of MOE base year level shortfalls at the expiration of Measure I 2010-2040.

- a. If the jurisdiction has not resolved a MOE base year level shortfall within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea.
- b. If any Measure I Local Street Program audit after Fiscal Year 2033/2034 indicates that the required MOE base year level was not met, then the jurisdiction has until Fiscal Year 2038/2039 to make up the amount. If the audit of Fiscal Year 2038/2039 indicates the jurisdiction is still below the MOE base level, the jurisdiction must pay the MOE base level shortfall to SANBAG for distribution to other compliant jurisdictions within that subarea.

Policy VLS-xx: Prior to withholding or required repayment of Measure I Local Street Program funds, jurisdictions shall have an opportunity to appeal to the ITOC. The jurisdiction must present evidence to the ITOC demonstrating unusual circumstances or the need for special consideration. The ITOC will be responsible for making a recommendation to the SANBAG Board of Directors to either approve or deny the request for special consideration.

V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on January 8, 2014, Agenda Item 14.	01/08/2014

San Bernardino Associated Governments	Policy	40012
Adopted by the Board of Directors April 1, 2009	Revised	x/x/xx1/8/14
Victor Valley Local Streets (VVLS) Program Measure I 2010-2040 Strategic Plan	Revision No.	<u>42</u>

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Table of Contents Purpose References Definitions Policies for the Victor Valley Local Streets Program Revision History
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I. PURPOSE

The purpose of this policy is to establish requirements for the Victor Valley Local Streets Program, including project eligibility, adoption of Five Year Plans by local jurisdictions, accounting requirements, and development mitigation requirements.

II. REFERENCES

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

SANBAG Congestion Management Program

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SANBAG Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board of Directors by March of each year. Allocation of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five Year Plan: A plan of projected local jurisdiction expenditures for the next five years on Local Street Projects eligible for Local Streets Program funds, updated annually and submitted to SANBAG by local jurisdictions.

Independent Taxpayer Oversight Committee: A “Mandated Taxpayer Safeguard” established by Ordinance 04-01 for Measure I 2010-2040 to provide citizen review and to ensure that all Measure I funds are spent in accordance with provisions of the Measure I Expenditure Plan and Ordinance.

Maintenance of Effort: The requirement that Measure I funding will supplement and not replace the existing local discretionary funding being used for street and highway purposes.

Maintenance of Effort Base Year Level: The amount of General Fund used for street and highway purposes prior to Measure I 2010-2040 as adopted by the SANBAG Board of Directors.

IV. POLICIES FOR THE VICTOR VALLEY LOCAL STREETS PROGRAM

A. Local Streets Allocation

Policy VVLS-1 Each jurisdiction shall receive an allocation from 70% of the Measure I revenue, after reservation of 2% collected in the subarea for Project Development and Traffic Management Systems. The allocation methodology is determined based on:

- 50% population. The population estimate for making the per capita calculation shall be determined by SANBAG each year based on the State Department of Finance population estimate. Annual adjustments to the population estimates are made mid-year, based on availability of DOF estimates. Following approval of the population estimates by the Board, adjustments will be made to the local pass through fund allocations retroactive to January 1 of the year.
- 50% return to source. The sales tax estimates provided by the State Board of Equalization, updated quarterly based on the prior quarter's financial data, shall be used as the basis for making the return to source calculations.

Policy VVLS-2: Local jurisdictions shall not receive their Local Streets Allocation until they have submitted their annual update of their Five Year Plan.

Policy VVLS-3: The Local Streets allocation shall be remitted to local jurisdictions monthly.

Policy VVLS-4: Local Streets Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SANBAG has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

Policy VVLS-5: Local Streets Allocations sales tax generation portion will be based on the prior quarter's data. Because of the lag in receiving sales tax data from the Board of Equalization, the Sales Tax Generation calculations for that portion of the Local Streets Allocation will be calculated using the data from the prior quarter. (Example: During the months of January, February and March SANBAG will use the local sales tax generation figure derived from the fourth quarter of the previous calendar year.)

Policy VVLS-6: SANBAG will make the monthly allocations using the following procedure:

- Determine total amount of Measure I Sales Tax generated in the subarea from information submitted by the State Board of Equalization.
- Multiply the total Measure I Sales Tax received for the month by 0.68 to arrive at the total amount of Local Streets Program funds available for distribution to local jurisdictions.
- Divide the Local Streets Program fund into two 50% pools of funding: Allocate the two pools of funding based on:
 - 1) a jurisdiction's population share of the entire subarea population.
 - 2) jurisdiction's share of sales tax generation within the total subarea.
- Add the population based component and the sales tax based component of each jurisdiction's allocation to arrive at the total Local Streets Allocation for each jurisdiction.
- Remit payment of Local Streets Program fund to local jurisdiction.

Policy VVLS-7: The Local Streets program allocation will be decreased by 0.5% beginning in 2015 with additional decreases of 0.5% every five years thereafter to a maximum of 2.5% to be allocated to the Senior and Disabled Transit Service Program. This change in allocation will occur automatically unless each jurisdiction in the subarea makes a finding that such increase in Senior and Disabled Transit Service Program is not needed to address unmet transit needs of senior and disabled transit users.

B. Development Fair Share Contribution

Policy VVLS-8: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects on the Nexus Study Network contained in the most recent Board-adopted version of the in the urbanized Victor Valley. The urbanized Victor Valley is defined as the cities of Adelanto, Hesperia, Victorville, Town of Apple Valley and their spheres of influence.

Policy VVLS-9: A development mitigation fair share contribution is required by Measure I 2010-2040 for all capacity improvement projects as identified by Traffic Impact Analysis (TIA) reports as required by the Congestion Management Program in the non-urban areas. The amount of the

Development Fair Share Contribution for each project is defined by the traffic mitigation measures identified in the related TIA reports.

Policy VVLS-10: Annually as part of its audit of each jurisdictions' use of Measure I funds, SANBAG will specifically review development mitigation contribution records for capacity improvements to Nexus Study Network facilities. If a material finding is made in the audit showing that the development share contribution was not made, SANBAG may, as the Congestion Management Agency, withhold Section 2105 Gas Tax funds or Measure I Local Street Allocations until the jurisdiction shows that they are in compliance with the Congestion Management Program.

Policy VVLS-11: Jurisdictions may borrow from other internal accounts (i.e. within their own jurisdictions) to fund the required development fair share. The development mitigation account shall reimburse the source of the loan as development occurs.

C. Five Year Plan

Policy VVLS-12: Each local jurisdiction is required to annually adopt a Five Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass Through Funds must be detailed in the Five Year Capital Improvement Plan and approved by the governing body.

Policy VVLS-13: Five Year Capital Improvement Plans shall:

- a. Specifically identify improvements to be funded by Measure I by street name, boundaries, and project type, subject to eligibility requirements listed in Section D below.
- b. Constrain the total amount of planned expenditures to 150% of SANBAG's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. Include no more than 50% of estimated annual new revenue to general program categories for pavement management programs, system improvements, and general maintenance or other miscellaneous categorical expenditures. Carryover fund balance shall not be used for general program [ec](#)categories.

A general program category is a program of work without any identified streets. If a line item in the Five Year Capital Improvement Plan includes a list of the streets to which it will apply, then it does not have to count as a general program category (i.e. a city-wide AC overlay program that lists the streets to be included in the program).

- d. For capacity enhancement projects to Nexus Study Network roadways, include total estimated cost, Measure I share of project cost and development share of project cost. Maintenance projects or projects that do not enhance the capacity of a roadway do not require a development contribution to be included in the Five Year Plan.

Policy VVLS-14: Any single project expenditure in excess of \$100,000 shall be listed as an individual project and shall not be included in a general program category. A project is defined as an eligible specific road improvement.

Policy VVLS-15: The Five Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in moving projects around in their Five Year Capital Improvement Plan based on the necessities of the jurisdiction. However, in order for a project to be eligible for expenditure of Local Streets funds, the project must be included in the Five Year Capital Improvement plan. A revised Capital Improvement Plan must be provided to SANBAG by the end of each fiscal year if the project list has been changed in order for the projects to be eligible for expenditures of Local Streets funds.

D. Eligible Expenditures

Policy VVLS-16: Eligible expenditures include construction, maintenance, and overhead. Included below are definitions and types of eligible expenditures by category.

- a. Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-of-way or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.

- 1) Removal of old street and roadbeds and structures, and detour costs when connected with a construction project.
- 2) Change of alignment, profile, and cross-section.
- 3) Addition of a frontage street or road.
- 4) Original surfacing of shoulders.
- 5) Installation of original traffic signs and markers on routes.
- 6) Earthwork protective structures within or adjacent to the right-of-way area.
- 7) Complete reconstruction or addition to a culvert.
- 8) Reconstruction of an existing bridge or installation of a new bridge.
- 9) Widening of a bridge.
- 10) Installations or extensions of curb, gutter, sidewalks or underdrain (including improvements to handicap ramps to make them ADA compliant).
- 11) Extensions and new installation of walls.
- 12) Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to grade separation and ramps.
- 13) Placing sufficient new material on soil surface, gravel street or road to substantially improve the quality of the original surface.
- 14) Improvement of a surface to a higher type.
- 15) Bituminous material of 1" or more placed on bituminous or concrete material. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
- 16) Remix existing bituminous surfacing with added materials to provide a total thickness of 1" or more. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
- 17) Stabilization of street or road base by additive, such as cement, lime or asphaltic material.
- 18) Widening of existing street, roadbed or pavement, with or without resurfacing.
- 19) Addition of auxiliary lanes such as speed change, storage, or climbing lanes.
- 20) Resurfacing, stabilizing or widening of shoulders including necessary connections to side streets or road approaches.
- 21) Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc.
- 22) Extending old culverts and drains and replacing headwalls.
- 23) Replacement of bridge rails and floors to a higher standard.
- 24) Replacement of retaining walls to a higher standard.
- 25) Replacement of all major signs or traffic control devices on a street or road.
- 26) The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installations.
- 27) Installation or improvement of traffic signal controls at intersections and protective devices at railroad grade crossings.
- 28) Installation or expansion of street or road lighting system.
- 29) Replacement in kind, when legally required, of structures which are required to be relocated for street and road purposes.
- 30) Construction of bikeways when they are an integral part of the Public Streets and Highways System.
- 31) Extension or new installation of guardrails, fences, raised medians or barriers for traffic safety.
- 32) Painting or rearrangement of pavement striping and markings, or repainting to a higher standard.
- 33) Construction of pedestrian underpasses or overhead crossing for the general public use.
- 34) Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software and that portion of preemption equipment not mounted on motor vehicles.
- 35) Maintenance or construction on alleys that have been formally accepted into the city or county street system.

b. Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient and economical highway transportation. Examples of Maintenance include:

- 1) Scarifying, reshaping and restoring material losses.
- 2) Applying dust palliatives.
- 3) Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces.
- 4) Jacking concrete pavements.
- 5) Repair of traveled way and shoulders.
- 6) Bituminous material of less than 1" added to bituminous material including seal coats.
- 7) Remix existing bituminous surfacing with added materials to provide a total thickness of less than 1". (See exception under Construction, example 16.)
- 8) Patching operations including base restoration.
- 9) Resealing street or road shoulders and side street and road approaches.
- 10) Reseeding and resodding shoulders and approaches.
- 11) Reshaping of drainage channels and side slopes.
- 12) Restoration of erosion controls.
- 13) Cleaning culverts and drains.
- 14) Removing slides and restoring facilities damaged by slides. (Additional new facilities shall be considered construction.)
- 15) Mowing, tree trimming and watering.
- 16) Replacing top soil, sod, shrubs, trees, irrigation facilities, etc. on street and roadside.
- 17) Repairing curb, gutter, rip-rap, underdrain, culverts and drains.
- 18) Cleaning, painting and repairing bridges and structures.
- 19) All snow control operations such as the erection of snow fences and the actual removal of snow and ice from the traveled way.
- 20) Repainting of pavements, striping and marking to the same standards.
- 21) Repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.
- 22) Servicing lighting systems and street or road traffic control devices.
- 23) Furnishing of power for street and road lighting and traffic control devices.
- 24) Developing and maintaining programs which enhance management of transportation facilities such as travel demand models and pavement management programs.
- 25) Purchase of equipment used exclusively for road maintenance.

c. Overhead shall be defined as those elements of cost necessary in the production of an article or performance of a service which are of such a nature that the amount applicable to the functions are not readily discernible. Usually they relate to those objects of expenditure which do not become an integral part of the finished product or service. Examples of overhead components are shown below and are comprised of costs which cannot be identified or charged to a project, unless an arbitrary allocation basis is used. Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

- 1) Payroll
- 2) Facilities
- 3) Advertising
- 4) General Government
- 5) Department Accounts/Finance
- 6) Procurement
- 7) Top Management
- 8) General Accounting/Finance
- 9) Personnel
- 10) Data Processing
- 11) Legal Costs

E. Ineligible Expenditures

Policy VVLS-17: Although many types of work may be classified as "construction," this does not make them automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street and road purposes.

a. Following is a list of the types of expenditures which are not eligible for financing with Measure funds:

- 1) Costs of rearranging non-highway facilities, including utility relocation, when not a legal road or street obligation.
- 2) New (first installation of) utilities, including water mains, sanitary sewers and other nonstreet facilities.
- 3) Costs of leasing property or right-of-way, except when required for construction work purposes on a temporary basis.
- 4) The costs of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic.
- 5) Decorative lighting.
- 6) Park features such as benches, playground equipment, and rest rooms.
- 7) Work outside the right-of-way which is not a specific right-of-way obligation.
- 8) Equestrian under and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation.
- 9) Construction, installation or maintenance of cattle guards.
- 10) Acquisition of buses or other mass transit vehicles or maintenance and operating costs for mass transit power systems or passenger facilities, other than to specifically serve elderly and handicapped persons.
- 11) Maintenance or construction on alleys that have not been formally accepted into the city or county street system.
- 12) Non-street related salaries and benefits.
- 13) Driveways outside of the street and road right-of-way.
- 14) Electronic speed control devices or other non-highway related safety expenditures.

F. Accounting Requirements

Policy VVLS-18: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy VVLS-19: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All apportionments shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall be used for street purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the adopted Five-Year Capital Improvement Program and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy VVLS-23.

Policy VVLS-20: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must

receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average monthend cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy VVLS-21: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Right-of-way dispositions
- Federal and safety projects

Policy VVLS-22: Records

- a. Source Documentation - On construction or purchase of right-of-way, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy VVLS-23: If Measure I Transportation Sales Tax Funds are determined through the annual audit to have been used for ineligible expenses, the jurisdiction must repay those funds within six months of completion of the audit that discovered the ineligible use. If the jurisdiction is unable to repay those expenses through an internal transfer to the Measure I Transportation Sales Tax Fund from another source, then a Repayment Agreement must be approved by both the Jurisdiction and the SANBAG Board of Directors.

G. Maintenance of Effort Requirements

Policy VVLS-xx: The SANBAG Board of Directors shall retain authority over actions related to these Maintenance of Effort (MOE) requirements.

Policy VVLS-xx: In accordance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Local Street Program funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes.

Policy VVLS-xx: SANBAG shall monitor local agency use of General Fund for street and highway purposes relative to their use prior to Measure I 2010-2040, which shall be referred to as the MOE base year level.

Policy VVLS-xx: The following requirements are to provide guidance on the determination of a MOE base year level.

- a. The MOE base year level shall be equivalent to the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VVLS-16 in Fiscal Year 2008/2009.
- b. Jurisdictions may propose deductions to the recorded expenditures for the following:
 - 1) Expenditures for unusual circumstances that increased the MOE base year level arbitrarily outside of the normal on-going General Fund expenditures, e.g. General Fund loans to other transportation-related funds, emergency repairs, special projects.

2) Administrative/overhead costs that were not project-specific, i.e. staff time for transportation staff was charged to a general "program" budget rather than charged directly to specific projects.

c. The proposed MOE base year level shall be adopted by resolution of the governing body.

d. The Independent Taxpayer Oversight Committee (ITOC) will review the proposed MOE base year levels, including the proposed deductions, as adopted by resolution of the governing body, and provide a recommendation to the SANBAG Board of Directors for approval.

e. The MOE base year level as approved by the SANBAG Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Policy VVLS-xx: Jurisdictions shall annually provide a statement in the resolution of the governing body adopting the Five Year Capital Improvement Plan that acknowledges the jurisdiction will maintain General Fund expenditures for transportation-related construction and maintenance activities at the required MOE base year level in that fiscal year.

Policy VVLS-xx: The MOE requirement shall be tracked and verified as part of the annual Measure I Local Street Program audit. This will be accomplished by comparing the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy VVLS-16 to the MOE base year level.

Policy VVLS-xx: General Fund expenditures in excess of the MOE base year level will carry over to subsequent fiscal years and can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement. Carryover balances will be documented in the annual Measure I Local Street Program audit.

Policy VVLS-xx: If the annual Measure I Local Street Program audit indicates that the required MOE base level is not being met, then the jurisdiction has the following four fiscal years to make up the amount. If the audit following those four fiscal years indicates the jurisdiction is still below the MOE base year level, SANBAG will immediately stop disbursing Measure I Local Street Program funds until an amount equivalent to the MOE base year level shortfall has been withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements.

Policy VVLS-xx: The following provides guidance on resolution of MOE base year level shortfalls at the expiration of Measure I 2010-2040.

a. If the jurisdiction has not resolved a MOE base year level shortfall within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea.

b. If any Measure I Local Street Program audit after Fiscal Year 2033/2034 indicates that the required MOE base year level was not met, then the jurisdiction has until Fiscal Year 2038/2039 to make up the amount. If the audit of Fiscal Year 2038/2039 indicates the jurisdiction is still below the MOE base level, the jurisdiction must pay the MOE base level shortfall to SANBAG for distribution to other compliant jurisdictions within that subarea.

Policy VVLS-xx: Prior to withholding or required repayment of Measure I Local Street Program funds, jurisdictions shall have an opportunity to appeal to the ITOC. The jurisdiction must present evidence to the ITOC demonstrating unusual circumstances or the need for special consideration. The ITOC will be responsible for making a recommendation to the SANBAG Board of Directors to either approve or deny the request for special consideration.

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V. REVISION HISTORY

Revision No.	Revisions	Adopted

0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on Jan. 8, 2014, Agenda Item 14.	01/08/2014

San Bernardino Associated Governments	Policy	40016
Adopted by the Board of Directors April 1, 2009	Revised	x/x/xx1/8/14
Rural Mountain/Desert Subareas Local Streets Program (MDLS) Measure I 2010-2040 Strategic Plan	Revision No.	<u>42</u>

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

Table of Contents

[Purpose](#) | [References](#) | [Definitions](#) | [Policies for the Rural Mountain/Desert Subareas Local Streets Program](#) | [Revision History](#) |

I. PURPOSE

The purpose of this policy is to establish requirements for the Local Streets Programs for the Colorado River, Morongo Basin, Mountains, and North Desert subareas, including project eligibility, adoption of Five Year Plans by local jurisdictions, accounting requirements, and development mitigation requirements.

II. REFERENCES

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

III. DEFINITIONS

Local Street Program: Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Program funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Allocation: An action by the SANBAG Board of Directors to assign a specific amount of Measure I funds from a Measure I program to a project. The allocation decision is made annually by the Board of Directors by March of each year. Allocation of Local Street Program funds occur monthly as a direct pass-through to local jurisdictions.

Five Year Plan: A plan of projected local jurisdiction expenditures for the next five years on Local Street Projects eligible for Local Streets Program funds, updated annually and submitted to SANBAG by local jurisdictions.

Independent Taxpayer Oversight Committee: A “Mandated Taxpayer Safeguard” established by [Ordinance 04-01 for Measure I 2010-2040 to provide citizen review and to ensure that all Measure I funds are spent in accordance with provisions of the Measure I Expenditure Plan and Ordinance.](#)

Maintenance of Effort: [The requirement that Measure I funding will supplement and not replace the existing local discretionary funding being used for street and highway purposes.](#)

Maintenance of Effort Base Year Level: [The amount of General Fund used for street and highway purposes prior to Measure I 2010-2040 as adopted by the SANBAG Board of Directors.](#)

IV. POLICIES FOR THE RURAL MOUNTAIN/DESERT SUBAREAS LOCAL STREETS PROGRAM

A. Local Streets Allocation

Policy MDLS-1: Each jurisdiction shall receive an allocation from 70% of the Measure I revenue, after reservation of 2% collected in the subarea for Project Development and Traffic Management Systems. The allocation methodology is determined based on:

- 50% population. The population estimate for making the per capita calculation shall be determined by SANBAG each year based on the State Department of Finance population estimate. Annual adjustments to the population estimates are made mid-year, based on availability of DOF estimates. Following approval of the population estimates by the Board, adjustments will be made to the local pass through fund allocations retroactive to January 1 of the year.
- 50% return to source. The sales tax estimates provided by the State Board of Equalization, updated quarterly based on the prior quarter's financial data, shall be used as the basis for making the return to source calculations.

Policy MDLS-2: Local jurisdictions shall not receive their Local Streets allocation until they have submitted their annual update of their Five Year Plan.

Policy MDLS-3: The Local Streets Allocation shall be remitted to local jurisdictions monthly.

Policy MDLS-4: Local Streets Allocations remitted from January 1 until such time as the State Department of Finance has issued their population figures and SANBAG has made the per capita calculation, shall be based on the prior year's calculation. Once the per capita calculation has been made, the calculation will be applied retroactively to January 1 and amounts received by local jurisdictions will be adjusted to account for the difference in the amount remitted during the retroactive period and the amount that should have been remitted adjusted for the new per capita calculation.

Policy MDLS-5: Local Streets Allocations sales tax generation portion will be based on the prior quarter's data. Because of the lag in receiving sales tax data from the Board of Equalization, the Sales Tax Generation calculations for that portion of the Local Streets Allocation will be calculated using the data from the prior quarter. (Example: During the months of January, February and March SANBAG will use the local sales tax generation figure derived from the fourth quarter of the previous calendar year.)

Policy MDLS-6: SANBAG will make the monthly allocations using the following procedure:

- a. Determine total amount of Measure I Sales Tax generated in the subarea from information submitted by the State Board of Equalization.
- b. Multiply the total Measure I Sales Tax received for the month by 0.68 to arrive at the total subarea Local Streets Allocation.
- c. Divide the Local Streets Program fund into two 50% pools of funding: Allocate the two pools of funding based on:
 - 1) a jurisdiction's population share of the entire subarea population.
 - 2) jurisdiction's share of sales tax generation within the total subarea.
- d. Add the population based component and the sales tax based component of each jurisdiction's allocation to arrive at the total Local Streets Allocation for each jurisdiction.
- e. Remit payment of Local Streets Program fund to local jurisdiction.

Policy MDLS-7: Upon each jurisdiction in a particular subarea making a finding that an increase in Senior and Disabled Transit Service is needed to meet the unmet transit needs of senior and disabled users, the Local Streets allocation may be reduced and that allocation may be shifted to the Senior and Disabled Transit Service Program for that subarea.

B. Development Fair Share Contribution

Policy MDLS-8: Development mitigation for Local Street projects in the Rural Mountain/Desert is required by Measure I 2010-2040 for all capacity improvement projects for transportation facilities as identified by a Traffic Impact Analysis (TIA) report as required by the Congestion Management Program. The amount of the development mitigation for each project is defined by the traffic mitigation measures identified in the related TIA reports.

Policy MDLS-9: Annually as part of its audit of each jurisdictions' use of Measure I funds, SANBAG will specifically look to make sure that the development mitigation towards capacity improvements identified in TIAs is accounted for. If a material finding is made in the audit showing that a contribution of development mitigation was not made as identified by a TIA, then SANBAG may, as the Congestion Management Authority, withhold Section 2105 Gas Tax funds or Measure I Local Street Allocations until the jurisdiction shows that they are in compliance with the Congestion Management Plan.

C. Five Year Plan

Policy MDLS-10: Each local jurisdiction is required to annually adopt a Five Year Capital Improvement Plan which details the specific projects to be funded using Measure I Local Pass-Through Funds. Expenditures of Measure I Local Pass Through Funds must be detailed in the Five Year Capital Improvement Plan and adopted by resolution of the governing body.

Policy MDLS-11: Five Year Capital Improvement Plans shall:

- a. Specifically identify improvements to be funded by Measure I by street name, boundaries, and project type, subject to eligibility requirements listed in Section D below.
- b. Constrain the total annual amount of planned expenditures to 150% of SANBAG's forecasted revenue for Measure I Local Pass-Through Funds, revenue resulting from bonds secured by Measure I revenue, and remaining balances from previous year allocations.
- c. Include no more than 50% of estimated annual new revenue to general program categories for pavement management programs, system improvements, and general maintenance or other miscellaneous categorical expenditures. Carryover fund balance shall not be used for general program categories.

A general program category is a program of work without any identified streets. If a line item in the Five Year Capital Improvement Plan includes a list of the streets to which it will apply, then it does not have to count as a general program category (i.e. a city-wide AC overlay program that lists the streets to be included in the program).

Policy MDLS-12: Any single project expenditure in excess of \$100,000 shall be listed as an individual project and shall not be included in a general program category. A project is defined as an eligible specific road improvement.

Policy MDLS-13: The Five Year Capital Improvement Plan shall be the basis for the annual audit. Jurisdictions will have flexibility in moving projects around in their Five Year Capital Improvement Plan based on the necessities of the jurisdiction. However, in order for a project to be eligible for expenditure of Local Streets funds, the project must be included in the Five Year Capital Improvement plan. A revised Capital Improvement Plan must be provided to SANBAG by the end of each fiscal year if the project list has been changed in order for the projects to be eligible for expenditures of Local Streets funds.

D. Eligible Expenditures

Policy MDLS-14: Eligible expenditures include construction, maintenance, and overhead. Included below are definitions and types of eligible expenditures by category.

- a. Construction shall be defined as the building or rebuilding of streets, roads, bridges, and acquisition of rights-ofway or their component parts to a degree that improved traffic service is provided and geometric or structural improvements are effected including allocated administration and engineering necessarily incurred and directly related to the above.
 - 1) Removal of old street and roadbeds and structures, and detour costs when connected with a construction project.
 - 2) Change of alignment, profile, and cross-section.
 - 3) Addition of a frontage street or road.
 - 4) Original surfacing of shoulders.
 - 5) Installation of original traffic signs and markers on routes.
 - 6) Earthwork protective structures within or adjacent to the right-of-way area.
 - 7) Complete reconstruction or addition to a culvert.
 - 8) Reconstruction of an existing bridge or installation of a new bridge.
 - 9) Widening of a bridge.

- 10) Installations or extensions of curb, gutter, sidewalks or underdrain (including improvements to handicap ramps to make them ADA compliant).
 - 11) Extensions and new installation of walls.
 - 12) Reconstruction of an intersection and its approximate approaches to a substantially higher type involving a change in its character and layout including changes from a plain intersection to a major channelized intersection or to grade separation and ramps.
 - 13) Placing sufficient new material on soil surface, gravel street or road to substantially improve the quality of the original surface.
 - 14) Improvement of a surface to a higher type.
 - 15) Bituminous material of 1" or more placed on bituminous or concrete material. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 16) Remix existing bituminous surfacing with added materials to provide a total thickness of 1" or more. A lesser thickness may be considered construction provided the engineer shall certify that the resulting pavement is structurally adequate to serve anticipated traffic.
 - 17) Stabilization of street or road base by additive, such as cement, lime or asphaltic material.
 - 18) Widening of existing street, roadbed or pavement, with or without resurfacing.
 - 19) Addition of auxiliary lanes such as speed change, storage, or climbing lanes.
 - 20) Resurfacing, stabilizing or widening of shoulders including necessary connections to side streets or road approaches.
 - 21) Installation or addition to landscape treatment such as sod, shrubs, trees, irrigation, etc.
 - 22) Extending old culverts and drains and replacing headwalls.
 - 23) Replacement of bridge rails and floors to a higher standard.
 - 24) Replacement of retaining walls to a higher standard.
 - 25) Replacement of all major signs or traffic control devices on a street or road.
 - 26) The installation of a new sign or the replacement of an old sign with one of superior design such as increased size, illumination, or overhead installations.
 - 27) Installation or improvement of traffic signal controls at intersections and protective devices at railroad grade crossings.
 - 28) Installation or expansion of street or road lighting system.
 - 29) Replacement in kind, when legally required, of structures which are required to be relocated for street and road purposes.
 - 30) Construction of bikeways when they are an integral part of the Public Streets and Highways System.
 - 31) Extension or new installation of guardrails, fences, raised medians or barriers for traffic safety.
 - 32) Painting or rearrangement of pavement striping and markings, or repainting to a higher standard.
 - 33) Construction of pedestrian underpasses or overhead crossing for the general public use.
 - 34) Purchase and installation of traffic signal control equipment including traffic actuated equipment, radio or other remote control devices and related computers, software and that portion of preemption equipment not mounted on motor vehicles.
 - 35) Maintenance or construction on alleys that have been formally accepted into the city or county street system.
- b. Maintenance shall be defined as the preservation and upkeep of a street or road to its constructed condition and the operation of a street or road facility and its integral services to provide safe, convenient and economical highway transportation. Examples of Maintenance include:
- 1) Scarifying, reshaping and restoring material losses.
 - 2) Applying dust palliatives.
 - 3) Patching, repairing, surface treating, and joint filling on bituminous or concrete surfaces.
 - 4) Jacking concrete pavements.

- 5) Repair of traveled way and shoulders.
- 6) Bituminous material of less than 1" added to bituminous material including seal coats.
- 7) Remix existing bituminous surfacing with added materials to provide a total thickness of less than 1". (See exception under Construction, example 16.)
- 8) Patching operations including base restoration.
- 9) Resealing street or road shoulders and side street and road approaches.
- 10) Reseeding and resodding shoulders and approaches.
- 11) Reshaping of drainage channels and side slopes.
- 12) Restoration of erosion controls.
- 13) Cleaning culverts and drains.
- 14) Removing slides and restoring facilities damaged by slides. (Additional new facilities shall be considered construction.)
- 15) Mowing, tree trimming and watering.
- 16) Replacing top soil, sod, shrubs, trees, irrigation facilities, etc. on street and roadside.
- 17) Repairing curb, gutter, rip-rap, underdrain, culverts and drains.
- 18) Cleaning, painting and repairing bridges and structures.
- 19) All snow control operations such as the erection of snow fences and the actual removal of snow and ice from the traveled way.
- 20) Repainting of pavements, striping and marking to the same standards.
- 21) Repainting and repairing of signs, guardrails, traffic signals, lighting standards, etc.
- 22) Servicing lighting systems and street or road traffic control devices.
- 23) Furnishing of power for street and road lighting and traffic control devices.
- 24) Developing and maintaining programs which enhance management of transportation facilities such as travel demand models and pavement management programs.
- 25) Purchase of equipment used exclusively for road maintenance.

c. Overhead shall be defined as those elements of cost necessary in the production of an article or performance of a service which are of such a nature that the amount applicable to the functions are not readily discernible. Usually they relate to those objects of expenditure which do not become an integral part of the finished product or service. Examples of overhead components are shown below and are comprised of costs which cannot be identified or charged to a project, unless an arbitrary allocation basis is used. Overhead will only be allowed via an approved cost allocation plan or an equitable and auditable distribution of overhead among all departments.

- 1) Payroll
- 2) Facilities
- 3) Advertising
- 4) General Government
- 5) Department Accounts/Finance
- 6) Procurement
- 7) Top Management
- 8) General Accounting/Finance
- 9) Personnel
- 10) Data Processing
- 11) Legal Costs

E. Ineligible Expenditures

Policy MDLS-15: Although many types of work may be classified as "construction," this does not make them automatically eligible for expenditures of Measure I funds. To be eligible, the work must be for street and road purposes.

a. Following is a list of the types of expenditures which are not eligible for financing with Measure funds:

- 1) Costs of rearranging non-highway facilities, including utility relocation, when not a legal road or street obligation.
- 2) New (first installation of) utilities, including water mains, sanitary sewers and other nonstreet facilities.
- 3) Costs of leasing property or right-of-way, except when required for construction work purposes on a temporary basis.

- 4) The costs of constructing or improving a street or area for parking purposes, except for the width normally required for parking adjacent to the traveled way and within the right-of-way, or when off-street parking facilities are constructed in lieu of widening a street to improve the flow of traffic.
- 5) Decorative lighting.
- 6) Park features such as benches, playground equipment, and rest rooms.
- 7) Work outside the right-of-way which is not a specific right-of-way obligation.
- 8) Equestrian under and overpasses or other similar structures for any other special interest group unless as a part of a right-of-way obligation.
- 9) Construction, installation or maintenance of cattle guards.
- 10) Acquisition of buses or other mass transit vehicles or maintenance and operating costs for mass transit power systems or passenger facilities, other than to specifically serve elderly and handicapped persons.
- 11) Maintenance or construction on alleys that have not been formally accepted into the city or county street system. Non-street related salaries and benefits.
- 12) Driveways outside of the street and road right-of-way.
- 13) Electronic speed control devices or other non-highway related safety expenditures.

F. Accounting Requirements

Policy MDLS-16: Each local jurisdiction shall establish a Special Measure I 2010-2040 Transportation Sales Tax Fund. This fund is a special revenue fund utilized to account for proceeds of specific revenue sources that are legally restricted to expenditures for street purposes. Jurisdictions should use the modified accrual basis of accounting.

Policy MDLS-17: The following requirements are to provide guidance on the specific accounting treatment as it relates to the Special Measure I Transportation Sales Tax Fund.

- a. All apportionments shall be deposited directly into the Special Measure I Transportation Sales Tax Fund.
- b. Interest received by a jurisdiction from the investment of money in its Special Measure I Sales Tax Fund shall be deposited in the fund and shall be used for street purposes.
- c. Segregation must be maintained within the Special Measure I Transportation Sales Tax Fund to show separate balances for each subarea (County only).
- d. If other revenues are commingled in the Special Measure I Transportation Sales Tax Fund, it is the responsibility of the jurisdiction to provide accurate and adequate documentation to support revenue and expenditure allocation, as well as segregated balances.
- e. It is allowable to fund prior year expenditures with current year revenues and/or fund balance as long as funded projects are included in the adopted Five-Year Capital Improvement Program and accounting clearly identifies the project and other pertinent data to establish a clear audit trail.
- f. If a project is deemed ineligible in the annual Compliance Audit, the Measure I funds used on that project must be repaid to the Special Measure I Transportation Sales Tax Fund in accordance with Policy MDLS-21.

Policy MDLS-18: Any interest earned on investment of Measure I Transportation Sales Tax Funds must be deposited in the Special Measure I Transportation Sales Tax Fund. Any jurisdiction not electing to invest its Measure I funds but at the same time investing most of its other available funds should deposit the Measure I funds in a separate account to clearly indicate that no such monies were invested. If Measure I Transportation Sales Tax funds are invested, they must receive their equitable proration of interest earned on the total funds invested. Several methods are available to determine an equitable distribution of interest earned. Whatever method is employed, it will be analyzed during audit to determine reasonableness and confirm distribution to the Special Measure I Transportation Sales Tax Fund. It is recommended that a distribution based on average monthend cash balances be employed. In addition, if the interest distribution methodology allows for negative distributions, they will be disallowed. No interest charges based on negative cash and fund balances will be allowed.

Policy MDLS-19: Reimbursements of Measure I Transportation Sales Tax Funds previously expended for street and road construction or right-of-way purposes, from whatever source, must

be deposited in the Special Measure I Transportation Sales Tax Fund. This includes but is not limited to:

- Federal Aid Urban projects
- Redevelopment agencies
- Cooperative agreements
- Right-of-way dispositions
- Federal and safety projects

Policy MDLS-20: Records

- a. Source Documentation - On construction or purchase of right-of-way, all expenditures charged to the Measure I Transportation Sales Tax Fund must be supported by a warrant or other source document (invoice, requisition, time sheet, equipment rental charge, engineering plans, specifications and other pertinent data) clearly identifying the project and other pertinent data to establish a clear audit trail.
- b. Retention Period - All source documents, together with the accounting records, are deemed to be the official records of the jurisdiction and must be retained by the jurisdiction for five (5) years.

Policy MDLS-21: If Measure I Transportation Sales Tax Funds are determined through the annual audit to have been used for ineligible expenses, the jurisdiction must repay those funds within six months of completion of the audit that discovered the ineligible use. If the jurisdiction is unable to repay those expenses through an internal transfer to the Measure I Transportation Sales Tax Fund from another source, then a Repayment Agreement must be approved by both the Jurisdiction and the SANBAG Board of Directors.

G. Maintenance of Effort Requirements

Policy MDLS-xx: The SANBAG Board of Directors shall retain authority over actions related to these Maintenance of Effort (MOE) requirements.

Policy MDLS-xx: In accordance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the San Bernardino County Transportation Authority, Local Street Program funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes.

Policy MDLS-xx: SANBAG shall monitor local agency use of General Fund for street and highway purposes relative to their use prior to Measure I 2010-2040, which shall be referred to as the MOE base year level.

Policy MDLS-xx: The following requirements are to provide guidance on the determination of a MOE base year level.

- a. The MOE base year level shall be equivalent to the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy MDLS-14 in Fiscal Year 2008/2009.
- b. Jurisdictions may propose deductions to the recorded expenditures for the following:
 - 1) Expenditures for unusual circumstances that increased the MOE base year level arbitrarily outside of the normal on-going General Fund expenditures, e.g. General Fund loans to other transportation-related funds, emergency repairs, special projects.
 - 2) Administrative/overhead costs that were not project-specific, i.e. staff time for transportation staff was charged to a general "program" budget rather than charged directly to specific projects.
- c. The proposed MOE base year level shall be adopted by resolution of the governing body.
- d. The Independent Taxpayer Oversight Committee (ITOC) will review the proposed MOE base year levels, including the proposed deductions, as adopted by resolution of the governing body, and provide a recommendation to the SANBAG Board of Directors for approval.

e. The MOE base year level as approved by the SANBAG Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

Policy MDLS-xx: Jurisdictions shall annually provide a statement in the resolution of the governing body adopting the Five Year Capital Improvement Plan that acknowledges the jurisdiction will maintain General Fund expenditures for transportation-related construction and maintenance activities at the required MOE base year level in that fiscal year.

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Policy MDLS-xx: The MOE requirement shall be tracked and verified as part of the annual Measure I Local Street Program audit. This will be accomplished by comparing the discretionary General Fund expenditures for transportation-related construction and maintenance activities consistent with Policy MDLS-14 to the MOE base year level.

Policy MDLS-xx: General Fund expenditures in excess of the MOE base year level will carry over to subsequent fiscal years and can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement. Carryover balances will be documented in the annual Measure I Local Street Program audit.

Policy MDLS-xx: If the annual Measure I Local Street Program audit indicates that the required MOE base level is not being met, then the jurisdiction has the following four fiscal years to make up the amount. If the audit following those four fiscal years indicates the jurisdiction is still below the MOE base year level, SANBAG will immediately stop disbursing Measure I Local Street Program funds until an amount equivalent to the MOE base year level shortfall has been withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements.

Policy MDLS-xx: The following provides guidance on resolution of MOE base year level shortfalls at the expiration of Measure I 2010-2040.

a. If the jurisdiction has not resolved a MOE base year level shortfall within two years after the expiration of Measure I 2010-2040, any withheld funds will be distributed to other compliant jurisdictions within that subarea.

b. If any Measure I Local Street Program audit after Fiscal Year 2033/2034 indicates that the required MOE base year level was not met, then the jurisdiction has until Fiscal Year 2038/2039 to make up the amount. If the audit of Fiscal Year 2038/2039 indicates the jurisdiction is still below the MOE base level, the jurisdiction must pay the MOE base level shortfall to SANBAG for distribution to other compliant jurisdictions within that subarea.

Policy MDLS-xx: Prior to withholding or required repayment of Measure I Local Street Program funds, jurisdictions shall have an opportunity to appeal to the ITOC. The jurisdiction must present evidence to the ITOC demonstrating unusual circumstances or the need for special consideration. The ITOC will be responsible for making a recommendation to the SANBAG Board of Directors to either approve or deny the request for special consideration.

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V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	04/01/2009
1	Revisions adopted by the Board of Directors on January 8, 2014, Agenda Item 14.	01/08/2014

Minute Action

AGENDA ITEM: 9

Date: April 8, 2015

Subject:

Annual Agreement between the State of California Department of Transportation (Caltrans) and San Bernardino Associated Governments (SANBAG), for the Freeway Service Patrol Program Funding

Recommendation:

That the General Policy Committee:

A. Recommend the Board approve Agreement No.15-1001145 between the State of California Department of Transportation and San Bernardino Associated Governments to accept the Freeway Service Patrol Program funds for the operation and management of FSP services in a not-to-exceed amount of \$1,414,272, and to match those funds with Department of Motor Vehicle funds in the amount of \$353,568, for a total contract not-to-exceed amount of \$1,767,840, as outlined in the Financial Impact Section.

B. Authorize the President of the SANBAG Board of Directors to execute Resolution No. 15-002.

Background:

SANBAG began pursuit of funding for the Freeway Service Patrol (FSP) Program in Fiscal Year 2005/2006, when the first allocation for SANBAG was provided. FSP consists of a fleet of tow trucks that travel on selected San Bernardino County freeways during peak periods of congestion to assist motorists with their disabled vehicles. The segment of highway that the tow trucks patrol up and down is referred to as a "Beat." Over the years, the FSP program has demonstrated many benefits to the motoring public by reducing the amount of time a motorist is in an unsafe condition, reducing traffic congestion, as well as decreasing fuel consumption, vehicular emissions, and secondary incidents. SANBAG began FSP operations on January 3, 2006, and now has eight (8) separate Beats in operation. The services are provided Monday through Friday in two separate shifts to accommodate peak traffic hours: one from 5:30 a.m. to 8:30 a.m. and the other from 2:30 p.m. to 6:30 p.m.

The FSP program is managed through SANBAG staff and is supervised in the field by the California Highway Patrol (CHP).

The FSP program currently operates on the following eight (8) freeway Beats:

Beat 1: I-10 Indian Hill (Los Angeles County line) to Haven Avenue

Beat 2: I-10 Haven Avenue to Sierra Avenue

Beat 3: I-10 Sierra Avenue to Waterman Avenue

Beat 4: SR-60 Reservoir St. (Los Angeles County line) to Milliken Avenue

Beat 5: I-15 Jurupa St. (Riverside County line) to Sierra Avenue

Entity: CMA, CTA, CTC, SAFE

General Policy Committee Agenda Item

April 8, 2015

Page 2

Beat 6: I-215 Center St. (Riverside County line) to 2nd St.

Beat 7: I-215 2nd St. to Palm/Kendall Avenue

Beat 8: I-10 Waterman Avenue to University

This program is funded through a combination of two (2) funding sources: State FSP Funds and Department of Motor Vehicle/ Service Authority for Freeway Emergency (DMV/SAFE) Funds. State FSP funds are allocated on an annual basis to participating agencies through a formula that is based on population, urban freeway lane miles, and levels of congestion within those areas. Please refer to the attached agreement, which stipulates the Fiscal Year 2014/2015 State contribution in the amount of \$1,414,272. These funds must be expended within the three fiscal years of obligation; therefore, any funds not claimed in the current fiscal year may be carried over and expended in subsequent years.

Upon approval of this agreement by the SANBAG Board, this agreement shall be signed by the SANBAG Board President, who has the full authorization of the Board to sign this fund transfer agreement and resolution.

Financial Impact:

This item will be consistent with the adopted Fiscal Year 2015/2016 budget for task 704. Approval of this item will provide \$1,414,272 in state FSP revenue and will authorize \$353,568 in local match from DMV/SAFE funds. These funds will be used over the next 3 years.

Reviewed By:

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

Responsible Staff:

Kelly Lynn, Chief of Mobility and Air Quality Programs

Approved
General Policy Committee
Date: April 8, 2015

Witnessed By:



CONTRACT SUMMARY SHEET

Contract No. R 15-1001145 Amendment No. _____

By and Between

San Bernardino Associated Governments and California Department of Transportation

Contract Description Fund Transfer Agreement for Freeway Service Patrol

Board of Director's Meeting Date: 5/6/2015
Overview of BOD Action: Approve agreement 15-1001145 with California Department of Transportation.

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW					
Original Contract Amount	\$	1,414,272	Original Contingency Amount	\$	0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	0	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	0
Current Amendment Amount	\$	0	Contingency Amendment	\$	0
TOTAL CONTRACT VALUE	\$	0	TOTAL CONTINGENCY VALUE	\$	0
TOTAL BUDGET AUTHORITY (contract value + contingency)					\$ 1,414,272

Contract Start Date 7/1/2014	Current Contract Expiration Date 6/30/2017	Revised Contract Expiration Date
Has the contract term been amended? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

FINANCIAL INFORMATION	
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0704</u> . <input type="checkbox"/> A Budget Amendment is required. How are we funding current FY? 80% FSP State Funds, 20% ValleyTMS Funds	
<input type="checkbox"/> Federal Funds <input checked="" type="checkbox"/> State Funds <input type="checkbox"/> Local Funds <input type="checkbox"/> TDA Funds <input type="checkbox"/> Measure I Funds	
Provide Brief Overview of the Overall Funding for the duration of the Contract: \$1,414,272 will be provided by the state funds and \$353,568 will be matched by SANBAG local funds.	
<input checked="" type="checkbox"/> Payable <input checked="" 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 ____ %

Project Manager (Print Name)

Task Manager (Print Name)

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

Contract Administrator (Print Name)

Chief Financial Officer (Print Name)

Signature

Signature

Signature

Signature

Signature

Date

Date

Date

Date

Date

Attachment: CSS 15_1001145 (1626 : CALTRANS FSP Fund Transfer Agreement)

FUND TRANSFER AGREEMENT (Non Federal)

Agreement No. FSP15-6053(110)
Project No. FSP15-6053(110)

Location: 08-SBD-Var-SBAG
AMS Adv ID:0813000189

THIS AGREEMENT, effective on July 1, 2014, is between the State of California, acting by and through the Department of Transportation, hereinafter referred to as STATE, and the San Bernardino Associated Governments, a public agency, hereinafter referred to as "ADMINISTERING AGENCY."

WHEREAS, Streets and Highways Code (S&HC) Section 2560 et seq., authorizes STATE and administering agencies to develop and implement a Freeway Service Patrol (FSP) program on traffic-congested urban freeways throughout the state; and

WHEREAS, STATE has distributed available State Highway Account funds to administering agencies participating in the FSP Program in accordance with S&HC Section 2562; and

WHEREAS, ADMINISTERING AGENCY has applied to STATE and has been selected to receive funds from the FSP Program for the purpose of Freeway Service Patrol for FY 2014-2015, hereinafter referred to as "PROJECT"; and

WHEREAS, proposed PROJECT funding is as follows:

Table with 3 columns: Total Cost, State Funds, Local Funds. Values: \$1,767,840.00, \$1,414,272.00, \$353,568.00 ; and

WHEREAS, STATE is required to enter into an agreement with ADMINISTERING AGENCY to delineate the respective responsibilities of the parties relative to prosecution of said PROJECT; and

WHEREAS, STATE and ADMINISTERING AGENCY mutually desire to cooperate and jointly participate in the FSP program and desire to specify herein the terms and conditions under which the FSP program is to be conducted; and

WHEREAS, ADMINISTERING AGENCY has approved entering into this Agreement under authority of Resolution No. _____ approved by ADMINISTERING AGENCY on _____, a copy of which is attached.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Accounting Officer | Date | \$
[Signature] | 9/29/14 | 1,414,272.00

NOW, THEREFORE, the parties agree as follows:

SECTION I

STATE AGREES:

1. To define or specify, in cooperation with ADMINISTERING AGENCY, the limits of the State Highway segments to be served by the FSP as well as the nature and amount of the FSP dedicated equipment, if any, that is to be funded under the FSP program.
2. To pay ADMINISTERING AGENCY the STATE's share, in amount not to exceed \$1,414,272.00, of eligible participating PROJECT costs.
3. To deposit with ADMINISTERING AGENCY, upon ADMINISTERING AGENCY's award of a contract for PROJECT services and receipt of an original and two signed copies of an invoice in the proper form, including identification of this Agreement Number and Project Number, from ADMINISTERING AGENCY, the amount of \$226,283.52. This initial deposit represents STATE's share of the estimated costs for the initial two months of PROJECT. Thereafter, to make reimbursements to ADMINISTERING AGENCY as promptly as state fiscal procedures will permit, but not more often than monthly in arrears, upon receipt of an original and two signed copies of invoices in the proper form covering actual allowable costs incurred for the prior sequential month's period of the Progress Payment Invoice. The initial deposit will be calculated at 16% of the STATE's total share.
4. When conducting an audit of the costs claimed by ADMINISTERING AGENCY under the provisions of this Agreement, STATE will rely to the maximum extent possible on any prior audit of ADMINISTERING AGENCY performed pursuant to the provisions of state and federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.

SECTION II

ADMINISTERING AGENCY AGREES:

1. To commit and contribute matching funds from ADMINISTERING AGENCY resources, which shall be an amount not less than 25 percent of the amount provided by STATE from the State Highway Account.
2. The ADMINISTERING AGENCY's detailed PROJECT Cost Proposal is attached hereto and made an express part of this Agreement. The detailed PROJECT Cost Proposal reflects the provisions and/or regulations of Section III, Article 8, of this Agreement.
3. To use all state funds paid hereunder only for those transportation-related PROJECT purposes that conform to Article XIX of the California State Constitution.

4. STATE funds provided to ADMINISTERING AGENCY under this Agreement shall not be used for administrative purposes by ADMINISTERING AGENCY. Said administrative costs may be credited toward ADMINISTERING AGENCY's PROJECT matching funds provided claimed administrative costs are specified on ADMINISTERING AGENCY's invoice submittal. If said administrative costs are "indirect", as defined in 2 CFR, Part 225, Cost Principles for State and Local Government, the costs must be allocated in accordance with an Indirect Cost Allocation Plan (ICAP), reviewed and approved by STATE's Office of Audits and Investigation, for each applicable fiscal year.

5. To develop, in cooperation with STATE, advertise, award, and administer PROJECT contract(s) in accordance with ADMINISTERING AGENCY competitive procurement procedures, in compliance with 49 Code of Federal Regulations (CFR) Part 18.36.

6. Upon award of a contract for PROJECT, to prepare and submit to STATE an original and two signed copies of invoicing for STATE's initial deposit specified in Section I, Article 3. Thereafter, to prepare and submit to STATE an original and two signed copies of progress invoicing for STATE's share of actual expenditures for allowable PROJECT costs.

7. Said invoicing shall evidence the expenditure of ADMINISTERING AGENCY's PROJECT participation in paying not less than 20% of all allowable PROJECT costs and shall contain the information described in Chapter 5 of the Local Assistance Procedures Manual (LAPM). Invoicing shall demonstrate ADMINISTERING AGENCY'S PROJECT participation by showing a matched expenditure of funds of at least 25% of the amount provided by the STATE. ADMINISTERING AGENCY invoices shall be submitted to:

State of California
Department of Transportation
Division of Traffic Operations, MS 36
Office of System Management Operations
1120 "N" Street
Sacramento, CA 94274-0001

8. Within 60 days after completion of PROJECT work to be reimbursed under this Agreement, to prepare a final invoice reporting all actual eligible costs expended, including all costs paid by ADMINISTERING AGENCY and submit that signed invoice, along with any refund due STATE, to the address referenced above under Section II, Article 7. Backup information submitted with said final invoice shall include all FSP operational contract invoices paid by ADMINISTERING AGENCY to contracted operators included in expenditures billed to STATE under this Agreement.

9. COST PRINCIPLES

A) ADMINISTERING AGENCY agrees to comply with, and require all project sponsors to comply with, 2 CFR, Part 225, Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

B) ADMINISTERING AGENCY will assure that its Fund recipients will be obligated to agree that (1.) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual PROJECT cost items, and (2.) those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving Funds as a contractor or sub-contractor under this Agreement shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any Fund expenditures for costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by ADMINISTERING AGENCY to STATE. Should ADMINISTERING AGENCY fail to reimburse Fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due ADMINISTERING AGENCY from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller, and the California Transportation Commission.

10. THIRD PARTY CONTRACTING

A) ADMINISTERING AGENCY shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e), and (f)] on the basis of a noncompetitive negotiation for work to be performed using Funds without the prior written approval of STATE.

B) Any subcontract or agreement entered into by ADMINISTERING AGENCY as a result of disbursing Funds received pursuant to this Agreement shall contain all of the fiscal provisions (Section II, Paragraphs 9, 11, 12, & 13) of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with ADMINISTERING AGENCY should be consistent with Local Program Procedures as published by STATE.

11. ACCOUNTING SYSTEM

ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item for the PROJECT. The accounting system of ADMINISTERING AGENCY, its contractors, and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

12. RIGHT TO AUDIT

For the purpose of determining compliance with this Agreement and other matters connected with the performance of ADMINISTERING AGENCY's contracts with third parties, ADMINISTERING AGENCY, ADMINISTERING AGENCY's contractors, and subcontractors, and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to ADMINISTERING AGENCY. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and ADMINISTERING AGENCY shall furnish copies thereof if requested.

13. TRAVEL AND SUBSISTENCE

Payments to ADMINISTERING AGENCY for travel and subsistence expenses of ADMINISTERING AGENCY forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then ADMINISTERING AGENCY is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

14. SINGLE AUDIT

ADMINISTERING AGENCY agrees to include all state (Funds) and federal funded projects in the schedule of projects to be examined in ADMINISTERING AGENCY's annual audit and in the schedule of projects to be examined under its single audit prepared in accordance with Office of Management and Budget Circular A-133.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the encumbrance of funds under this Agreement. Funding and reimbursement is available only upon the passage of the State Budget Act containing these STATE funds. The starting date of eligible reimbursable activities shall be JULY 1, 2014.
2. All obligations of ADMINISTERING AGENCY under the terms of this Agreement are subject to authorization and allocation of resources by ADMINISTERING AGENCY.

3. ADMINISTERING AGENCY and STATE shall jointly define the initial FSP program as well as the appropriate level of FSP funding recommendations and scope of service and equipment required to provide and manage the FSP program. No changes shall be made in these unless mutually agreed to in writing by the parties to this Agreement.
4. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or affect the legal liability of either party to this Agreement by imposing any standard of care with respect to the maintenance of State highways different from the standard of care imposed by law.
5. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority, or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, ADMINISTERING AGENCY shall fully defend, indemnify, and save harmless the State of California, its officers, and employees from all claims, suits, or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority, or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement.
6. Neither ADMINISTERING AGENCY nor any officer or employee thereof is responsible for any injury, damage, or liability occurring or arising by reason of anything done or omitted to be done by STATE under or in connection with any work, authority, or jurisdiction delegated to STATE under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, STATE shall fully defend, indemnify, and save harmless ADMINISTERING AGENCY, its officers, and employees from all claims, suits, or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this Agreement.
7. ADMINISTERING AGENCY will maintain an inventory of all non-expendable PROJECT equipment, defined as having a useful life of at least two years and an acquisition cost of \$500 or more, paid for with PROJECT funds. ADMINISTERING AGENCY shall define in PROJECT contract who shall take ownership of all equipment at the conclusion of the Project.
8. ADMINISTERING AGENCY and its sub-contractors will comply with all applicable Federal and State laws and regulations, including but not limited to, 2 CFR, Part 225, Cost Principles for State and Local Governments, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
9. In the event that ADMINISTERING AGENCY fails to operate the PROJECT commenced and reimbursed under this Agreement in accordance with the terms of this Agreement or fails to comply with applicable Federal and State laws and regulations, STATE reserves the right to terminate funding for PROJECT, or portions thereof, upon written notice to ADMINISTERING AGENCY.

10. This Agreement shall terminate on June 30, 2017. However, the non-expendable equipment and liability clauses shall remain in effect until terminated or modified in writing by mutual agreement.

STATE OF CALIFORNIA

San Bernardino Associated Governments

Department of Transportation

By: _____

By: _____

Office of Project Implementation, South
Division of Local Assistance

Title: _____

Date: _____

Date: _____

DEPARTMENT OF TRANSPORTATION

Division of Local Assistance
1120 N STREET
P.O. BOX 942874, MS# 1
Sacramento, CA 94274-0001
TTY 711
(916) 654-3883
Fax (916) 654-2408



RECEIVED
OCT 10 2014
SAN BERNARDINO ASSOCIATED GOVTS

File : 08-SBD-Var-SBAG
FSP15-6053(110)
2014/2015 Freeway Service Patrol (FSP) Program

October 8, 2014

Mr. Raymond Wolfe
Executive Director
San Bernardino Associated Governments
1170 W. 3rd. Street, 2nd Floor
San Bernanrdino, CA 92410-1715

Attn: Ms. Jenny Herrera

Dear Mr. Wolfe:

Enclosed are two original agreements covering funding for the fiscal year 2014/2015 Freeway Service Patrol (FSP) Program. Office of Local Programs will again this year handle the processing of agreements. The enclosed agreement and its processing should also streamline the agreement and invoicing process.

Please sign both copies of this Agreement and return them to this office, Office of Local Programs - MS1. Alterations should not be made to the agreement language. ATTACH YOUR LOCAL AGENCY'S CERTIFIED AUTHORIZING RESOLUTION THAT CLEARLY IDENTIFIES THE PROJECT AND THE OFFICIAL AUTHORIZED TO EXECUTE THE AGREEMENT. A fully executed copy of the agreement will be returned to you upon ratification by Caltrans.

Your invoicing, in accordance with applicable Section II, Article 6, would then be submitted in accordance with Section II, Articles 7 and 8 of the Fund Transfer Agreement, not to this Office.

Sincerely,

for JOHN HOOLE, Chief
Office of Project Implementation - South
Division of Local Assistance

Enclosure

c: Lisa Davies - HQ Traffic Operations
OLP AE Project Files
(08) DLAE - Sean Yeung

15-1001145

RESOLUTION No. 15-002

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION
COMMISSION, AUTHORIZING DESIGNATED OFFICIALS TO EXECUTE CALIFORNIA
DEPARTMENT OF TRANSPORTATION AGREEMENTS, ORDINANCES AND
RESOLUTIONS

Whereas, the San Bernardino County Transportation Commission (Commission) is authorized under state law, including Sections 130000 et seq, of the California Public Utilities Code, to enter into binding agreements with public and private parties for a variety of purposes, and also to enact resolutions and ordinances; and

Whereas, the Commission is eligible to receive Federal and/or State funding for certain Transportation Projects, through the California Department of Transportation; and

Whereas, various agreements, including but not limited to Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements and/or Fund Contribution/Transfer Agreements need to be executed with the California Department of Transportation before such funds could be claimed; and

Whereas, the Commission wishes to authorize designated officials to execute agreements, and any amendments thereto with the California Department of Transportation on the behalf of the Commission.

Now, therefore, be it resolved by the San Bernardino County Transportation Commission, as follows:

Section 1. The Chairperson of the Commission shall be authorized to execute agreements, resolutions and ordinance on behalf of the Commission, including but not limited to Master Agreements, Program Supplemental Agreements , Fund Exchange Agreements and/or Fund Contribution/Transfer Agreements with the California Department of Transportation, which have been approved by the Commission. When the Chairperson is not available, the Vice-Chairperson shall be so empowered.

Section 2. The Executive Director shall be authorized to execute agreements on behalf of the Commission, including but not limited to Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements and/or Fund Contribution /Transfer Agreements with the California Department of Transportation, which have been approved by the Commission.

Section 3. Where it is necessary for the signature of the Chairperson, Vice-Chairperson, and Executive Director to be attested, the Clerk of the Commission or her designee shall be authorized to attest as to the authenticity of such signature.

Section 4. Effective Date. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Commission held on May 6, 2015.

L. Dennis Michael, Commission Chairperson

ATTEST:

Clerk of the Commission

Attachment: Resolution 15-002 (1626 : CALTRANS FSP Fund Transfer Agreement)

Minute Action

AGENDA ITEM: 10

Date: April 8, 2015

Subject:

Non-Motorized Transportation Plan Amendments

Recommendation:

That the General Policy Committee recommend the Board approve amendments to the San Bernardino County Non-Motorized Transportation Plan as contained in Attachment A.

Background:

The San Bernardino County Non-Motorized Transportation Plan (NMTP) was approved by the SANBAG Board in March 2011. The NMTP conforms to the requirements established by the State of California for local jurisdiction eligibility to receive grant funds related to Active Transportation projects. The State released a call for projects for Cycle 2 of the Active Transportation Program on March 26, 2015 which will provide local jurisdictions approximately \$360 Million for three years of funding for bicycle and pedestrian planning and capital projects.

The NMTP details plans and policies for encouraging active transportation, guidelines for developing non-motorized infrastructure, and implementation priorities for regional projects. Conformity to the NMTP was an eligibility requirement of the State of California for local jurisdictions to receive grant funds through the Cycle 1 ATP, and the same eligibility requirement is part of the Cycle 2 process.

Thus, to maximize the potential scores regarding regional plan consistency, the cities of Chino, Highland, Ontario, Rancho Cucamonga, Redlands, Upland and Yucaipa are interested in amending their City chapter within the NMTP to add/delete/modify bicycle facilities that are currently included in the Plan. Chapter 5 of the NMTP consists of local jurisdiction specific plans that include maps and tables of existing and proposed bicycle facilities as well as priority improvements. Staff is proposing to amend each of the Bicycle Facilities figures, Existing Condition tables, Future Improvements tables, Priority tables, and other text changes included in Chapter 5 by adding and updating the projects described in Attachment "A". Costs are approximate planning-level costs and will be refined as specific projects are proposed for development and construction.

SANBAG and the local jurisdictions in San Bernardino County are aggressively pursuing planning and construction of Active Transportation projects throughout the County to develop better bicycle connectivity between cities and subareas of the County. The proposed amendments are one of many active transportation efforts of SANBAG and its partners to grow the system in a comprehensive and consistent manner.

Entity: CTC

General Policy Committee Agenda Item

April 8, 2015

Page 2

Approval of this amendment to the NMTP does not constitute a financial commitment to the project by SANBAG. It only permits inclusion of the project into the NMTP, which would enable the projects from the cities to be eligible for funding under the State's ATP.

Financial Impact:

This item has no impact on the current Fiscal Year 2014/2015 Budget. All staff activity associated with this item is consistent with Task No. 0404 Subregional Planning.

Reviewed By:

This item was reviewed by the Transportation Technical Advisory Committee (TTAC) on March 30, 2015.

Responsible Staff:

Josh Lee, Transportation Planning Analyst

Approved
General Policy Committee
Date: April 8, 2015

Witnessed By:

Authorized Transportation Plan Update



City of Chino

Attachment: NMTP 2015 Updates (1723 : NMTP Amendments)

Proposed update:
Street Path (San Antonio Ave.)
From (Northern City Limits)
To (Walnut Ave)
Class II

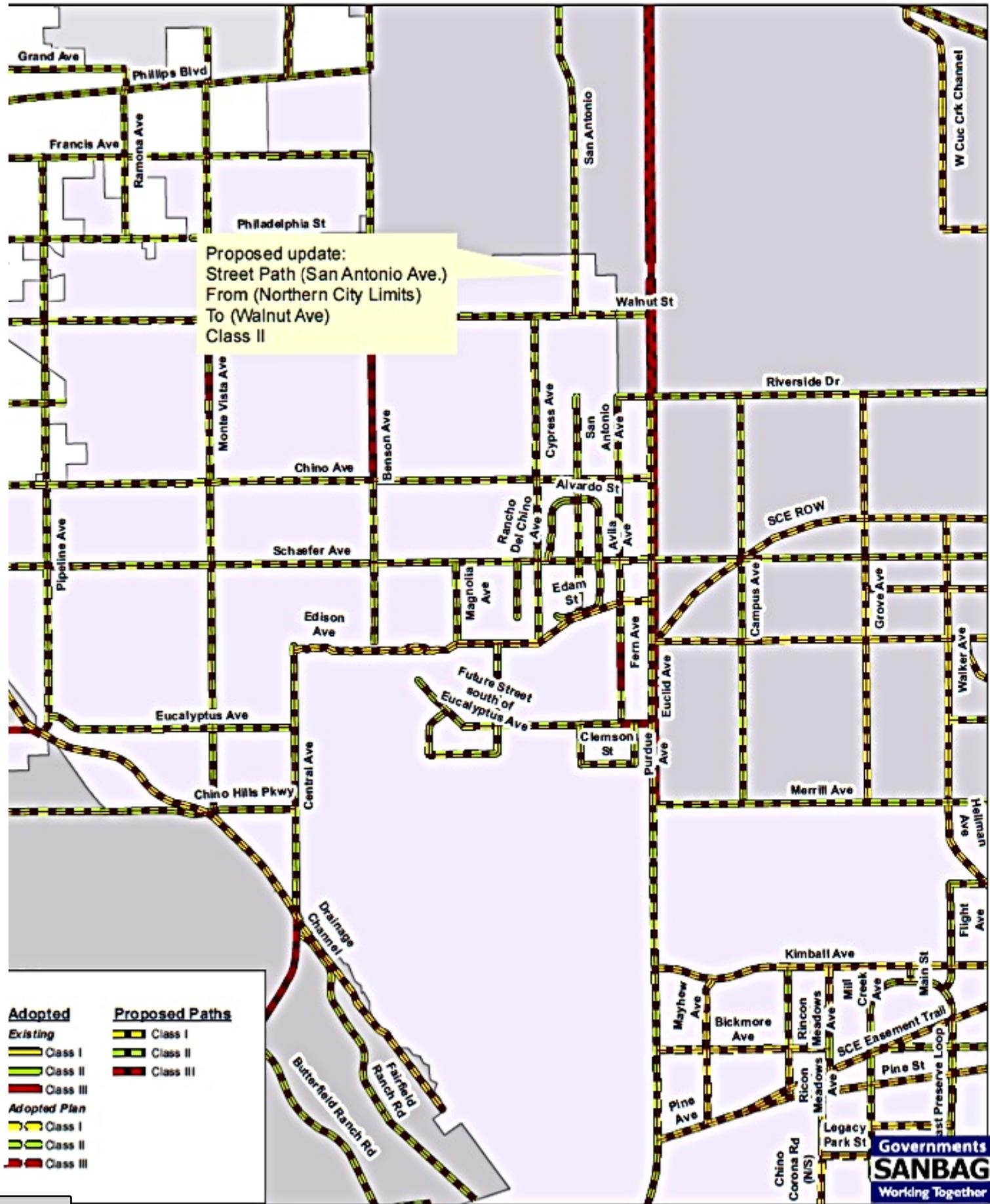


Table 5.1:
Chino Future Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
Benson Ave.	Francis Ave.	Philadelphia St.	II	0.50	\$25,000
Benson Ave.	Schaefer Ave.	Edison Ave.	II	0.50	\$25,000
Bickmore Ave.	Euclid Ave.	Moonflower Ave.	I	0.70	\$700,000
Bickmore Ave.	W Preserve Loop	Hellman Ave.	II	1.03	\$51,500
Central Ave.	El Prado Rd.	Drainage Channel	II	0.14	\$7,000
Chino Ave.	Preciado Ave.	Benson Ave.	II	1.86	\$93,000
Chino Ave.	Unincorporated Boundary w/ of Pipeline	Pipeline	II	0.06	\$3,000
Chino Corona Rd. (E/W)	Chino Corona Rd. (N/S)	Main St.	I	0.56	\$560,000
Chino Corona Rd. (N/S)	Pine Ave.	Chino Corona Rd. (E/W)	I	0.78	\$780,000
Cypress Ave.	Walnut Ave.	Schaefer Ave.	II	1.49	\$74,500
Drainage Channel	Philadelphia St.	Flower St.	I	6.70	\$6,700,000
East End Ave.	Philadelphia St.	Chino Ave.	II	0.54	\$27,000
East Preserve Loop	Main St. (south side of loop)	Forest Park St.	II	1.34	\$67,000
Edison Ave.	Cypress Ave. (along SCE Easement)	Euclid Ave.	I	0.75	\$750,000
Edison Ave.	Magnolia Ave.	Cypress Ave.	I	0.49	\$490,000
Eucalyptus Ave.	Cypress Channel	Oaks Ave.	II	0.35	\$17,500
Eucalyptus Ave.	Pipeline Ave.	Yorba Ave.	II	0.77	\$38,500
Euclid Ave.	Riverside Dr.	SR-71	II	6.08	\$304,000
Fern Ave.	Hickory St.	Edison Ave.	II	0.37	\$18,500
Flight Ave.	Kimball Ave.	Remington Ave.	II	0.49	\$24,500
Francis Ave.	Benson Ave.	West City Limit	II	0.61	\$30,500
Future Street (south end of loop)	West Preserve Loop	Chino Corona Rd. (E/W)	I	0.19	\$190,000
Future Street south of Eucalyptus Ave.	Eucalyptus Ave.	Mountain Ave.	II	0.75	\$37,500
Hellman Ave.	Hereford Dr.	McCarty Rd.	II	1.24	\$62,000
Hellman Ave.	Merrill Ave.	Hereford Dr.	I	2.50	\$2,500,000
Kimball Ave.	Euclid Ave.	Rincon Meadows Ave.	I	0.82	\$820,000
Legacy Park St.	Chino Corona Rd. (N/S)	Hellman Ave.	I	1.26	\$1,260,000
Main St.	E/W Preserve Loop	Chino Corona Rd. (E/W)	I	0.13	\$130,000
Market St.	West Preserve Loop	East Preserve Loop	I	0.48	\$480,000
Mayhew Ave.	Kimball Ave.	Pine Ave.	I	0.89	\$890,000
Mill Creek Ave.	Bickmore Ave.	Pine Ave.	II	0.28	\$14,000
Mill Creek Ave.	Kimball Ave.	Spring Hill St.	I	0.25	\$250,000
Monte Vista Ave.	Philadelphia St.	Francis Ave.	II	0.50	\$25,000
Monte Vista Ave.	Riverside Dr.	Chino Ave.	II	0.50	\$25,000
Mountain Ave.	Edison Ave.	Eucalyptus Ave.	II	0.50	\$25,000
Mountain Ave.	Eucalyptus Ave.	(Future Street to west)	II	0.15	\$7,500
Nature Trail	Spring Hill St.	Bickmore Ave.	I	0.24	\$240,000
Oaks Ave.	Eucalyptus Ave.	Edison Ave.	II	0.64	\$32,000
Philadelphia St.	Drainage Channel	W City Limit	II	0.29	\$14,500
Pine Ave.	Euclid Ave.	Mill Creek Ave.	I	1.05	\$1,050,000
Pine St.	West Preserve Loop	Hellman Ave.	I	0.97	\$970,000

Attachment: NMTP 2015 Updates (1723 : NMTP Amendments)

Pipeline Ave.	Francis Ave.	Drainage Channel	II	3.51	\$175,500
Remington Ave.	Flight Ave.	Carpenter St.	II	0.70	\$35,000
Ricon Meadows Ave.	Bickmore Ave.	Pine Ave.	I	0.29	\$290,000
San Antonio Ave.	Riverside Dr.	Edam St.	II	1.32	\$66,000
San Antonio Ave.	Northern City Limits	Walnut Ave	II	0.37	\$18,500
SCE Easement Trail	Pine Ave.	Hellman Ave.	I	1.88	\$1,880,000
Schaefer Ave.	Fern Ave.	Euclid Ave.	II	0.19	\$9,500
Spring Hill St.	Mill Creek Ave.	Nature Trail	I	0.10	\$100,000
Walnut Ave.	West City Limit	Fern Ave.	II	4.23	\$211,500
West Preserve Loop	Pine Ave.	Main St. (south side of loop)	II	0.86	\$43,000
			Total	52.82	\$22,619,500
				53.18	\$22,638,000

Attachment: NMTP 2015 Updates (1723 : NMTP Amendments)

Non-Motorized Transportation Plan Update

City of Fontana



Packet Pg. 112



10.a

Table 5.2:
Fontana Future Improvements

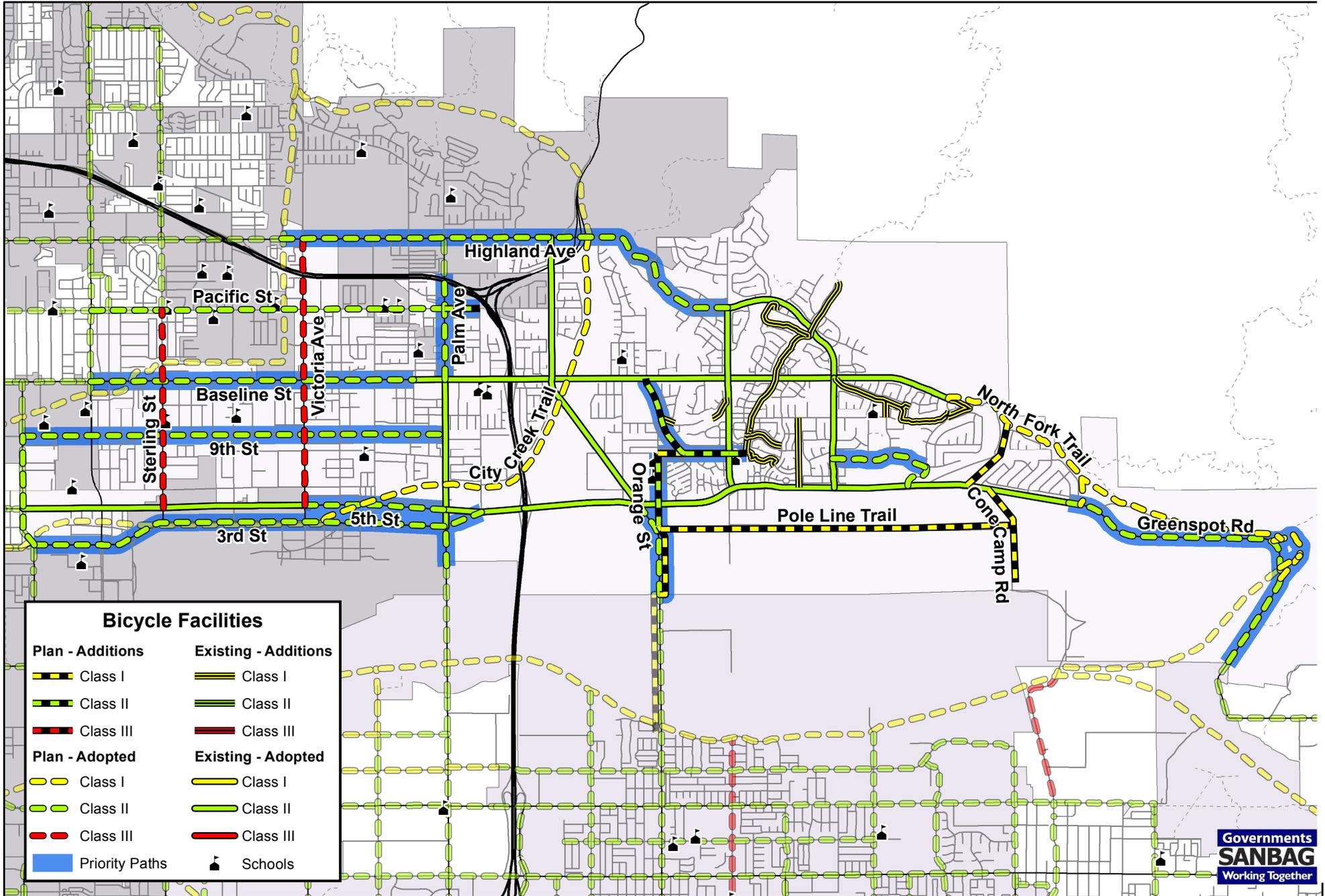
Street/Path	From	To	Class	Length (mi.)	Cost Estimate
Alder Ave.	Baseline Ave.	Randall Ave.	III	2.51	\$37,650
Alder Ave.	Jurupa Ave.	SCE Utility South	I	0.08	\$80,000
Alder Ave.	Randall Ave.	San Bernardino Ave.	II	0.50	\$25,000
Arrow Blvd.	Almeria Ave.	Maple Ave.	II	3.15	\$157,500
Baseline Ave.	Sierra Ave.	Maple Ave.	II	1.76	\$88,000
Beech Ave.	Baseline Ave.	SCE Utility South	II	4.54	\$227,000
Ceres Ave.	Cypress Ave.	Mango Ave.	II	0.74	\$37,000
Cherry Ave.	Baseline Ave.	Foothill Blvd.	II	1.02	\$51,000
Cherry Ave.	Foothill Blvd.	S City Limit	II	0.13	\$6,500
Cherry Ave.	Jurupa Ave.	Live Oak Ave.	II	0.54	\$27,000
Cherry Ave.	N City Limit	Baseline Rd.	II	1.46	\$73,000
Cherry Ave.	Valley Blvd.	Slover Ave.	II	0.50	\$25,000
Citrus Ave.	Baseline Ave.	SCE Utility South	II	5.17	\$258,500
Citrus Ave.	Duncan Canyon Rd.	S of SCE Utility North	II	0.24	\$12,000
Connector Path	SCE Utility North Spur	Wilson Ave.	I	0.49	\$490,000
Cypress Ave.	Ceres Ave.	Santa Ana Ave.	II	2.54	\$127,000
Dedez Channel Trail	SCE Utility South	Philadelphia St.	I	1.16	\$1,160,000
Duncan Canyon Rd.	Lytle Creek Rd. N	Sierra Ave.	II	1.60	\$80,000
Fontana Ave.	Citrus Ave.	Poplar Ave.	II	0.70	\$35,000
Fontana Ave.	Poplar Ave.	Lime Ave.	II	0.17	\$8,500
Foothill Blvd.	Cherry Ave.	Maple Ave.	II	4.78	\$239,000
Highland Ave.	Sierra Ave.	Mango Ave.	I	0.31	\$15,500
Juniper	Baseline	San Bernardino	III	3.01	\$45,150
Jurupa Ave.	Sierra Ave.	Tamarind Ave.	II	0.74	\$37,000
Knox Ave.	Sierra Lakes Pkwy.	SR-210 Drainage	II	0.16	\$8,000
Live Oak Ave.	Mountain High Dr.	Long View Dr.	II	0.42	\$21,000
Live Oak Ave.	SCE Utility South	Cherry Ave.	II	0.53	\$26,500
Locust Ave.	Jurupa Ave.	11 th St.	II	0.27	\$13,500
Mango Ave.	Highland Ave.	Baseline Rd.	II	1.00	\$50,000
Mango Ave.	Riverside Ave.	Summit Valley Rd.	II	1.80	\$90,000
Mango Ave.	Valencia Ave.	Merrill Ave.	III	0.37	\$5,550
Maple Ave.	Baseline Rd.	Orange Way	II	1.71	\$85,500
Merrill Ave.	Catawba Ave.	Citrus Ave.	II	0.24	\$12,000
Merrill Ave.	Citrus Ave.	Alder Ave.	III	2.04	\$30,600
Merrill Ave.	Mango Ave.	Alder Ave.	III	0.75	\$11,250
Miller Ave.	Pacific Electric Trail	Maple Ave.	II	4.30	\$215,300
Oleander Ave.	Arrow Blvd.	Valencia Ave.	II	0.12	\$6,000
Orange Way	Juniper Ave.	Mango Ave.	II	0.50	\$25,000
Philadelphia St.	San Sevaine Trail	Dedez Channel Trail	II	0.88	\$44,000
Poplar Ave.	Fontana Ave.	Beech Ave.	II	2.99	\$149,500
San Bernardino Ave.	Fontana Ave.	Alder Ave.	II	2.78	\$139,000
San Sevaine Rd.	SCE Utility North	SR-10 Drainage	II	0.21	\$10,500
San Sevaine Trail	Foothill Blvd.	S. City Limit	I	5.02	\$5,020,000
San Sevaine Trail	PE Trail	Banyan Ave	I	3	\$3,172,348

Attachment: NMTP 2015 Updates (1723 : NMTP Amendments)

Santa Ana Ave.	Almond St.	Tamarind Ave.	II	4.05	\$202,500
Santa Ana Ave.	San Sevaine Trail	Mulberry Ave.	II	0.48	\$24,000
SCE Utility North	Sierra Ave.	East Ave.	I	6.48	\$6,480,000
SCE Utility North Spur I	W. City Limit	SCE Utility North	I	1.66	\$1,660,000
SCE Utility North Spur II	Lytle Creek Rd.	SCE Utility North	I	0.62	\$620,000
SCE Utility South	Citrus Ave.	Locust Ave.	I	2.63	\$2,630,000
SCE Utility South	Live Oak Ave.	Citrus Ave.	I	1.56	\$1,560,000
SCE Utility South	San Sevaine Trail	Rancherias Dr.	I	0.80	\$800,000
Sierra Ave.	Baseline Ave.	S. City Limit	II	6.05	\$302,500
Sierra Ave.	Lytle Creek Rd.	Sierra Lakes Pkwy.	II	3.21	\$160,500
Sierra Ave.	Sierra Lakes Pkwy.	Highland Ave.	II	0.42	\$21,000
Sierra Lakes Pkwy.	Cherry Ave.	Lytle Creek Rd.	II	1.29	\$37,000
Sierra Lakes Pkwy.	Lytle Creek Rd.	Catawba Ave.	II	0.49	\$24,500
Sierra Lakes Pkwy.	Sierra Ave.	Mango Ave.	II	0.30	\$15,000
Slover Ave.	Almond Ave.	Cherry Ave.	II	0.25	\$12,500
Slover Ave.	San Sevaine Trail	Mulberry Ave.	II	0.49	\$24,500
Slover Ave.	Sierra Ave.	Tamarind Ave.	II	0.75	\$37,500
SR-210 Drainage	San Sevaine Rd.	Knox Ave.	I	0.99	\$990,000
Summit Ave.	Sierra Ave.	Mango Ave.	II	0.25	\$12,500
Tamarind Ave.	Jurupa Ave.	SCE Utility South	I	0.10	\$100,000
Valencia Ave.	Oleander Ave.	Mango Ave.	III	0.99	\$14,850
Valley Blvd.	Almond Ave.	Cherry Ave.	II	0.25	\$12,500
Victoria St.	SCE Utility North	Cherry Ave.	II	0.28	\$14,000
Walnut Ave.	Cherry Ave.	San Sevaine Rd.	II	0.50	\$78,500
Walnut Ave.	Hemlock Ave.	Beech Ave.	II	0.25	\$12,500
Walnut Village Pkwy.	Sierra Ave.	Mango Ave.	II	0.25	\$12,500
			Total	99.32	\$25,164,350
				102.32	\$28,336,698

Non-Motorized Transportation Plan Update

City of Highland



Attachment: NMTP 2015 Updates (1723 : NMTP Amendments)



Table 5.1:

Highland Existing Conditions

Street/Path	From	To	Class	Length (mi.)
5thSt.	Palm Ave.	SR-210	II	0.56
5th St.	Tippecanoe Ave.	Victoria Ave.	II	2.00
Baseline St.	Cole Ave.	Alta Vista Dr.	II	3.52
Boulder Ave.	Highland Ave.	Greenspot Rd.	II	2.08
Church St.	Highland Ave.	Greenspot Rd.	II	1.29
East Highland Path	East Highland Reservoir	Arroyo Verde Elem School/Club View Dr	I	2.31
East Highland Reservoir Trail	Clear Spring Ln	Elder Gulch Trail	I	0.55
East Sycamore Trail	East of Sycamore Dr	Lemon St	I	0.19
Elder Gulch Trail	East Highland Reservoir	Arroyo Verde Elem School/Club View Dr	I	1.45
Greenspot Rd.	SR-210	Santa Paula St.	II	3.90
Highland Ave.	Church St.	Weaver St.	II	1.00
Oakwood Trail	Cloverhill Dr	Club View Dr		0.26
Palm Ave.	Base Line St.	3rd St.	II	1.04
Red Hill Trail	Baseline St	Cram Elem and North Fork Trail	I	1.54
River Run Path	Elder Gulch Trail	River Run Ln	I	0.02
Shelton Trail	Water St	Greenspot Rd	I	0.49
Weaver St.	Highland Ave.	Greenspot Rd.	II	0.82
West Sycamore Trail	Streater Dr	East of Strater Dr	I	0.10
			Total	46.24
				23.12

Table 5.2:

Highland Future Improvements

Street/Path	From	To	Class	Length (mi.)
3rd St.	Tippecanoe Ave.	5th St.	II	3.22
5th St.	Victoria Ave.	Palm Ave.	II	0.50
9th St.	Tippecanoe Ave.	Palm Ave.	II	2.99
Alta Vista Dr.	Santa Ana Canyon Rd.	Greenspot Rd.	II	0.13
Baseline St.	Alta Vista Dr.	Greenspot Rd.	I	1.33
North Fork Trail	Baseline St Terminus	Santa Ana River		
Baseline St.	Del Rosa Dr.	Cole Ave.	II	2.29
Boulder Ave./Orange St.	Greenspot Rd.	S City Limit	II	0.68
City Creek Trail	3rd St.	Highland Ave.	I	3.30
Cone Camp Rd	Greenspot Rd	S City Limit	I	0.80
Glenheather Dr	Fox Tail Way	Church St/Love St	II	0.31
Greenspot Rd.	Santa Paula St.	S City Limit	II	2.51
Greenspot Rd. (Old)	Greenspot Rd. (New)	Greenspot Rd. (New)	I	0.44
Highland Ave.	Rockford Ave.	Church St.	II	3.33
Love St	Chruch St	EHV Community Center	II	0.13

Orange St	Eucalyptus Ave	Pole Line Trail	II	0.51
Orange St	Pole Line Trail	S City Limit	I	0.51
Pacific St.	Del Rosa Dr.	Palm Ave.	II	2.49
Pacific St.	Palm Ave	Church Ave	II	0.13
Palm Ave.	3rd St.	S City Limit	II	0.23
Palm Ave.	Atlantic Ave.	Baseline St.	II	0.75
Plunge Creek Trail	North Fork Trail	Greenspot Rd	I	0.80
Pole Line Trail	Orange St	Cone Camp Rd	I	2.50
Santa Ana Canyon Rd.	Weaver St.	Alta Vista Dr.	II	0.67
Santa Ana River	Greenspot Rd. (New)	Greenspot Rd. (New)	I	0.12
Sterling St.	Pacific St.	5th St.	III	1.39
Streater Dr/Gleanheather Dr	Fox Tail Wy	Baseline St	II	0.63
Tippecanoe Ave.	9th St.	3rd St.	II	0.38
Victoria Ave.	Highland Ave.	5th St.	III	1.00
Village Lakes Lot "Y"	Orange St	Streater Dr	I	0.18
			Total	27.75
				34.25

Table 5.3:

Priority Improvements

Street/Path	From	To	Class	Length (mi.)
3rd St.	Tippecanoe Ave.	5th St.	II	3.22
5th St.	Victoria Ave.	Palm Ave.	II	0.50
9th St.	Tippecanoe Ave.	Palm Ave.	II	3.00
Baseline St.	Del Rosa Dr.	Cole Ave.	II	2.29
Boulder/Orange St.	Greenspot Rd	S City Limit	II	0.68
Glenheather Dr	Fox Tail Way	Church St/Love St	II	0.31
Greenspot Rd.	Santa Paula St.	S City Limit	II	2.40
Greenspot Rd. (Old)	Greenspot Rd. (New)	Greenspot Rd. (New)	I	0.44
Highland Ave.	Rockford Ave.	Church St.	II	3.33
Love St	Chruch St	EHV Community Center	II	0.13
Orange St	Eucalyptus Ave	Pole Line Trail	II	0.51
Orange St	Pole Line Trail	S City Limit	I	0.51
Pacific St.	Palm Ave	Church Ave	II	0.13
Palm Ave.	3rd St.	S City Limit	II	0.23
Palm Ave.	Atlantic Ave.	Baseline St.	II	0.75
Santa Ana Canyon Rd.	Weaver St.	Alta Vista Dr.	II	0.67
Santa Ana River	Greenspot Rd. (New)	Greenspot Rd. (New)	I	0.12
Streater Dr/Gleanheather Dr	Fox Tail Wy	Baseline St	II	0.63
Village Lakes Lot "Y"	Orange St	Streater Dr	I	0.18
			Total	47.63
				20.03

Non-Motorized Transportation Plan Update

City of Ontario



Table 5.3:
Ontario Future Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
6 th St.	Benson Ave.	Cucamonga Creek Channel	II	4.44	\$222,400
Archibald Ave.	Riverside Dr.	Merrill Ave.	I	2.78	\$2,780,000
Benson Ave.	0.18 mi. N. Howard St.	0.06mi. N. Howard St.	II	0.12	\$6,000
Benson Ave.	G St.	s/o Brooks St.	III	0.49	\$7,400
Benson Ave.	I-10 Freeway	G St.	III	1.15	\$17,250
Boulder Ave.	Hawthorne St.	Vesta St.	Sharrow	1.29	\$64,500
Campus Ave.	Riverside Dr.	Merrill Ave.	II	2.49	\$124,500
Carpenter St.	N. Remington Ave.	S. Remington Ave.	II	0.04	\$2,000
Chino Ave.	Hellman Ave.	SCE ROW	I	2.31	\$2,310,000
Cucamonga Creek Channel	4 th St.	Inland Empire Blvd.	I	0.47	\$470,000
Cucamonga Creek Channel	Mission Blvd.	South City Limit	I	4.92	\$4,920,000
Edison Ave.	Euclid Ave.	Milliken Ave.	I	5.29	\$5,290,000
Eucalyptus Ave.	Walker Ave.	Milliken Ave.	II	3.54	\$177,000
Euclid Ave.	I-10 Freeway	Merrill Ave.	III	11.75	\$176,250
G St.	Benson Ave.	Vineyard Ave.	II	4.07	\$203,500
Great Park	Walker Ave.	Mill Creek	I	3.03	\$3,030,000
Grove Ave.	8 th St.	Mission Blvd.	III	3.16	\$47,400
Grove Ave.	Riverside Dr.	Merrill Ave.	I	2.50	\$2,500,000
Haven Ave.	4 th St.	Creekside Dr.	III	6.70	\$100,500
Haven Ave.	Riverside Dr.	Merrill Ave.	I	2.50	\$2,500,000
Hawthorne St.	San Antonio Ave.	Boulder Ave.	Sharrow	.30	\$15,000
Inland Empire Blvd. & Ontario Mills Parkway	Haven Ave.	Etiwanda Ave.	III	4.93	\$73,950
Inland Empire Blvd.	Vineyard Ave.	Haven Ave.	II	2.63	\$131,500
Lower Deer Creek Channel	Riverside Dr.	Archibald Ave.	I	0.81	\$810,000
Merrill Ave.	Euclid Ave.	Sumner Ave.	II	4.3	\$215,000
Mill Creek Ave.	Chino Ave.	Edison Ave.	I	1.00	\$1,000,000
Milliken Ave.	Mission Blvd.	Bellegrave Ave.	I	2.09	\$2,100,000
Mission Blvd.	Benson Ave.	Milliken Ave.	II	14.65	\$1,600,000
Philadelphia St.	W Cucamonga Creek Channel	Cucamonga Creek Channel	I	1.22	\$1,220,000
Remington Ave.	Carpenter St.	Cucamonga Creek Channel	II	0.35	\$17,500
Riverside Dr.	Edison Right of Way	Milliken Ave.	I	0.24	\$240,000
Riverside Dr.	West City Limit	Turner Ave.	II	4.01	\$200,500
San Antonio Ave.	G St. I-10 Freeway	Mission Blvd. Hawthorne St.	III	4.05 0.26	\$15,750 \$13,000
San Antonio Ave.	Vesta St.	Holt Blvd.	III	0.13	\$6,500
San Antonio	Holt Blvd.	Southern City Limits	II	2.18	\$109,000
SCE ROW	Cucamonga Creek Channel	Euclid Ave.	I	3.2	\$3,200,000
SCE ROW	Grove Ave.	Cucamonga Creek. Channel	I	1.65	\$1,650,000
SCE ROW	Riverside Dr.	Chino Ave.	I	0.49	\$490,000

Attachment: NMTP 2015 Updates (1723 : NMTP Amendments)

Schaefer Ave.	Cucamonga Crk Chl	Haven Ave.	I	1.35	\$1,350,000
Schaefer Ave.	Euclid Ave.	Walker Ave.	II	1.78	\$89,000
Schaefer Ave.	Walker Ave.	Cucamonga Creek Channel	II	1.15	\$57,500
Vineyard Ave.	Riverside Dr.	Merrill Ave.	I	2.50	\$2,500,000
Vineyard Ave.	Inland Empire Blvd.	G Street	III	0.25	\$3,750
W. Cucamonga Creek Channel	Mission Blvd.	Philadelphia St.	I	0.74	\$740,000
Vesta St.	Boulder Ave.	San Antonio Ave.	Sharrow	0.27	\$13,500
Walker Ave.	Riverside Dr.	Merrill Ave.	I	1.74	\$1,740,000
Walnut St.	Fern Ave.	Euclid Ave.	II	0.20	\$10,000
			Total	114.08 117.45	\$44,338,650 \$44,544,400

Table 5.4:
Priority Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
Cucamonga Creek Channel	4th St.	Inland Empire Blvd.	I	0.47	\$470,000
Cucamonga Creek Channel	Mission Blvd.	South City Limit	I	4.92	\$4,920,000
Euclid Ave.	I-10 Freeway	Merrill Ave.	III	11.75	\$176,250
G Street	Benson Ave.	Vineyard Ave.	II	4.07	\$203,500
Grove Ave.	8 th St.	Mission Blvd.	III	3.17	\$47,400
Haven Ave.	Riverside Dr.	Merrill Ave.	I	2.5	\$2,500,000
Inland Empire Blvd.	Haven Ave.	Etiwanda Ave.	III	4.93	\$73,950
Inland Empire Blvd.	Vineyard Ave.	Haven Ave.	II	2.63	\$131,500
Mission Blvd.	Benson Ave.	Milliken Ave.	II	14.65	\$1,600,000
Philadelphia St.	W Cucamonga Creek Channel	Cucamonga Creek Channel	I	1.22	\$1,220,000
San Antonio Ave. (Including Hawthorne, Boulder and Vesta)	G Street. I-10 Frwy.	Mission Blvd. Southern City Limits	II/III/ Sharrow	1.05 4.43	\$15,750 \$221,500
W. Cucamonga Creek Channel	Mission Blvd.	Philadelphia St.	I	0.74	\$740,000
			Total	52.1 55.53	\$12,098,350 \$12,304,100

Non-Motorized Transportation Plan Update

City of Rancho Cucamonga



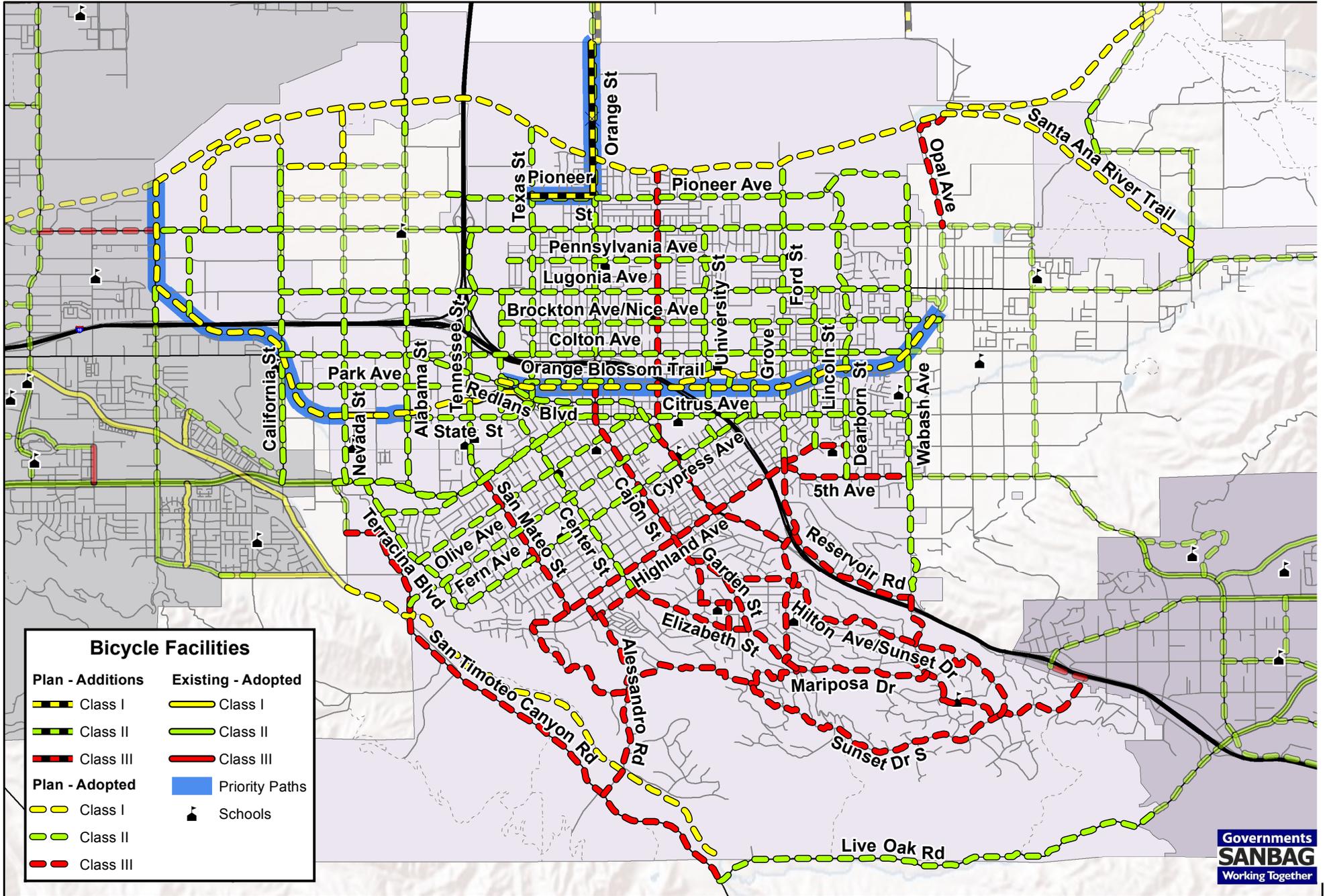
Table 5.5:
Rancho Cucamonga Future Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
19th St.	W City Limit	San Benito Ave.	II	3.59	\$179,500
4th St.	Cucamonga Creek Channel	I-15 off ramps	II	6.19	\$309,500
6th St.	Cucamonga Creek Channel	Hellman Ave	II	0.06	\$3,350
6th St.	Hellman Ave.	Etiwanda Ave.	II	4.69	\$234,500
6 th St.	Milliken	Haven	I	.99	\$990,000
Archibald Ave.	Banyan Ave.	Lemon Ave.	II	0.24	\$12,000
Archibald Ave.	Foothill Blvd.	4 th St.	II	2.00	\$100,500
Arrow Route	Center Ave.	Utica Ave.	II	0.41	\$21,000
Arrow Route	Etiwanda Ave.	Hickory Ave.	II	0.50	\$25,000
Arrow Route	Grove Ave.	Baker Ave.	II	0.50	\$25,000
Banyan St.	Bluegrass Ave.	East Ave.	II	0.99	\$49,500
Banyan St.	East Ave.	Young's Canyon Rd.	II	0.96	\$48,000
Banyan St.	Fredericksburg Ave.	Milliken Ave.	II	0.30	\$15,000
Banyan St.	Sapphire St.	Haven Ave.	III	2.89	\$43,350
Base Line Rd.	Rochester Ave.	Day Creek Blvd.	II	0.96	\$48,000
Carnelian St.	Almond St.	19th St.	II	2.02	\$101,000
Cherry Ave.	Wilson Ave./Beech Ave.	I-15	II	0.56	\$28,000
Church St.	Archibald Ave.	Center St.	II	0.74	\$37,000
Church St.	Haven Ave.	Rochester Ave.	II	1.97	\$98,500
Church St.	Hellman Ave.	Archibald Ave.	III	0.50	\$7,500
Cucamonga Creek Channel	4th St.	Foothill Blvd.	I	2.21	\$2,210,000
Cucamonga Creek Channel	Demens Channel	Almond St.	I	1.76	\$1,760,000
Day Creek Blvd.	2000' s/o Foothill Blvd.	Rochester Ave.	II	0.35	\$17,500
Day Creek Channel	Banyon St.	Jack Benny Dr.	I	2.90	\$2,900,000
Deer Creek Channel	Baseline Rd.	4th St.	I	3.18	\$3,180,000
East Ave.	I-15	Foothill Blvd.	II	0.94	\$47,000
East Ave.	SR-210	Victoria St.	II	0.53	26,500
East Ave.	Wilson Ave.	Banyan St.	II	0.49	\$24,500
Etiwanda Ave.	250' s/o Church St.	4th St.	II	2.45	\$122,500
Etiwanda Ave.	Wilson Ave.	Baseline Rd.	I	2.02	\$2,020,000
Foothill Blvd.	Grove Ave.	Rochester Ave.	II	9.61	\$480,500
Foothill Blvd.	I-15	Etiwanda Ave.	II	0.80	\$40,000
Grove Ave.	Foothill Blvd.	8th St.	II	1.01	\$50,500
Haven Ave.	N. City Limit	SR-210	II	2.35	\$117,500
Hellman Ave.	Hillside Rd.	6th St.	III	4.83	\$72,450
Hermosa Ave.	Foothill Blvd.	4th St.	II	2.00	\$100,000
Hermosa Ave.	Hillside Rd.	Foothill Blvd.	III	3.27	\$49,050
Highland Ave.	225' e/o DiCarlo Pl.	East Ave.	II	0.13	\$6,500
Highland Ave.	Beryl St.	Hermosa Ave.	III	1.33	\$19,950
Highland Ave.	Day Creek Blvd.	680' e/o Etiwanda Ave.	II	0.77	\$38,500
Highland Ave.	Etiwanda Ave.	680' e/o Etiwanda Ave.	II	0.13	\$6,500

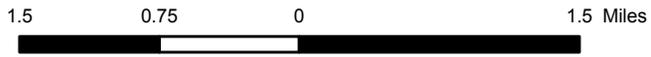
Highland Ave.	Woodruff Pl.	350' w/o Rufino Pl.	II	0.44	\$22,000
Hillside Rd.	Sapphire St.	Hermosa Ave.	III	2.39	\$35,850
Milliken Ave.	6th St.	450' s/o 5th St.	II	0.66	\$33,000
Pacific Electric Connector	Pacific Electric Trail	Day Creek Channel Trail	I	0.25	\$250,000
Pacific Electric Trailhead	Etiwanda Ave.	1,000 feet east	I	0.23	\$230,000
Rochester Ave.	Foothill Blvd.	6th St.	II	1.30	\$65,000
Rochester Ave.	Highland Ave.	Base Line Rd.	II	1.00	\$50,000
Sapphire St.	Hillside Rd.	19th St.	II	1.53	\$76,500
Terra Vista Pkwy.	Church St.	Spruce Ave.	II	0.41	\$20,500
Terra Vista Pkwy.	Milliken Ave.	Church St.	II	0.72	\$36,000
Wilson Ave.	Carnelian St.	Archibald Ave.	II	1.33	\$66,500
Wilson Ave.	Day Creek Blvd.	Cherry Ave.	I	2.87	\$2,870,000
Wilson Ave.	Haven Ave.	High Meadow Pl.	II	0.84	\$42,000
Wilson Ave.	Milliken Ave.	Day Creek Blvd.	II	1.25	\$62,500
			Total	88.35 89.34	\$18,535,500 \$19,525,500

Non-Motorized Transportation Plan Update

City of Redlands



Bicycle Facilities	
Plan - Additions	Existing - Adopted
Class I	Class I
Class II	Class II
Class III	Class III
Plan - Adopted	Priority Paths
Class I	Schools
Class II	
Class III	



Faded symbols indicate paths that are not in this jurisdiction



Attachment: NMTP 2015 Updates (1723 : NMTP Amendments)

Table 5.1:
Redlands Future Improvements

Street/Path	From	To	Class	Length (mi.)
5th Ave.	Ford St.	Wabash Ave.	III	1.01
6th St.	Stuart Ave.	Orange Blossom Trail	II	0.04
Alabama St.	Lugonia Ave.	Barton Rd.	II	1.58
Alabama St.	N City Limit	Santa Ana River Trail	II	0.69
Alabama St.	Santa Ana River Trail	.28m N Palmetto Ave.	II	0.24
Alessandro Rd.	Crescent Ave.	San Timoteo Canyon Rd.	III	1.61
Alta Vista Dr.	Outer Highway 10	Sunset Dr.	III	0.84
Barton Rd.	San Timoteo Canyon Rd.	Brookside Ave.	II	0.99
Brockton Ave/Nice Ave.	New York St.	Opal Ave.	II	3.50
Brookside Ave.	Terracina Blvd.	Eureka St.	II	1.76
Cajon St.	Citrus Ave.	South Ave.	III	1.75
California St.	Mill St.	Barton Rd.	II	2.72
Center St.	State St.	Crescent Ave.	II	1.79
Church St.	Santa Ana River Trail	Redlands Blvd.	III	2.14
Citrus Ave.	Eureka St.	Wabash Ave.	II	2.66
Colton Ave.	California St.	Dearborn St.	II	4.50
Colton Ave.	Dearborn St.	Orange Blossom Trail/Wabash Ave.	II	0.49
Crescent Ave.	San Jacinto St.	Elizabeth St.	III	0.40
Cypress Ave.	Terrancia Blvd.	Citrus Ave.	II	2.75
Dearborn St.	Brockton Ave.	Highland Ave.	II	1
East Valley Corridor Multi-Purpose Trail	San Bernardino Ave.	California St.	I	1.23
Elizabeth St.	Cressent Ave.	Mariposa Dr.	III	1.46
Eureka St.	State St.	Brookside Ave.	II	0.06
Fern Ave.	San Mateo Rd.	Redlands Blvd.	II	2.43
Ford St.	Highland Ave.	Elizabeth St.	III	1.72
Ford St.	Santa Ana River Trail	Highland Ave.	II	2.37
Garden St.	Cajon St.	Elizabeth St.	III	0.75
Garnet Ave.	N City Limit	S City Limit	II	0.27
Greenspot Rd.	Highland City Limit	Florida Ave.	II	0.42
Grove St.	Brockton Ave.	Citrus Ave.	II	0.74
Henrietta St.	South Ave.	Elizabeth St.	III	0.21
Highland Ave.	Ford St.	Dearborn St.	III	0.53
Highland Ave.	Serpentine Dr.	Ford St.	III	2.36
Hilton Ave/Sunset Dr.	Garden St.	Alta Vista Dr.	III	2.97
Lincoln St.	Lugonia Ave.	Highland Ave.	II	1.24
Live Oak Rd.	San Timoteo Canyon Rd	W City Limits	II	3.71
Lugonia Ave.	California St.	Wabash Ave.	II	5.00
Mariposa Dr.	Sunset Dr.	Wabash Ave.	III	1.73
Mountain View Ave.	Orange Blossom Trail	I-10 Ramp	II	0.27
Nevada St.	Lugonia Ave.	Barton Rd.	II	1.51
Nevada St.	Santa Ana River Trail	Palmeto Ave.	I	0.46
New York St.	Lugonia Ave.	Stuart Ave.	II	0.72

Attachment: NMTP 2015 Updates (1723 : NMTP Amendments)

New York St.	Orange Blossom Trail	S End of New York St.	II	0.23
Olive Ave.	Terracina Blvd.	Citrus Ave.	II	2.05
Opal Ave.	Santa Ana River Trail	San Bernardino Ave.	III	1.04
Orange St.	N City Limit	Pioneer Ave	I	1.24
Orange Grove Trail	Bryn Mawr Ave.	San Bernardino Ave.	II	0.66
Orange Blossom Connector	Stuart Ave.	Redlands Blvd.	I	0.04
Orange Blossom Trail	0.12m e/o Alabama St.	Tennessee St.	I	0.39
Orange Blossom Trail	Iowa St.	Alabama St.	I	0.25
Orange Blossom Trail	Mountain View Ave.	Nevada St.	I	2.83
Orange Blossom Trail	New York St.	Naples Ave.	I	3.74
Orange St.	Colton Ave.	Citrus Ave.	III	0.5
Orange St.	N. City Limit	Colton Ave.	II	2.49
Palmetto Ave.	California St.	Nevada St.	I	0.50
Palo Alto Dr.	Wabash Ave.	Sunset Dr.	III	0.47
Park Ave.	Orange Blossom Trail	Kansas St.	II	1.16
Pennsylvania Ave.	Karon St.	Ford St.	II	2.18
Pioneer Ave.	Buckeye St.	Wabash Ave.	II	3.75
Pioneer Ave.	Citrus Valley High School	Orange St.	I	0.53
Redlands Blvd.	Fern Ave.	Ford St.	III	1.37
Redlands Blvd.	Colton Ave.	Fern Ave.	II	2.19
Reservoir Rd.	Ford St.	Wabash Ave.	III	1.11
San Bernardino Ave.	E Doughnut Hole	Wabash Ave.	II	3.66
San Bernardino Ave.	Orange Blossom Trail	California St.	II	1.00
San Jacinto St.	Highland Ave.	Crescent Ave.	III	0.16
San Mateo St.	Brookside Ave.	Highland Ave.	III	1.25
San Mateo St.	Tennessee St.	Brookside Ave.	II	0.21
San Timoteo Canyon Rd.	Barton Rd.	Live Oak Rd.	III	4.17
San Timoteo Creek Trail	Beaumont Ave.	S. City Limit	I	3.87
Santa Ana River Trail	Mountain View Ave.	Greenspot Rd.	I	11.36
Serpentine Dr./Sunset Dr.	Highland Ave.	Alessandro Rd.	III	1.28
South Ave.	Cajon St.	Henrietta St.	III	0.22
State St.	Alabama St.	Eureka St.	II	1.37
Stuart Ave.	New York St.	6th St.	II	0.84
Sunset Dr. S	Alessandro Rd.	Alta Vista Dr.	III	3.41
Tennessee St.	San Bernardino Ave.	San Mateo St.	II	1.84
Terracina Blvd.	Barton Rd.	Smiley Heights Dr.	II	1.26
Texas St.	Santa Ana River Trail	State St.	II	2.21
University St.	San Bernardino Ave.	Cypress Ave.	II	1.68
Wabash Ave.	Reservoir Rd.	Sunset Dr.	III	0.43
Wabash Ave.	Sesums Dr.	Reservoir Rd.	II	3.65
Zanja Creek Trail	Orange Blossom Trail	Grove St.	I	0.69
Zanja/Orange Connect	Zanja Creek Trail	Orange Blossom Trail	II	0.1
			Total	136.22 138.00

Table 5.2:

Priority Improvements

Street/Path	From	To	Class	Length (mi.)
Orange Blossom Trail	Mountain View	Opal Ave.	I	7.47
Orange St.	N City Limit	Pioneer Ave	I	1.24
Pioneer Ave.	Citrus Valley High School	Orange St.	I	0.53
			Total	7.47 9.24



City of Upland

Attachment: NMTP 2015 Updates (1723 : NMTP Amendments)

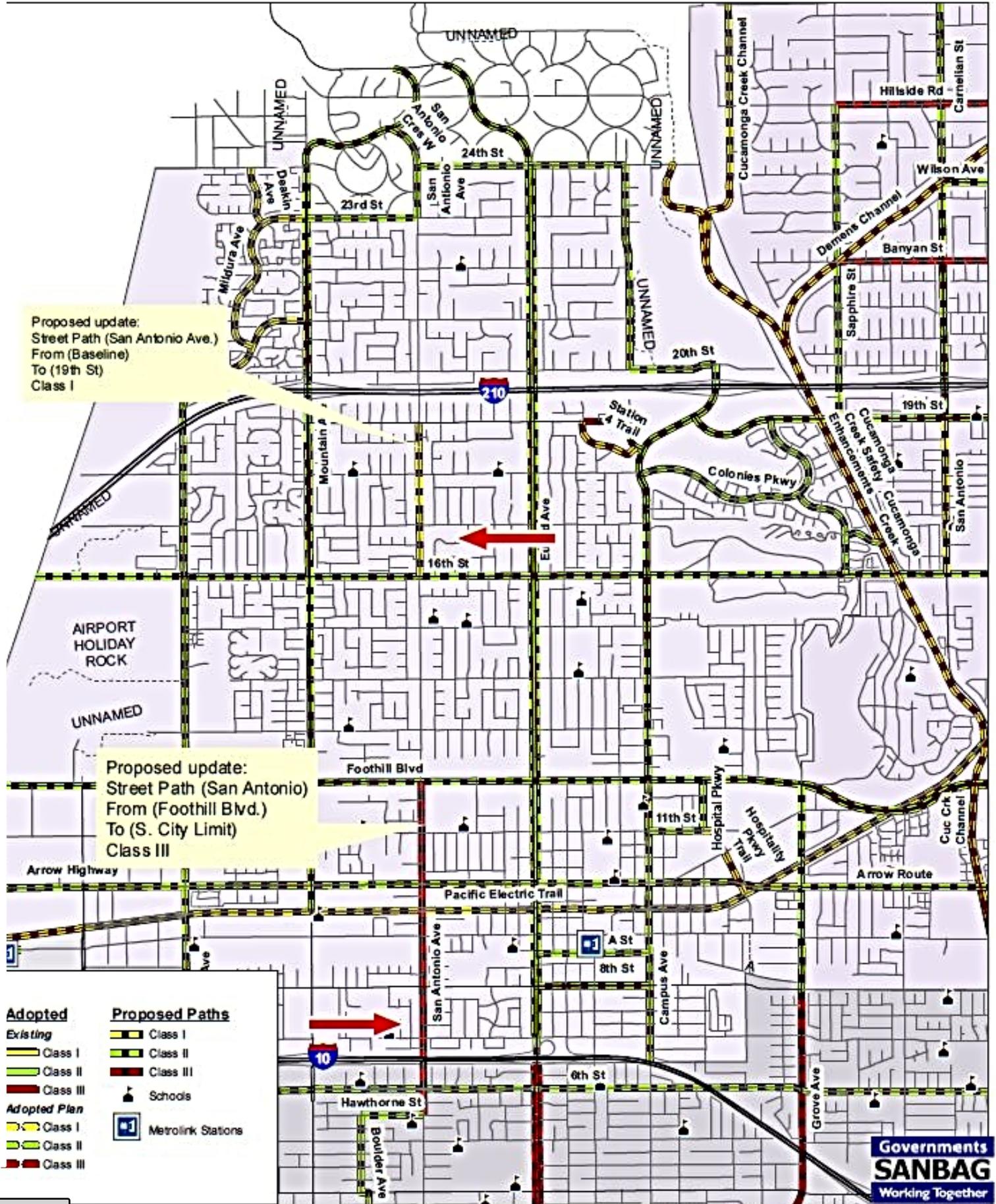


Table 5.6:
Upland Future Improvements

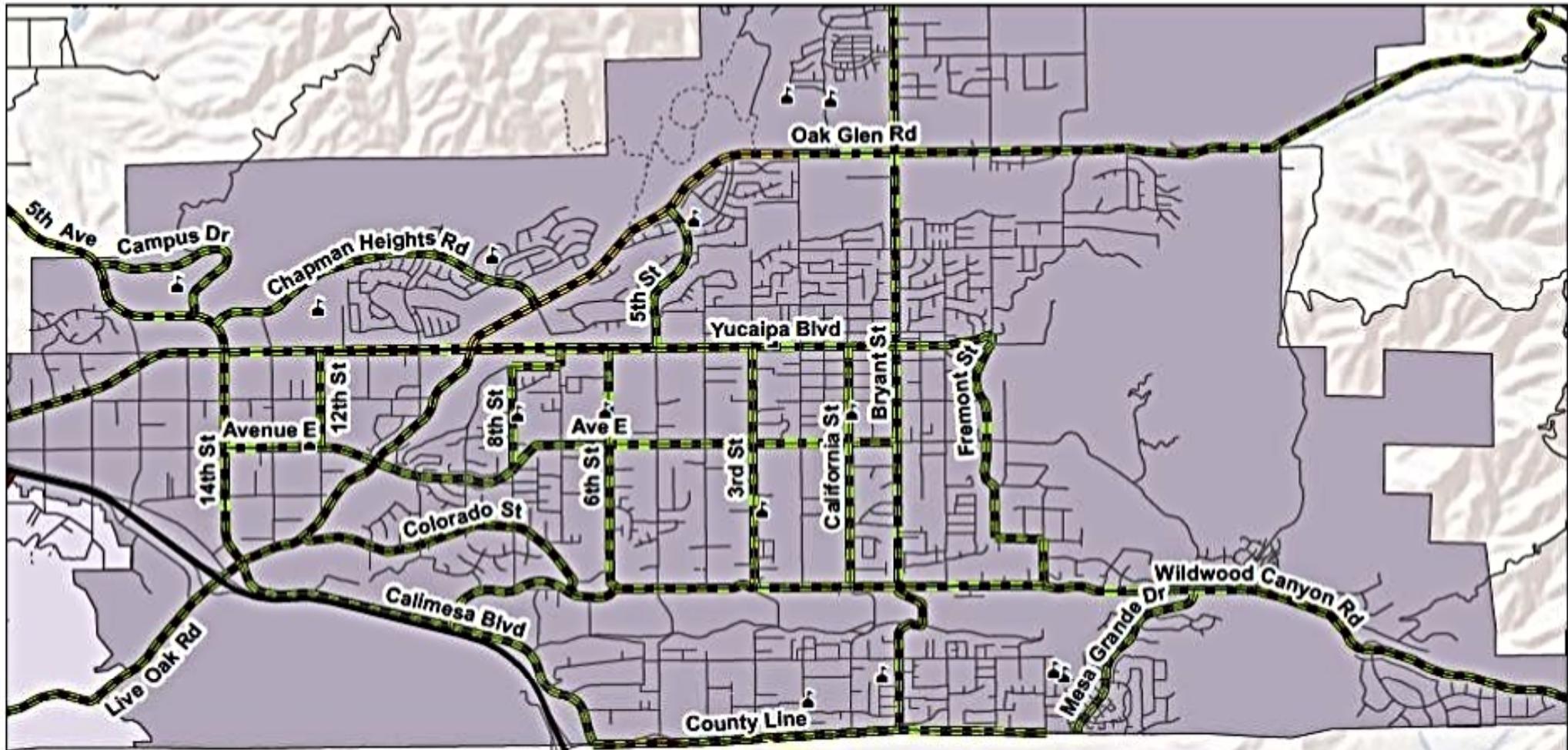
Street/Path	From	To	Class	Length (mi.)	Cost Estimate
8th St.	Euclid Ave.	Campus Ave.	II	0.54	\$27,000
11th St.	Campus Ave.	Hospitality Pkwy.	II	0.26	\$13,000
19th St.	3 rd St.	820' e/o Francis Ave.	III	0.22	\$3,500
20th St.	Campus Ave.	Campus Ave.	II	0.42	\$21,000
24th St.	Euclid Ave.	Campus Ave.	II	0.45	\$22,500
A St.	Euclid Ave.	Campus Ave.	II	0.56	\$28,000
Arrow Highway	Monte Vista Ave.	Grove Ave.	II	4.00	\$200,000
Benson Ave.	Birkdale Ave.	13th St.	II	1.68	\$84,000
Benson Ave.	Foothill Blvd.	I-10	II	1.35	\$67,500
Campus Ave.	18th St.	I-10	II	2.87	\$143,500
Campus Ave.	20th St.	SR-210	II	0.11	\$3,500
Campus Ave.	24th St.	20th St.	II	1.00	\$50,000
Cucamonga Creek Safety Enhancements	9th St.	Baseline Rd.	I	0.84	\$840,000
Hospital Pkwy.	Foothill Blvd.	11th St.	II	0.25	\$12,500
Hospitality Pkwy. Trail	11 th St.	Pacific Electric Trail	I	0.39	\$400,000
Hummingbird Ln.	Tanglewood Ave.	Cucamonga Creek Trail	II	0.18	\$9,000
Mountain Ave.	16th St.	Pacific Electric Trail	II	1.64	\$81,750
Mountain Ave.	19th St.	16th St.	II	0.74	\$37,000
Mountain Ave.	21st St.	20th St.	II	0.75	\$37,500
San Antonio Ave.	Foothill Blvd.	S. City Limit	III	1.37	\$68,500
Station 4 Trail	19 th /3 rd St.	19 th St.	I	0.36	\$360,000
Tanglewood Ave.	Golf Club Dr./Hummingbird Ln.	16th St.	II	0.19	\$9,500
			Total	18.80 20.17	\$2,450,750 \$2,519,250

Table 5.7:
Priority Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
San Antonio Ave.	Foothill Blvd.	S. City Limit	III	1.37	\$68,500
8 th St.	Euclid Ave.	Campus Ave.	II	0.54	\$27,000
Campus Ave.	18 th St.	I-10	II	2.87	\$143,500
Cucamonga Creek Safety Enhancements	9 th St.	Baseline Rd.	I	0.84	\$840,000
Hospitality Pkwy Trail	11 th St.	Pacific Electric Trail	I	0.39	\$400,000
			Total	4.64 6.01	\$1,410,500 \$1,479,000

Non-Motorized Transportation Plan Update

City of Yucaipa



Adopted		Proposed Paths	
Existing	Class I	Class I	Class II
Class II	Class III	Class I	Class III
Class III	Schools	Metrolink Stations	

Proposed Update:
 Street Path (County Line Rd)
 From (Calimesa Blvd)
 To (Mesa Grande Dr)
 Class s II

Table 5.8:
Yucaipa Future Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
12th St.	Yucaipa Blvd.	Ave. E	II	0.50	\$25,000
14th St.	Yucaipa Blvd.	Oak Glen Rd.	II	1.11	\$55,500
3rd St.	Yucaipa Blvd.	Wildwood Canyon Rd.	II	1.25	\$62,500
6th St.	Yucaipa Blvd.	Wildwood Canyon Rd.	II	1.26	\$63,000
7th St.	Yucaipa Blvd.	Washington Dr.	II	0.09	\$4,500
8th St.	Washington Dr.	Ave. E	II	0.53	\$26,500
Avenue E	12 th St.	Bryant St.	II	3.10	\$155,000
Avenue E	14 th St.	12 th St.	II	0.50	\$25,000
Bryant St.	Ave. E	County Line Rd.	II	1.68	\$84,000
California St.	Ave. D	Wildwood Canyon Rd.	II	0.96	\$62,500
Calimesa Blvd.	Oak Glen Rd.	S City Limit	II	2.26	\$113,000
Campus Dr.	Sand Canyon Rd.	Sand Canyon Rd.	II	1.10	\$55,000
Colorado St.	Oak Glen Rd.	Wildwood Canyon Rd.	II	1.64	\$82,000
County Line Rd	Mesa Grande Dr.	Calimesa Blvd.	II	2.52	\$130,000
Fremont St	Grandview Dr.	Avenue E	II	0.53	\$27,000
Live Oak Rd.	W City Limit	I-10	II	0.62	\$31,000
Mesa Grande Dr.	Wildwood Canyon Rd.	County Line Rd.	II	1.05	\$52,500
Oak Glen Rd.	Cherry Croft Dr.	e/o Martell Ave.	II	1.38	\$69,000
Oak Glen Rd.	I-10	Calimesa Blvd.	II	0.13	\$6,500
Oak Glen Rd.	Oak Glen Rd.	Scenic Crest Dr.	II	0.51	\$25,500
Outer Highway 10	Yucaipa Blvd.	Alta Vista Dr.	III	0.29	\$4,350
Washington Dr.	8th St.	7th St.	II	0.25	\$12,500
Wildwood Canyon Rd.	Calimesa Blvd.	Holmes St.	II	3.23	\$162,000
Wildwood Canyon Rd.	Mesa Grande Dr.	Oak Glen Rd.	II	2.62	\$131,000
Yucaipa Blvd.	5th St.	Bryant St.	II	1.25	\$62,500
Yucaipa Blvd.	I-10	15th St.	II	1.28	\$64,000
Yucaipa Blvd.	I-10	Outer Highway 10	II	0.04	\$2,000
			Total	29.46	\$1,463,350
				31.68	\$1,593,350

Table 5.9:
Priority Improvements

Street/Path	From	To	Class	Length (mi.)	Cost Estimate
Yucaipa Blvd.	5th St.	Bryant St.	II	1.25	\$62,500
Yucaipa Blvd.	I-10	15th St.	II	1.28	\$64,000
County Line Rd	Mesa Grande Dr.	Calimesa Blvd.	II	2.52	\$130,000
			Total	2.53	\$426,500
				5.05	\$256,500

Minute Action

AGENDA ITEM: 11

Date: April 8, 2015

Subject:

Allocate General Assessment Dues for a Forest Management Plan

Recommendation:

That the General Policy Committee recommend the Board approve the allocation of an amount not-to-exceed \$200,000 from unallocated Council of Governments General Assessment Dues to help fund a Forest Management Plan in cooperation with the US Forest Service, the County and the City of Rancho Cucamonga.

Background:

On October 10, 2014, President Obama created the San Gabriel Mountains National Monument. This designation followed lengthy discussions that had been taking place in Los Angeles County among many different stakeholders on trying to get the federal government to designate the San Gabriel Mountains in some way to help preserve recreational opportunities, conserve habitat and serve other public purposes.

While the San Gabriel Mountains are in both Los Angeles and San Bernardino counties, all of the dialogue, until the very end, had been taking place only among stakeholders in Los Angeles County. When it became likely that the President was going to take action to designate the San Gabriel Mountains as a National Monument, leaders in San Bernardino County asked for the portions of the San Gabriel Mountains in San Bernardino County to be excluded. This request was to allow for our residents and stakeholder groups to understand the implications of federal designations.

The request of San Bernardino County leaders was honored and our County was essentially left out of the National Monument designation. San Bernardino County stakeholders now have the time and opportunity to talk about the San Gabriel Mountains and weigh-in with their desires and concerns. This natural resource provides wonderful recreation and wilderness experiences as well as important habitat. The San Gabriel Mountains also interface with urban areas and rural communities. As stakeholders and leaders in San Bernardino County start discussions, it will be important to have data and information to use as a resource. The US Forest Service will be key in providing much of this information. Unfortunately, the US Forest Service does not have the resources necessary to complete a Forest Management Plan that could be used by our community in this effort. In addition to general information, the Forest Management Plan will take a specific look at Cucamonga Canyon that will be the basis for any closures or other control measures for entry into the canyon and at Lytle Creek to help with future planning efforts.

SANBAG as the Council of Governments could help to fund this effort to complete a Forest Management Plan for the San Bernardino County portion of the San Gabriel Mountains.

Entity: COG

General Policy Committee Agenda Item

April 8, 2015

Page 2

The proposal is for SANBAG to provide an amount not-to-exceed \$200,000. The actual total is not yet known and would be brought back to the Board as part of an agreement with the US Forest Service. In addition to SANBAG the US Forest Service, the County of San Bernardino and the City of Rancho Cucamonga would help fund the work as well.

Financial Impact:

This item would require an amount not to exceed \$200,000 to be funded from unallocated Council of Government General Assessment dues collected by SANBAG to be used on projects as directed by the Board of Directors. The estimated fund balance of General Assessment dues in Fiscal Year 2015/2016 is \$513,099. If this item is approved, \$200,000 will be included in the Fiscal Year 2015/2016 budget leaving a balance of not less than \$313,099.

Reviewed By:

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

Responsible Staff:

Duane Baker, Director of Management Services

Approved
General Policy Committee
Date: April 8, 2015

Witnessed By:

Minute Action

AGENDA ITEM: 12

Date: April 8, 2015

Subject:

Amendments to Contracts Related to Administration of the HERO Program

Recommendation:

That the Committee recommend the Board:

- A. Approve Amendment No. 2 to Contract No. C12141 with The PFM Group to reduce the residential per assessment closing fee from \$125.00 to \$77.76 for financial management and program management services for the HERO Program.
- B. Approve Amendment No. 2 to Contract No. C12245 with Best Best & Krieger, LLP to reduce the per assessment closing fee from 0.965% to 0.73% for legal services for the operation of the HERO Program.
- C. Approve Amendment No. 2 to Contract No. C14053 with Renovate America, Inc. to decrease the residential per assessment closing fee from 3.10% to 2.202% for implementation and administration of financing mechanisms for the residential HERO Program.
- D. Approve Amendment No. 2 to Contract No. C14054 the Master Bond Purchase Agreement with Renovate America, Inc. to reflect the amended fee schedules.
- E. Approve decrease in SANBAG's program sponsor fee for residential program administration from 1.765% to 1.463%.

Background:

The SANBAG Board of Directors approved the following contracts with the consultant team that assists SANBAG in the formation, implementation and financing of the HERO Program.

1. Contract No. C12141 on August 1, 2012, and amended on September 3, 2014, with The PFM Group to serve as Financial Advisor and Program Manager.
2. Contract No. C12245 on August 1, 2012, and amended on September 3, 2014, with Best, Best and Krieger LLP to provide legal services.
3. Contract No. C14053 on October 2, 2013, and amended on September 3, 2014, with Renovate America, Inc. for Implementation and Administration of Financing Mechanisms for the Residential HERO Program.
4. Contract No. C14054 on October 2, 2013, and amended on September 3, 2014, the Master Bond Purchase Agreement for the Residential Program with Renovate America, Inc., and;

Since these contracts were approved and amended, the HERO Program has expanded to other parts of the state and more experience has been gained as to the true costs of the program. It is being recommended that the fees and costs charged in the SANBAG HERO Program be adjusted to match the costs charged in the rest of the state. The changes being proposed are as follows:

Entity: COG

General Policy Committee Agenda Item

April 8, 2015

Page 2

Contractor/Service Provided	Current	Proposed
Financing Partner & Administrator (Residential) - Renovate America	3.10%	2.202%
Program Manager & Financial Advisor - The PFM Group	\$125	\$77.76
Legal Services - Best Best & Krieger	0.965%	0.73%
Program Sponsor (Residential) - SANBAG	1.765%	1.463%

These decreases reflect efficiencies that are being found as more experience is gained with the program. As these efficiencies are found, they can be passed on to the consumer. SANBAG's program sponsorship fee is being decreased due to the decrease in the fee that SANBAG pays to the The PFM Group as the program manager. In addition, SANBAG has been able to cancel its contract with Westhoff, Cone and Holmstedt for placement agent services. We are canceling this contract on the advice of our program manager and legal counsel for the HERO Program due to the fact the all of the bonds are being sold through a direct purchase and are not going into the open market. Because of this fact, there is no need for the services of a placement agent.

In addition to the reduced fees noted above, the HERO program will be reducing most interest rates charged on the residential program as well as offering a 25 year term. The interest rate reductions are due in part to greater investor interest in purchasing the bonds and greater competition in the marketplace. The interest rates charged on the residential program will change as follows:

Term in Years	Current	Proposed
5	5.95%	6.75%
10	7.95%	7.69%
15	8.75%	8.15%
20	8.95%	8.35%
25	N/A	8.45%

Another benefit of the change will be to make the charges seen by our residents the same as those experienced by other program participants across the state. This uniformity of costs will help in the overall administration of the program.

Because these changes will help reduce costs for most consumers and will make for more efficient program administration, staff is recommending approval of these contract amendments.

Financial Impact:

This item will decrease the amount of program sponsorship fees that SANBAG receives. The net decrease to SANBAG on an average assessment of \$17,500 will be \$5.61.

Reviewed By:

This item is not scheduled for review by any other prior policy committee or technical advisory committee. This item and the draft amendments have been reviewed by SANBAG General Counsel.

Responsible Staff:

Duane Baker, Director of Management Services

General Policy Committee Agenda Item
April 8, 2015
Page 3

Approved
General Policy Committee
Date: April 8, 2015
Witnessed By:

Council of Government - COG

Contract Summary Sheet

General Contract Information

Contract No: 00-1000735 Amendment No.: 2 Vendor No.: 1653
 Vendor/Customer Name: The PFM Group Sole Source? Yes No
 Description: Services to assist in the formation and operation of a PACE Program.
 Start Date: 06/11/2012 Expiration Date: 06/30/2016 Revised Expiration Date: 06/30/2016
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ -	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ 1,750,000.00	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ (385,800.00)	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 1,364,200.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 1,364,200.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 05/06/2015
 Board of Directors Action: _____

Contract Management: Payable/Miscellaneous

Invoice Warning: 20% Renewals: _____ Type: Capital PAA Other
 Retention: _____ % Maximum Retention: \$ _____
 Services: Construction Intrgrnt/MOU/COOP A & E Services Other Professional Services
 Disadvantaged Business Enterprise (DBE) Goal _____ %

Contract Management: Receivable

E-76 and/or CTC Date 99/99/9999 (Attach Copy) Program Supplement No.: _____
 Finance Letter Reversion Date: 99/99/9999 EA No.: _____

All of the above MUST be submitted to FINANCE including originals, amendments and miscellaneous transaction changes

Additional Information

Project Manager: Duane Baker

Attachment: C12141-2 CSS (1848 : Amendments to Contracts related to Administration of the HERO Program)

AMENDMENT NO. 2 TO CONTRACT NO. C12141

By and Between

San Bernardino Associated Governments (SANBAG)

And

The PFM Group

For

**SERVICES TO ASSIST IN THE FORMATION, IMPLEMENTATION, AND
ONGOING OPERATION OF FINANCING MECHANISMS FOR A PROPERTY
ASSESSED CLEAN ENERGY (PACE) PROGRAM IN SAN BERNARDINO COUNTY**

This Amendment No. 2 (“Amendment”) to Contract for Services to Assist in the Formation, and Ongoing Operation of Financing Mechanisms for a Property Assessed Clean Energy (PACE) Program in San Bernardino County is made and entered into by and between San Bernardino Associated Governments (“SANBAG”) and The PFM Group (“CONSULTANT”).

A. SANBAG and CONSULTANT are parties to Contract No. C12141 executed September 5, 2012, and amended September 3, 2014, (the “Contract”), wherein SANBAG engaged CONSULTANT to provide certain services related to the formation, implementation, and ongoing operation of financing mechanisms for a PACE Program; and

B. SANBAG and CONSULTANT both desire to modify the rate of compensation to better reflect the actual cost of providing those certain services covered by the Contract.

NOW THEREFORE, SANBAG and CONTRACTOR agree to amend the Contract as follows:

1. Attachment B of the Contract is hereby deleted and replaced in its entirety with Attachment B.2, Closing Costs per Assessment, attached to this Amendment and incorporated herein by this reference. All references in the Contract to Attachment B shall mean Attachment B.2 to this Amendment.
2. All other provisions of the Contract shall remain in full force and effect and are incorporated herein by this reference.

- 3. The Recitals above are true and correct and are incorporated into and made a part of this Amendment.
- 4. The Effective Date of this Amendment No. 2 is the date this Amendment is executed by SANBAG.

In witness whereof, the Parties have executed this Amendment No. 2 below.

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

Attachment: C12141-2 [Revision 1] (1848 : Amendments to Contracts related to Administration of the HERO Program)

THE PFM GROUP

SANBAG

By: _____
Michael Berwanger
Managing Director

By: _____
L. Dennis Michael
SANBAG Board President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE:

By: _____
Jeffery Hill
Procurement Manager

Attachment: C12141-2 [Revision 1] (1848 : Amendments to Contracts related to Administration of the HERO Program)

**ATTACHMENT B.2
CLOSING COSTS PER ASSESSMENT**

CATEGORY	COMMERCIAL PROGRAM	RESIDENTIAL PROGRAM
Total Closing Costs	6.44%	4.99%
Underwriting and Administration – Samas Capital	2.99%	N/A
Underwriting and Administration – Renovate America	N/A	2.202%
Financial Advisory and Program Management – The PFM Group	See attached schedule ¹	\$77.76
Special Tax Consultant/ Assessment Engineer – David Taussig & Assoc.	0.52% + annual admin fees of \$3,000/yr. and \$5.50/yr. per parcel	0.52% + annual admin fees of \$1,750 and \$10/yr. per parcel
Trustee – Deutsche Bank	\$750/bond	\$750/bond
Legal – Best Best & Krieger	0.965%	0.73%
Placement Agent – Westhoff, Cone & Holmstedt	0.20%	0.00%
Debt Service Reserve Fund	N/A	0.075%
CAEATFA Reserve Fee	N/A	0.00%
Program Sponsorship – SANBAG	1.150%	1.463%

¹PFM Commercial Program Fee Schedule

Assessment Size Minimum	Assessment Size Maximum	PFM Fee
\$0.00	\$50,000.00	\$213.00
\$50,000.00	\$75,000.00	\$425.00
\$75,000.00	\$100,000.00	\$638.00
\$100,000.00	\$125,000.00	\$850.00
\$125,000.00	\$150,000.00	\$1,063.00
\$150,000.00	\$175,000.00	\$1,275.00
\$175,000.00	\$200,000.00	\$1,488.00
\$200,000.00	\$225,000.00	\$1,700.00
\$225,000.00	\$250,000.00	\$1,913.00
\$250,000.00	\$275,000.00	\$2,125.00
\$275,000.00	\$300,000.00	\$2,338.00
\$300,000.00	\$325,000.00	\$2,550.00
\$325,000.00	\$350,000.00	\$2,763.00
\$350,000.00	\$375,000.00	\$2,975.00
\$375,000.00	\$400,000.00	\$3,188.00
\$400,000.00	\$425,000.00	\$3,400.00
\$425,000.00	\$450,000.00	\$3,613.00
\$450,000.00	\$475,000.00	\$3,825.00
\$475,000.00	\$500,000.00	\$4,038.00
\$500,000.00	\$525,000.00	\$4,250.00
\$525,000.00	\$550,000.00	\$4,463.00
\$550,000.00	\$575,000.00	\$4,675.00
\$575,000.00	\$600,000.00	\$4,888.00
\$600,000.00	\$625,000.00	\$5,100.00
\$625,000.00	\$650,000.00	\$5,313.00
\$650,000.00	\$675,000.00	\$5,525.00
\$675,000.00	\$700,000.00	\$5,950.00
\$700,000.00	\$725,000.00	\$6,163.00
\$725,000.00	\$750,000.00	\$6,375.00
\$750,000.00	\$775,000.00	\$6,588.00
\$775,000.00	\$800,000.00	\$6,800.00
\$800,000.00	\$825,000.00	\$7,013.00
\$825,000.00	\$850,000.00	\$7,225.00
\$850,000.00	\$875,000.00	\$7,438.00
\$875,000.00	\$900,000.00	\$7,650.00
\$900,000.00	\$925,000.00	\$7,863.00
\$925,000.00	\$950,000.00	\$8,075.00
\$950,000.00	\$975,000.00	\$8,288.00
\$975,000.00	\$1,000,000.00	\$8,500.00
\$1,000,000.00	\$1,025,000.00	\$8,713.00
\$1,025,000.00	\$1,050,000.00	\$8,925.00
\$1,050,000.00	\$1,075,000.00	\$9,138.00
\$1,075,000.00	\$1,100,000.00	\$9,350.00
\$1,100,000.00	\$1,125,000.00	\$9,563.00
\$1,125,000.00	\$1,150,000.00	\$9,775.00
\$1,150,000.00	\$1,175,000.00	\$9,988.00
\$1,175,000.00	\$999,999,999.00	\$10,200.00

Contract Summary Sheet

General Contract Information

Contract No: 00-1000735 Amendment No.: 2 Vendor No.: 235
 Vendor/Customer Name: Best Best & Krieger Sole Source? Yes No
 Description: Legal services to assist in the formation and implementation of a PACE Program
 Start Date: 07/11/2012 Expiration Date: 06/30/2016 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ -	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ -	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ -

Contract Authorization

Executive Director Date: 99/99/999
 Executive Director Action: _____
 Board of Directors Date: 05/06/2015
 Board of Directors Action: _____

Contract Management: Payable/Miscellaneous

Invoice Warning: 20% Renewals: _____ Type: Capital PAA Other
 Retention: _____ % Maximum Retention: \$ _____
 Services: Construction Intrgrnt/MOU/COOP A & E Services Other Professional Services
 Disadvantaged Business Enterprise (DBE) Goal _____ %

Contract Management: Receivable

E-76 and/or CTC Date 99/99/9999 (Attach Copy) Program Supplement No.: _____
 Finance Letter Reversion Date: 99/99/9999 EA No.: _____

All of the above MUST be submitted to FINANCE including originals, amendments and miscellaneous transaction changes

Additional Information

Project Manager: Duane Baker

Attachment: C12245-02 CSS (1848 : Amendments to Contracts related to Administration of the HERO Program)

AMENDMENT NO. 2 TO CONTRACT NO. C12245

By and Between

San Bernardino Associated Governments (SANBAG)

And

Best Best & Krieger LLP

For

**LEGAL SERVICES TO ASSIST IN THE FORMATION, IMPLEMENTATION, AND
ONGOING OPERATION OF FINANCING MECHANISMS FOR A PROPERTY
ASSESSED CLEAN ENERGY (PACE) PROGRAM IN SAN BERNARDINO COUNTY**

This Amendment No. 2 (“Amendment”) to Contract for Legal Services to Assist in the Formation, and Ongoing Operation of Financing Mechanisms for a Property Assessed Clean Energy (PACE) Program in San Bernardino County is made and entered into by and between San Bernardino Associated Governments (“SANBAG”) and Best Best & Krieger LLP (“CONSULTANT”).

A. SANBAG and CONSULTANT are parties to Contract No. C12245 executed September 5, 2012 and amended September 3, 2014, (the “Contract”), wherein SANBAG engaged CONSULTANT to provide certain services related to the formation, implementation, and ongoing operation of financing mechanisms for a PACE Program; and

B. SANBAG and CONSULTANT both desire to modify the rate of compensation to better reflect the actual cost of providing those certain services covered by the Contract.

NOW THEREFORE, SANBAG and CONTRACTOR agree to amend the Contract as follows:

1. Attachment B of the Contract is hereby deleted and replaced in its entirety with Attachment B.2, Closing Costs per Assessment, attached to this Amendment and incorporated herein by this reference. All references in the Contract to Attachment B shall mean Attachment B.2.
2. All other provisions of the Contract shall remain in full force and effect and are incorporated herein by this reference.

- 3. The Recitals above are true and correct and are incorporated into and made a part of this Amendment.
- 4. The Effective Date of this Amendment No. 2 is the date this Amendment is executed by SANBAG.

In witness whereof, the Parties have executed this Amendment No. 2 below.

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

Attachment: C12245-02 [Revision 1] (1848 : Amendments to Contracts related to Administration of the HERO Program)

BEST BEST & KRIEGER LLP

SANBAG

By: _____
Warren Diven
Partner

By: _____
L. Dennis Michael
SANBAG Board President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

Attachment: C12245-02 [Revision 1] (1848 : Amendments to Contracts related to Administration of the HERO Program)

**ATTACHMENT B.2
CLOSING COSTS PER ASSESSMENT**

CATEGORY	COMMERCIAL PROGRAM	RESIDENTIAL PROGRAM
Total Closing Costs	6.44%	4.99%
Underwriting and Administration – Samas Capital	2.99%	N/A
Underwriting and Administration – Renovate America	N/A	2.202%
Financial Advisory and Program Management – The PFM Group	See attached schedule ¹	\$77.76
Special Tax Consultant/ Assessment Engineer – David Taussig & Assoc.	0.52% + annual admin fees of \$3,000/yr. and \$5.50/yr. per parcel	0.52% + annual admin fees of \$1,750 and \$10/yr. per parcel
Trustee – Deutsche Bank	\$750/bond	\$750/bond
Legal – Best Best & Krieger	0.965%	0.73%
Placement Agent – Westhoff, Cone & Holmstedt	0.20%	0.00%
Debt Service Reserve Fund	N/A	0.075%
CAEATFA Reserve Fee	N/A	0.00%
Program Sponsorship – SANBAG	1.150%	1.463%

¹PFM Commercial Program Fee Schedule

Assessment Size Minimum	Assessment Size Maximum	PFM Fee
\$0.00	\$50,000.00	\$213.00
\$50,000.00	\$75,000.00	\$425.00
\$75,000.00	\$100,000.00	\$638.00
\$100,000.00	\$125,000.00	\$850.00
\$125,000.00	\$150,000.00	\$1,063.00
\$150,000.00	\$175,000.00	\$1,275.00
\$175,000.00	\$200,000.00	\$1,488.00
\$200,000.00	\$225,000.00	\$1,700.00
\$225,000.00	\$250,000.00	\$1,913.00
\$250,000.00	\$275,000.00	\$2,125.00
\$275,000.00	\$300,000.00	\$2,338.00
\$300,000.00	\$325,000.00	\$2,550.00
\$325,000.00	\$350,000.00	\$2,763.00
\$350,000.00	\$375,000.00	\$2,975.00
\$375,000.00	\$400,000.00	\$3,188.00
\$400,000.00	\$425,000.00	\$3,400.00
\$425,000.00	\$450,000.00	\$3,613.00
\$450,000.00	\$475,000.00	\$3,825.00
\$475,000.00	\$500,000.00	\$4,038.00
\$500,000.00	\$525,000.00	\$4,250.00
\$525,000.00	\$550,000.00	\$4,463.00
\$550,000.00	\$575,000.00	\$4,675.00
\$575,000.00	\$600,000.00	\$4,888.00
\$600,000.00	\$625,000.00	\$5,100.00
\$625,000.00	\$650,000.00	\$5,313.00
\$650,000.00	\$675,000.00	\$5,525.00
\$675,000.00	\$700,000.00	\$5,950.00
\$700,000.00	\$725,000.00	\$6,163.00
\$725,000.00	\$750,000.00	\$6,375.00
\$750,000.00	\$775,000.00	\$6,588.00
\$775,000.00	\$800,000.00	\$6,800.00
\$800,000.00	\$825,000.00	\$7,013.00
\$825,000.00	\$850,000.00	\$7,225.00
\$850,000.00	\$875,000.00	\$7,438.00
\$875,000.00	\$900,000.00	\$7,650.00
\$900,000.00	\$925,000.00	\$7,863.00
\$925,000.00	\$950,000.00	\$8,075.00
\$950,000.00	\$975,000.00	\$8,288.00
\$975,000.00	\$1,000,000.00	\$8,500.00
\$1,000,000.00	\$1,025,000.00	\$8,713.00
\$1,025,000.00	\$1,050,000.00	\$8,925.00
\$1,050,000.00	\$1,075,000.00	\$9,138.00
\$1,075,000.00	\$1,100,000.00	\$9,350.00
\$1,100,000.00	\$1,125,000.00	\$9,563.00
\$1,125,000.00	\$1,150,000.00	\$9,775.00
\$1,150,000.00	\$1,175,000.00	\$9,988.00
\$1,175,000.00	\$999,999,999.00	\$10,200.00

Contract Summary Sheet

General Contract Information

Contract No: 00-1000871 Amendment No.: 2 Vendor No.: 3010
Vendor/Customer Name: Renovate America Sole Source? Yes No
Description: Services to administer the residential Property Assessed Clean Energy (PACE) Program
Start Date: 10/02/2013 Expiration Date: 06/30/2017 Revised Expiration Date:
Has Contract Term Been Amended? No Yes - Please Explain
List Any Related Contracts Nos.:

Table with 4 columns: Dollar Amount, Original Contract, Revised Contract, Current Amendment, TOTAL CONTRACT VALUE, Original Contingency, Revised Contingency, Contingency Amendment, TOTAL CONTINGENCY VALUE, TOTAL DOLLAR AUTHORITY.

Contract Authorization

Executive Director Date: 99/99/999
Executive Director Action:
Board of Directors Date: 05/06/2015
Board of Directors Action:

Contract Management: Payable/Miscellaneous

Invoice Warning: 20% Renewals: Type: Capital PAA Other
Retention: % Maximum Retention: \$ -
Services: Construction Intrgrnt/MOU/COOP A & E Services Other Professional Services
Disadvantaged Business Enterprise (DBE) Goal %

Contract Management: Receivable

E-76 and/or CTC Date 99/99/9999 (Attach Copy) Program Supplement No.:
Finance Letter Reversion Date: 99/99/9999 EA No.:

All of the above MUST be submitted to FINANCE including originals, amendments and miscellaneous transaction changes

Additional Information

Project Manager: Duane Baker

Attachment: C14053-02 CSS (1848 : Amendments to Contracts related to Administration of the HERO Program)

AMENDMENT NO. 2 TO CONTRACT NO. C14053

By and Between

San Bernardino Associated Governments (SANBAG)

And

RENOVATE AMERICA, INC.

For

SERVICES TO ASSIST IN THE IMPLEMENTATION AND ADMINISTRATION OF FINANCING MECHANISMS FOR THE SANBAG HERO PROGRAM, A PROPERTY ASSESSED CLEAN ENERGY (PACE) PROGRAM, FOR RESIDENTIAL PROPERTIES IN PARTICIPATING CITIES AND SAN BERNARDINO COUNTY

This Amendment No. 2 (“Amendment”) to Contract for Services to Assist in the Implementation and Administration of Financing Mechanisms for the SANBAG HERO Program, a Property Assessed Clean Energy (PACE) Program, for Residential Properties in Participating Cities and San Bernardino County is made and entered into by and between San Bernardino Associated Governments (“SANBAG”) and Renovate America, Inc. (“CONSULTANT”).

A. SANBAG and CONSULTANT are parties to Contract No. C14053 executed October 11, 2013, and amended September 3, 2014, (the “Contract”), wherein SANBAG engaged CONSULTANT to provide certain services related to the implementation and administration of financing mechanisms for a PACE Program; and

B. SANBAG and CONSULTANT both desire to modify the rate of compensation to better reflect the actual cost of providing those certain services covered by the Contract.

NOW THEREFORE, SANBAG and CONTRACTOR agree to amend the Contract as follows:

1. Section 5.2 (a) of the Contract is hereby deleted and replaced in its entirety with the following:
 - (a) a one-time fee for its Services equal to 1.202% of the principal amount of such Bond or series of Bonds (the “Residential HERO Program Administration Service Fee”); and

2. All other provisions of the Contract shall remain in full force and effect and are incorporated herein by this reference.
3. The Recitals above are true and correct and are incorporated into and made a part of this Amendment.
4. The Effective Date of this Amendment No. 2 is the date this Amendment is executed by SANBAG.

In witness whereof, the Parties have executed this Amendment No. 2 below.

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

RENOVATE AMERICA, INC.

SANBAG

By: _____
J.P. McNeill
Chief Executive Officer

By: _____
L. Dennis Michael
SANBAG Board President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE:

By: _____
Jeffery Hill
Procurement Manager

Attachment: C14053-02 [Revision 1] (1848 : Amendments to Contracts related to Administration of the HERO Program)

Contract Summary Sheet

General Contract Information

Contract No: 00-1000926 Amendment No.: 2 Vendor No.: 3010
 Vendor/Customer Name: Renovate America, Inc. Sole Source? Yes No
 Description: Arrange for the sale by SANBAG and the purchase by Renovate America of all PACE Improvement Bonds
 Start Date: 10/02/2013 Expiration Date: 06/30/2017 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 3,990,000.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ 5,295,000.00	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ (906,000.00)	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 4,389,000.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 4,389,000.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 05/06/2015
 Board of Directors Action: Approve Master Bond Purchase Agreement for Renovate America to purchase up to \$300,000,000 of Improvement Bonds

Contract Management: Payable/Miscellaneous

Invoice Warning: 20% Renewals: _____ Type: Capital PAA Other
 Retention: % Maximum Retention: \$ -
 Services: Construction Intrgrnt/MOU/COOP A & E Services Other Professional Services
 Disadvantaged Business Enterprise (DBE) Goal _____ %

Contract Management: Receivable

E-76 and/or CTC Date _____ (Attach Copy) Program Supplement No.: _____
 Finance Letter Reversion Date: _____ EA No.: _____

All of the above MUST be submitted to FINANCE including originals, amendments and miscellaneous transaction changes

Additional Information

Project Manager: Duane Baker

Attachment: C14054-02 CSS [Revision 2] (1848 : Amendments to Contracts related to Administration of the HERO Program)

CONTRACT NO. C 14054-02

**SAN BERNARDINO ASSOCIATED GOVERNMENTS
LIMITED OBLIGATION IMPROVEMENT BONDS
SANBAG HERO PROGRAM
(Third Residential Property Tranche)**

**Second Amendment to
Master Bond Purchase Agreement**

THIS SECOND AMENDMENT TO MASTER BOND PURCHASE AGREEMENT, dated as of May 6, 2015 (the "Second Amendment"), is entered into by and between the SAN BERNARDINO ASSOCIATED GOVERNMENTS ("SANBAG") and RENOVATE AMERICA, INC. ("Purchaser") to amend that certain Master Bond Purchase Agreement, dated as of October 2, 2013 (the "Master BPA"), entered into by and between SANBAG and Purchaser, as previously amended by the First Amendment to Master Bond Purchase Agreement, dated as of September 3, 2014 (the "First Amendment"), by and between SANBAG and Purchaser. Capitalized terms not otherwise defined herein shall have the meanings given such terms in the Master BPA.

RECITALS:

- A. SANBAG and Purchaser entered into the Master BPA for the purpose of establishing the terms and conditions pursuant to which Purchaser agreed to purchase, or cause its designee to purchase, all (but less than all) of the Improvement Bonds, from SANBAG and SANBAG agreed to sell to Purchaser, when as and if issued, all (but not less than all) of the Improvement Bonds in an aggregate principal amount not to exceed \$300,000,000.
- B. Clause. (d) of Section 2 of the Master BPA specified the Purchase Price of the Improvement Bond or Series of Improvement Bonds.
- C. Clause (a) of Section 6 of the Master BPA specified certain costs of issuance of the Improvement Bonds.
- D. As a result of experience of the operation of the Program since the Master BPA was entered into through mid-2014 and the determination of the Board of Directors of SANBAG to enroll the Program in the California Alternative Energy and Transportation Financing Authority ("CAETFA") PACE Loss Reserve Program, SANBAG and Purchaser previously determined that it was then necessary in the best interests of the Program to modify such costs of issuance for all Improvement Bonds issued after the date of enrollment (the "Enrollment Date") the CAETFA administrative fee equal to 0.25% of the principal amount of each assessment levied pursuant to the Assessment Contracts entered into subsequent to the Enrollment Date.

E. In order to modify the costs of issuance to reflect such operational experience and to include the CAETFFA fee in the costs of issuance, SANBAG and Purchaser entered into the First Amendment on September 3, 2014;

F. As a result further experience of the operation of the Program since the approval of the First Amendment and the determination by CAETFFA to terminate the collection of the CAETFFA administrative fee, SANBAG and Purchaser have determined that it is now necessary in the best interests of the Program to further modify such costs of issuance to reflect such further operational experience and to reflect the termination by CAETFFA of the collection of such administrative fee;.

G. SANBAG and Purchaser desire to amend clause (d) of Section 2 of the Master BPA to reflect the revisions in the costs of issuance for the purposes specified in recital D above.

H. SANBAG and Purchaser desire to amend clause (a) of Section 6 of the Master BPA to reflect the revisions in the costs of issuance for the purposes specified in recital D above.

NOW, THEREFORE, in consideration of the promises and mutual covenants herein contained and for other valuable consideration, the receipt of which is hereby acknowledged, SANBAG and Purchaser do hereby covenant and agree as follows:

1. Amendment of Clause (d) of Section 2 of the Master BPA. Clause (d) of Section 2 of the Master BPA is hereby amended in its entirety to read as follows:

“(d) The “Purchase Price” of an Improvement Bond or Series of Improvement Bonds shall be either (a) a sum equal to the principal amount of such Improvement Bond or Series of Improvement Bonds (the “Par Purchase Amount”) or (b) a sum equal to the principal amount of such Improvement Bond less an amount equal to two and two hundred and two thousandth percent (2.202%) of the principal amount of such Improvement Bond or Series of Improvement Bonds (the “Discounted Purchase Price Amount”). The Purchase Price for an Improvement Bond or Series of Improvement Bonds shall be presumed to be the Par Purchase Price Amount unless Purchaser has provided written instructions at least five (5) Business Days prior to the Closing Date to the Trustee, Bond Counsel (defined below) and The PFM Group, the Program manager to SANBAG, that the Purchase Price of such Improvement Bond or Series of Improvement Bonds shall be the Discounted Purchase Price Amount.

2. Amendment of Clause (a) of Section 6 of the Master BPA. Clause (a) of Section 6 of the Master BPA is hereby amended in its entirety to read as follows:

“(a) The Purchaser shall be under no obligation to pay, and SANBAG shall pay or cause to be paid (out of the proceeds of each Improvement Bond or Series of Improvement Bonds issued after the effective date of Second Amendment) all expenses incidental to the performance of SANBAG’s obligations hereunder in the following amounts or percentages of the principal amount of each such Improvement Bond or the assessment levied pursuant to each

Assessment Contract, as applicable, securing each such Improvement Bond:

(i) 1.463% of the principal amount of each Improvement Bond (less the amount payable to Public Financial Management, LLC, pursuant to sub clause (ii) below) payable to SANBAG as issuer of each such Improvement Bond;

(ii) \$77.76 for each Assessment securing each such Improvement Bond payable to Public Financial Management, LLC, as Program Manager, from the amount otherwise payable to SANBAG pursuant to sub clause (i) above;

(iii) 0.52% of the principal amount of each Improvement Bond payable to David Taussig & Associates as assessment administrator;

(iv) 0.73% of the principal amount of each Improvement Bond payable to Best Best & Krieger LLP as bond counsel;

(v) \$750 for each such Improvement Bond payable to Deutsche Bank National Trust Company, as trustee for each Bond, from the amount otherwise payable to Renovate America, Inc., pursuant to sub clause (vii) below; and

(vi) 0.075% of the principal amount of each Assessment to fund a reserve, and/or pay insurance premium and/or other credit enhancement fees in order to provide additional security to the Purchaser of the Improvement Bonds. Such amounts will be defined in the supplemental Indenture associated with each sale of Improvement Bonds.

(vii) 2.202% of the principal amount of each Improvement Bond (less the amount payable pursuant to sub clause (v) above to Deutsche Bank National Trust Company) payable to Renovate America, Inc., in payment for the provision by Renovate America, Inc., of its Residential HERO Program Administrative Services as defined in and payable pursuant to Contract #C 14053 by and between SANBAG and Renovate America, Inc. for Services to assist in the Implementation and Administration of Financing Mechanisms for the SANBAG HERO Program, a Property Assessed Clean Energy (PACE) Program for Residential Properties in Participating Cities and San Bernardino County (“Contract #C 14053”); and in payment for the provision by Renovate America, Inc. of its Residential HERO Program Funding pertaining to each such Improvement Bond.”

2. Effect on Remaining Terms and Conditions of the Master BPA. Except as expressly provided for in 1 and 2 above, the terms and conditions of the Master BPA shall remain in full force and effect.

3. Authority to Enter Second Amendment. SANBAG and Purchaser have all requisite power and authority to execute, deliver, and perform the Second Amendment. Each Party warrants that the individuals who have signed this Second Amendment have the legal power, right, and authority to make this Second Amendment and bind each respective Party.

4. Effective Date. This Second Amendment shall become effective and binding upon the respective parties hereto upon the execution or acceptance hereof by SANBAG and shall be valid and enforceable as of the time of such acceptance.

5. Counterparts. This Second Amendment may be executed simultaneously in several counterparts, each of which shall be an original and all of which shall constitute one and the same instrument.

IN WITNESS WHEREOF, the Parties hereto have made and executed this Second Amendment as of the date first written above.

SAN BERNARDINO ASSOCIATED GOVERNMENTS

RENOVATE AMERICA, INC.

By: _____
Title: L. Dennis Michael, President

By: _____
Title: J.P. McNeill, Chief Executive Officer

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

Attachment: C14054-02 [Revision 2] (1848 : Amendments to Contracts related to Administration of the HERO Program)

Minute Action

AGENDA ITEM: 13

Date: April 8, 2015

Subject:

State Legislative Update

Recommendation:

That the General Policy Committee recommend the Board:

A. Receive Legislative Bill Matrix and adopt the following positions on State Legislation:

1. Support AB 1171 (Linder, R-Corona)
2. Support AB 1286 (Mayes, R-Yucca Valley)
3. Support SB 348 (Galgiani, D-Stockton)

B. Receive an update on PEPR

Background:

As the Legislature moves into the key policy and budget hearing time, staff is reviewing and evaluating various proposals that may impact SANBAG. The Legislative Bill Matrix is included as Attachment A showing bills of interest. At this time, staff is recommending the following positions for consideration:

AB 1171 (Linder, R-Corona) Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.

Recommendation: Support

AB 1171 would authorize regional transportation agencies, such as SANBAG, to use the Construction Manager/General Contractor project delivery method to design and construct certain projects on expressways that are not on the state highway system, if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. Currently, the California Department of Transportation (Caltrans) has been granted this authority for the state highway system and this project delivery method is being used for the I-215 Barton Road Interchange project. Expanding this authority for additional project types and for use by local agencies gives SANBAG another tool to consider as we seek new ways to deliver projects more efficiently to the traveling public.

Staff recommends that the Board of Directors adopt a "Support" position. This recommendation is consistent with SANBAG's 2015 adopted State Legislative Platform in the Innovative Project Delivery Section, (b) "Work to ensure that existing innovative project delivery methods such as design-build, construction manager/general contractor, and other tools are available and effective for a broad variety of projects including highways, transit, and local streets and roads."

A more detailed analysis of this bill is included as Attachment B.

Entity: CMA, COG, CTA, CTC

**AB 1286 (Mayes, R-Yucca Valley) Economic Growth Commission
 Recommendation: Support**

AB 1286 would establish an Economic Growth Commission, modeled after the existing Little Hoover Commission. The Little Hoover Commission is composed of thirteen commissioners and employs a staff of 7. The Commission is tasked with identifying improvements to government operations, but does not focus on regulatory reforms to promote economic activity. The Economic Growth Commission would analyze the holistic effects of state and local regulations on businesses, industries, and the broader economy. It would also provide recommendations to the Legislature on how the State's regulatory environment could be improved.

Staff recommends that the Board of Directors adopt a "Support" position. This recommendation is consistent with SANBAG's 2015 adopted State Legislative Platform in Section II (d) "Support legislative and regulatory actions that incentivize the attraction, retention, and growth of businesses and employment in San Bernardino County."

A more detailed analysis of this bill is included as Attachment C.

**SB 348 (Galgiani, D-Stockton) California Environmental Quality Act: exemption: railroad crossings.
 Recommendation: Support**

SB 348 would extend the authority of the California Public Utilities Commission (CPUC) over rail crossing closures in California by allowing the CPUC to continue to close dangerous at-grade crossings without adverse consequences to the purposes and provisions of the California Environmental Quality Act (CEQA). This bill would allow the CPUC's to close unsafe at-grade rail crossings without an Environmental Impact Report (EIR) and help ensure that dangerous crossings can be closed with simple minor modifications without the delay of duplicative processes.

Staff recommends that the Board of Directors adopt a "Support" position. This recommendation is consistent with SANBAG's 2015 adopted State Legislative Platform in Section IV (m) "Support revisions to the California Environmental Quality Act (CEQA) that expedite project delivery while maintaining critical environmental protections."

A more detailed analysis of this bill is included as Attachment D.

PEPRA Update

The Federal Transit Administration (FTA) provides funding to local agencies through several grant programs for capital projects and operating expenses. The FTA requires that these use of these funds be certified by the US Department of Labor (DOL) to ensure that certain protections are provided to mass transit employees, as specified in Section 13 (c) of the Federal Transit Act.

In 2013, the DOL refused to certify California grants being released by the FTA due to the state's passage of pension reform through the Public Employees Pension Reform Act (PEPRA). Governor Brown signed AB 1222 (Chapter 527, Statutes of 2013) which provided a temporary exemption through January 1, 2015 for mass transit workers while a lawsuit filed by Sacramento

General Policy Committee Agenda Item

April 8, 2015

Page 3

Regional Transit (SRT) and the State worked its way through the court system. SANBAG supported this bill to ensure that critical transit operations and capital funding would not again be withheld at the start of the new calendar year.

At the end of 2014, the U.S. District Court sided with the State of California, allowing PEPRA to apply to mass transit employees. This decision ended the exemption for transit workers resulting from AB 1222 (Bloom, D-Santa Monica). The State of California has moved forward with applying PEPRA to mass transit workers and DOL has since appealed the decision and has indicated that they will hold grant funding once again while the appeal is pending.

SRT has requested the Court force a judgment requiring DOL to release the appropriate funds and is also sponsoring AB 422 (McCarthy, D-Sacramento) which will give the agency a line of credit while appeal moves forward. The California Transit Authority is surveying transit agencies state-wide to understand how much funding is at risk. Depending on the amount and types of grants being held and the length of the hold, the State may be forced to consider legislation in the summer.

Below is a summary of the FTA grant requests for Fiscal Year 14/15 by fund source and amount for our region. All of these grants still need to be approved by FTA.

	Barstow	MBTA	MARTA	Needles	Omnitrans	VVTA	Total
FTA 5310					\$ 437,222		\$ 437,222
FTA 5311	\$ 300,267	\$ 415,044	\$ 287,333	\$ 42,395		\$ 322,533	\$ 1,367,572
FTA 5307					\$ 16,941,200	\$ 3,556,757	\$20,497,957
FTA 5339					\$ 1,848,880	\$ 381,337	\$ 2,230,217
CMAQ	\$ 1,083,470	\$ 419,898	\$ 380,304		\$ 5,152,215	\$ 1,471,000	\$ 8,506,887
Total	\$ 1,383,737	\$ 834,942	\$ 667,637	\$ 42,395	\$ 24,379,517	\$ 5,731,627	\$33,039,855

Total at risk with ATU Objection \$27,308,228 all operators but VVTA
 Additional if Teamsters Object \$ 5,731,627 VVTA
 Total \$33,039,855

Staff is actively engaged on this issue and will continue to provide updates as the issue advances.

Financial Impact:

This item has no fiscal impact on the Fiscal Year 14/15 SANBAG Budget.

Reviewed By:

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

Responsible Staff:

Wendy Strack, Director of Legislative and Public Affairs

Approved
 General Policy Committee
 Date: April 8, 2015

Witnessed By:

ATTACHMENT A

Bill Matrix

CA AB 2	AUTHOR:	Alejo [D]
	TITLE:	Community Revitalization Authority
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	12/01/2014
	DISPOSITION:	Pending
	LOCATION:	ASSEMBLY
	SUMMARY:	Authorizes certain local agencies to form a community revitalization authority with a community revitalization and investment area to carry out provisions of the Community Redevelopment Law in that area for infrastructure, affordable housing, and economic revitalization and to provide for the issuance of bonds serviced by tax increment revenues.
	STATUS:	
	12/01/2014	INTRODUCED.
	Priority:	High
CA AB 4	AUTHOR:	Linder [R]
	TITLE:	Vehicle Weight Fees: Transportation Bond Debt Service
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	12/01/2014
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Prohibits weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds. Prohibits loans of weight fee revenues to the General Fund.
	STATUS:	
	01/16/2015	To ASSEMBLY Committee on TRANSPORTATION.
	Priority:	High
CA AB 10	AUTHOR:	Gatto [D]
	TITLE:	Political Reform Act of 1974.
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	12/01/2014
	DISPOSITION:	Pending
	LOCATION:	Assembly Elections and Redistricting Committee
	SUMMARY:	Increases the thresholds at which a public official has a disqualifying financial interest in sources of income in investments in business entities and in interests in real property. Revises the dollar amounts associated with the value ranges for reporting the value of economic interests. Requires certain public officials to disclose information relating to governmental decisions for which the public official had a disqualifying financial interest.
	STATUS:	
	01/16/2015	To ASSEMBLY Committee on ELECTIONS AND

ATTACHMENT A

Priority: REDISTRICTING.
High

CA AB 12 **AUTHOR:** Cooley [D]
TITLE: State Government: Administrative Regulations: Review
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 12/01/2014
DISPOSITION: Pending
LOCATION: Assembly Accountability and Administrative Review Committee
SUMMARY:
 Requires each state agency after a noticed public hearing, to review and revise that agency's regulations to eliminate any inconsistencies, overlaps, or outdated provisions in the regulations, to adopt the revisions as emergency regulations, and report the Legislature and Governor.
STATUS:
 01/16/2015 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.
Priority: High

CA AB 19 **AUTHOR:** Chang [R]
TITLE: Office of Business and Development: Small Business
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 12/01/2014
LAST AMEND: 03/16/2015
DISPOSITION: Pending
COMMITTEE: Assembly Jobs, Economic Development, and The Economy Committee
HEARING: 04/21/2015 9:00 am
SUMMARY:
 Requires the Governor's Office of Business and Economic Development, under the Direction of the Small Business Advocate, to review all regulations affecting small businesses adopted prior to a specified date, in order to determine whether the regulations need to be amended in order to become more effective, less burdensome, or to decreased the cost impact to affected sectors.
STATUS:
 03/16/2015 From ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY with author's amendments.
 03/16/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.
Priority: High

CA AB 21 **AUTHOR:** Perea [D]
TITLE: Global Warming Solutions Act of 2006: Emissions Limit
FISCAL yes
COMMITTEE:
URGENCY no

ATTACHMENT A

CLAUSE:**INTRODUCED:** 12/01/2014**DISPOSITION:** Pending**LOCATION:** Assembly Natural Resources Committee**SUMMARY:**

Requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions.

STATUS:

01/16/2015 To ASSEMBLY Committee on NATURAL RESOURCES.

Priority: High

CA AB 23

AUTHOR: Patterson [R]**TITLE:** Global Warming Solutions Act of 2006: Compliance**FISCAL** yes**COMMITTEE:****URGENCY** yes**CLAUSE:****INTRODUCED:** 12/01/2014**DISPOSITION:** Pending**LOCATION:** Assembly Natural Resources Committee**SUMMARY:**

Exempts categories of persons or entities that did not have a compliance obligation under a market-based compliance mechanism from being subject to that market-based compliance mechanism.

STATUS:

03/23/2015 In ASSEMBLY Committee on NATURAL RESOURCES: Failed passage.

03/23/2015 In ASSEMBLY Committee on NATURAL RESOURCES: Reconsideration granted.

Priority: High

CA AB 33

AUTHOR: Quirk [D]**TITLE:** Global Warming Solutions Act: Scoping Plan**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 12/01/2014**DISPOSITION:** Pending**LOCATION:** Assembly Natural Resources Committee**SUMMARY:**

Requires, for purposes of advising the update of the next scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, the State Air Resources Board to develop specified information and to submit a report to the appropriate committees of the Legislature.

STATUS:

01/22/2015 To ASSEMBLY Committee on NATURAL RESOURCES.

Priority: High

ATTACHMENT A

CA AB 35	<p>AUTHOR: Chiu [D]</p> <p>TITLE: Income tax: Credit: Low-Income Housing: Allocation</p> <p>FISCAL yes</p> <p>COMMITTEE:</p> <p>URGENCY no</p> <p>CLAUSE:</p> <p>INTRODUCED: 12/01/2014</p> <p>LAST AMEND: 03/02/2015</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Housing and Community Development Committee</p> <p>SUMMARY: Amends existing law that establishes a low-income housing tax credit program to which the State Tax Credit Allocation Committee provides procedures and requirements for the allocation of State insurance, income, and corporation tax credits amount among low-income housing projects based on federal law and limits the total annual amount of the credit the Committee may allocate. Increases the aggregate housing credit dollar amount that may be allocated among such projects.</p> <p>STATUS: 03/05/2015 Re-referred to ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and REVENUE AND TAXATION.</p> <p>Priority: High</p>
CA AB 45	<p>AUTHOR: Mullin [D]</p> <p>TITLE: Household Hazardous Waste</p> <p>FISCAL yes</p> <p>COMMITTEE:</p> <p>URGENCY no</p> <p>CLAUSE:</p> <p>INTRODUCED: 12/01/2014</p> <p>LAST AMEND: 03/19/2015</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Local Government Committee</p> <p>SUMMARY: Requires each jurisdiction providing for the residential collection and disposal of solid waste to increase the collection and diversion of household hazardous waste in its service area. Provides the increase is to be determined in accordance with Department of Resources Recycling and Recovery regulations. Authorizes the adoption of a model ordinance for a door-to-door collection and diversion program. Requires an annual report to the Department on progress in achieving compliance.</p> <p>STATUS: 03/19/2015 To ASSEMBLY Committees on LOCAL GOVERNMENT and ENVIRONMENTAL SAFETY AND TOXIC MATERIALS. 03/19/2015 From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments. 03/19/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.</p> <p>Priority: High</p>
CA AB 52	<p>AUTHOR: Gray [D]</p> <p>TITLE: Public Accommodations: Accessibility Claims</p> <p>FISCAL no</p> <p>COMMITTEE:</p> <p>URGENCY no</p>

ATTACHMENT A

CLAUSE:
INTRODUCED: 12/01/2014
DISPOSITION: Pending
COMMITTEE: Assembly Judiciary Committee
HEARING: 04/21/2015 9:00 am

SUMMARY:

Provides a defendant's maximum liability for statutory damages in a construction-related accessibility claim against a place of public accommodation is a specified amount for each offense under specified conditions. Provides the maximum liability of a small business.

STATUS:

01/22/2015 To ASSEMBLY Committee on JUDICIARY.

Priority: High

CA AB 54

AUTHOR: Olsen [R]
TITLE: Public Accommodations: Accessibility: Tax Credits
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 12/01/2014
LAST AMEND: 03/16/2015
DISPOSITION: Pending
COMMITTEE: Assembly Judiciary Committee
HEARING: 04/21/2015 9:00 am

SUMMARY:

Provides that, when a plaintiff brings a claim alleging a violation of a construction-related accessibility standard within a specified time period of a change in that standard, the plaintiff would be allowed to collect statutory damages only if the plaintiff also provides the owner, agent, or party responsible for the place in violation with a written notice or demand letter prior to filing any action and the violation is not cured. Authorizes a tax credit for a certified access specialist inspection.

STATUS:

03/16/2015 From ASSEMBLY Committee on JUDICIARY with author's amendments.

03/16/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on JUDICIARY.

Priority: High

CA AB 88

AUTHOR: Gomez [D]
TITLE: Sales and Use Taxes: Exemption: Home Appliances
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/07/2015
DISPOSITION: Pending
COMMITTEE: Assembly Revenue and Taxation Committee
HEARING: 04/13/2015 1:30 pm

SUMMARY:

Exempts from the sales and use tax laws the gross receipts from the sale of, and the storage, use, or other consumption in this state of, an energy or water efficient home appliance purchased by a public utility that is provided at no cost to a low-income participant in a federal, state, or ratepayer-funded energy efficiency program for use by that low-income participant in the energy efficiency program.

ATTACHMENT A

STATUS:
01/26/2015 To ASSEMBLY Committee on REVENUE AND TAXATION.
Priority: High

CA AB 90 **AUTHOR:** Atkins [D]
TITLE: Federal Housing Trust Fund
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/07/2015
DISPOSITION: Pending
LOCATION: Assembly Housing and Community Development Committee
SUMMARY:
Designates the Department of Housing and Community Development as the state agency responsible for administering the federal Housing Trust Fund. Requires the department to administer the federal funds pursuant to the multifamily housing program. Requires the department to submit notifications with specified information relating to the distribution, awarding, and expenditure of the federal funds.

STATUS:
01/26/2015 To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.
Priority: High

CA AB 149 **AUTHOR:** Chavez [R]
TITLE: Urban Water Management Plans
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/15/2015
DISPOSITION: Pending
LOCATION: Assembly Water, Parks and Wildlife Committee
SUMMARY:
Requires an urban water supplier to update its water management plan at least once every 5 years on or before December 31 in years ending in 6 and one. Requires the Department of Water Resources to submit its report to the Legislature, on or before December 31, in years ending in 7 and two.

STATUS:
02/02/2015 To ASSEMBLY Committee on WATER, PARKS AND WILDLIFE.
Priority: High

CA AB 156 **AUTHOR:** Perea [D]
TITLE: Global Warming Solutions Act of 2006: Investment Plan
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/20/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:

Requires the Department of Finance to include in the 3-year investment plan for moneys deposited in the Greenhouse Gas Reduction Fund an allocation to provide technical

ATTACHMENT A

assistance to disadvantaged communities to assist them in proposing specified projects for inclusion in the investment plan.

STATUS:

02/02/2015 To ASSEMBLY Committee on NATURAL RESOURCES.

Priority: High

CA AB 157	AUTHOR:	Levine [D]
	TITLE:	Richmond-San Rafael Bridge
	FISCAL	no
	COMMITTEE:	
	URGENCY	yes
	CLAUSE:	
	INTRODUCED:	01/20/2015
	DISPOSITION:	Pending
	FILE:	2
	LOCATION:	Assembly Second Reading File
	SUMMARY:	Requires the lead agency to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act if the Metropolitan Transportation Commission and the Department of Transportation develop a project to open the third lane on the Richmond-San Rafael Bridge to automobile traffic on the eastbound level and to bicycle traffic on the westbound level.
	STATUS:	
		03/23/2015 From ASSEMBLY Committee on TRANSPORTATION: Do pass. (15-0)
	Priority:	High

CA AB 194	AUTHOR:	Frazier [D]
	TITLE:	High-Occupancy Toll Lanes
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/28/2015
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Deletes the requirement that high occupancy toll (HOT) lanes facilities be consistent with the established standards, requirements and limitations that apply to specified facilities. Requires the State Transportation Commission to establish guidelines for the development and operation of the facilities approved by the Commission on or after a specified date, subject to specified minimum requirements. Prohibits conversion of non-toll lanes, except for HOT lanes. Removes limits on the number of such lanes.
	STATUS:	
		02/09/2015 To ASSEMBLY Committee on TRANSPORTATION.
	Priority:	High

CA AB 198	AUTHOR:	Frazier [D]
	TITLE:	Vehicles: Tow Truck Assistance
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/28/2015

ATTACHMENT A

DISPOSITION: Pending
FILE: 4
LOCATION: Assembly Second Reading File
SUMMARY:

Authorizes a driver of a tow truck operating under an agreement with the law enforcement agency responsible for investigating traffic collisions on the roadway to utilize the center median or right shoulder of a roadway in the event of an emergency occurring on a roadway that requires the rapid removal of impediments to traffic or rendering of assistance to a disabled vehicle obstructing a roadway if specified conditions are met.

STATUS:
03/23/2015 From ASSEMBLY Committee on TRANSPORTATION: Do pass.
(15-0)
Priority: High

CA AB 203	AUTHOR: Obernolte [R]
	TITLE: State Responsibility Areas: Fire Prevention Fees
	FISCAL: yes
	COMMITTEE:
	URGENCY: no
	CLAUSE:
	INTRODUCED: 01/29/2015
	LAST AMEND: 03/17/2015
	DISPOSITION: Pending
	LOCATION: Assembly Appropriations Committee
	SUMMARY:
	Extends the time when the fire prevention fee is due and payable from the date of assessment by the State Board of Equalization. Authorizes the petition for redetermination of the fee to be filed within a specified number of days after service of the notice of determination.
	STATUS:
	03/23/2015 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS. (9-0)
	Priority: High

CA AB 204	AUTHOR: O'Donnell [D]
	TITLE: Redevelopment: County of Los Angeles
	FISCAL: no
	COMMITTEE:
	URGENCY: no
	CLAUSE:
	INTRODUCED: 01/29/2015
	DISPOSITION: Pending
	COMMITTEE: Assembly Local Government Committee
	HEARING: 04/08/2015 1:30 pm
	SUMMARY:
	Requires an oversight redevelopment board within the County of Los Angeles to continue to independently operate past a specified consolidation date, until its successor agency adopts a resolution dissolving the board.
	STATUS:
	02/09/2015 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.
	Priority: High

ATTACHMENT A

CA AB 210	AUTHOR:	Gatto [D]
	TITLE:	High-Occupancy Vehicles Lanes: Los Angeles County
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/02/2015
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Prohibits any high-occupancy vehicle lane from being established on specified portions of state highway routes in the County of Los Angeles, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic. Requires any existing high-occupancy vehicle lane established on the specified portions of these routes to be modified to conform with those requirements.
	STATUS:	
	03/23/2015	From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS. (15-0)
	Priority:	High
CA AB 219	AUTHOR:	Daly [D]
	TITLE:	Public Works: Concrete Delivery
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/02/2015
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Labor and Employment Committee
	HEARING:	04/08/2015 1:30 pm
	SUMMARY:	Expands the definition of public works for purposes of requirements regarding the payment of prevailing wages for public works projects to include the delivery of ready-mixed concrete with respect to contracts involving any state agency or any political subdivision of the state.
	STATUS:	
	02/09/2015	To ASSEMBLY Committee on LABOR AND EMPLOYMENT.
	Priority:	High
CA AB 227	AUTHOR:	Alejo [D]
	TITLE:	Transportation Funding
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/03/2015
	DISPOSITION:	Pending
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	Retains weight fee revenues in the State Highway Account. Deletes the provisions relating to the reimbursement of the State Highway Account for weight fee revenues and relating to the making of loans to the General Fund, thereby providing for the portion of fuel excise tax revenues that is derived from increases in the motor vehicle fuel excise tax in 2010 to be allocated to the State Transportation Improvement Program, to the State Highway Operation

ATTACHMENT A

Program, and to city and county roads.

STATUS:

02/17/2015 To ASSEMBLY Committees on TRANSPORTATION and BUDGET.

Priority: High

CA AB 237	AUTHOR:	Daly [D]
	TITLE:	Local Governments: Parcel Taxes: Notice
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/05/2015
	DISPOSITION:	Pending
	LOCATION:	Assembly Local Government Committee
	SUMMARY:	

Requires, before the adoption of any new parcel tax, the legislative body of a local agency to provide at least 90 days' notice of the vote to enact the proposed parcel tax to the owner of each parcel affected by the tax. Requires the notice to include specified information and to be provided to the property owner in a specified manner.

STATUS:

02/17/2015 To ASSEMBLY Committee on LOCAL GOVERNMENT.

Priority: High

CA AB 278	AUTHOR:	Hernandez R [D]
	TITLE:	District-Based Municipal Elections
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/11/2015
	LAST AMEND:	03/18/2015
	DISPOSITION:	Pending
	COMMITTEE:	Assembly Elections and Redistricting Committee
	HEARING:	03/25/2015 9:00 am
	SUMMARY:	

Requires the legislative body of a city with a specified minimum population to adopt an ordinance, without submitting the ordinance to the voters of the city for approval, for the election of members of the legislative body by district. Requires that the boundary lines of each district be adjusted in accordance with specified provisions of law. Requires the holding of related public hearings before and after drawing a draft boundaries map. Requires the bodies to take encourage public map participation.

STATUS:

03/18/2015 From ASSEMBLY Committee on ELECTIONS AND REDISTRICTING with author's amendments.

03/18/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on ELECTIONS AND REDISTRICTING.

Priority: High

CA AB 279	AUTHOR:	Dodd [D]
	TITLE:	Disclosure of Information: Franchise Tax Board
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no

ATTACHMENT A

CLAUSE:
INTRODUCED: 02/11/2015
DISPOSITION: Pending
COMMITTEE: Assembly Revenue and Taxation Committee
HEARING: 04/13/2015 1:30 pm

SUMMARY:

Amends existing law that requires, upon the request of the Franchise Tax Board, each city that assesses a city business tax or requires a city business license to annually submit to the board specified information relating to the administration of the city's business tax program.

STATUS:

02/23/2015 To ASSEMBLY Committee on REVENUE AND TAXATION.

Priority: High

CA AB 280

AUTHOR: Brown [D]
TITLE: Small Claims Courts: Jurisdiction
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/11/2015
DISPOSITION: Pending
LOCATION: Assembly Judiciary Committee

SUMMARY:

Gives the small claims court jurisdiction over an action filed by a city, county, city and county, school district, county office of education, community college district, local district, or any other local public entity if the amount of the demand does not exceed \$10,000. Eliminates the provision relating to the transfer of small claims actions where the opposing party is represented by counsel.

STATUS:

02/23/2015 To ASSEMBLY Committee on JUDICIARY.

Priority: High

CA AB 283

AUTHOR: Dababneh [D]
TITLE: Financial Affairs
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/11/2015
DISPOSITION: Pending
COMMITTEE: Assembly Local Government Committee
HEARING: 04/08/2015 1:30 pm

SUMMARY:

Eliminates the limitation that would become operative on January 1, 2017, and thus would indefinitely continue the existing authority for a local agency to invest its surplus funds, in certificates of deposit or in another form of investment. Removes the limit on the percentage of local agency funds that may be invested by any one private sector entity.

STATUS:

02/23/2015 To ASSEMBLY Committees on LOCAL GOVERNMENT and BANKING AND FINANCE.

Priority: High

ATTACHMENT A

CA AB 288	<p>AUTHOR: Holden [D]</p> <p>TITLE: Public Schools: College and Career Access Pathways</p> <p>FISCAL yes</p> <p>COMMITTEE:</p> <p>URGENCY no</p> <p>CLAUSE:</p> <p>INTRODUCED: 02/11/2015</p> <p>LAST AMEND: 03/23/2015</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Higher Education Committee</p> <p>SUMMARY: Authorizes the governing board of a community college district to enter into a College and Career Access Pathways partnership with the governing board of a school district with the goal of developing seamless pathways from high school to community college for career technical education or preparation for transfer, improving high school graduation rates, or helping high school pupils achieve college and career readiness. Provides the authorized number of units that may be taken under the programs.</p> <p>STATUS: 03/23/2015 From ASSEMBLY Committee on HIGHER EDUCATION with author's amendments. 03/23/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HIGHER EDUCATION.</p> <p>Priority: High</p>
CA AB 295	<p>AUTHOR: Gipson [D]</p> <p>TITLE: Public Employment</p> <p>FISCAL yes</p> <p>COMMITTEE:</p> <p>URGENCY no</p> <p>CLAUSE:</p> <p>INTRODUCED: 02/12/2015</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Public Employees, Retirement and Social Security Committee</p> <p>SUMMARY: Requires a public agency, if the public agency becomes the successor employer to a private employer that offers emergency medical transportation services, to immediately recognize a new bargaining unit consisting of the emergency medical transportation employees of the predecessor private employer and recognizes an employee organization as the exclusive representative of the new bargaining unit.</p> <p>STATUS: 02/23/2015 To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY.</p> <p>Priority: High</p>
CA AB 313	<p>AUTHOR: Atkins [D]</p> <p>TITLE: Enhanced Infrastructure Financing Districts</p> <p>FISCAL no</p> <p>COMMITTEE:</p> <p>URGENCY no</p> <p>CLAUSE:</p> <p>INTRODUCED: 02/12/2015</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Local Government Committee</p>

ATTACHMENT A

SUMMARY:

Requires, after the adoption of a resolution of intention to establish the proposed infrastructure district, the legislative body to send a copy of the resolution to the public financing authority. Revises the duties of the public financing authority after the resolution of intention to establish the proposed district has been adopted, so that the public financing authority, instead of the legislative body, will perform the specified duties related to the Infrastructure financing plan.

STATUS:

02/23/2015 To ASSEMBLY Committee on LOCAL GOVERNMENT.

Priority: High

CA AB 323	AUTHOR:	Olsen [R]
	TITLE:	Environmental Quality Act: Exemption
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/13/2015
	DISPOSITION:	Pending
	LOCATION:	Assembly Second Reading File
	SUMMARY:	Amends the California Environmental Quality Act that exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, if the project of activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements to extend the above exemption indefinitely.
	STATUS:	
	03/23/2015	From ASSEMBLY Committee on NATURAL RESOURCES: Do pass as amended to Committee on TRANSPORTATION. (9-0)
	Priority:	High
CA AB 325	AUTHOR:	Wood [D]
	TITLE:	Community Development Block Grant Program: Funds
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/13/2015
	DISPOSITION:	Pending
	LOCATION:	Assembly Housing and Community Development Committee
	SUMMARY:	Requires the Department of Housing and Community Development, no later than 60 days from when the department receives an economic development fund application, to inform the applicant of the decision to approve or deny the application and the reasons for a denial of this application.
	STATUS:	
	02/23/2015	To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.
	Priority:	High
CA AB 327	AUTHOR:	Gordon [D]
	TITLE:	Public Works: Volunteers
	FISCAL	no
	COMMITTEE:	

ATTACHMENT A

URGENCY no
CLAUSE:
INTRODUCED: 02/13/2015
DISPOSITION: Pending
LOCATION: Assembly Labor and Employment Committee
SUMMARY:

Deletes that repeal date provision of existing law that governing public works does not apply to specified work performed by a volunteer, a volunteer coordinator, or a member of the California Conservation corps or a community conservation corps.

STATUS:
02/23/2015 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.
Priority: High

CA AB 335 **AUTHOR:** Patterson [R]
TITLE: Air Quality: Minor Violations
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/13/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:
Requires the State Air Resources Board and air pollution control and air quality management districts to adopt regulations classifying minor violations. Requires a representative of those agencies to issue a notice to comply. Requires the State Air Resources Board to report to the Legislature regarding implementation of the bill.
STATUS:
02/23/2015 To ASSEMBLY Committee on NATURAL RESOURCES.
Priority: High

CA AB 351 **AUTHOR:** Jones-Sawyer [D]
TITLE: Public Contracts: Small Business Participation
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/17/2015
DISPOSITION: Pending
COMMITTEE: Assembly Jobs, Economic Development, and The Economy Committee
HEARING: 04/21/2015 9:00 am
SUMMARY:
Requires all state agencies, departments, boards, and commissions to establish and achieve an annual goal of small business participation in state procurements and contracts, to ensure that the state's procurement and contract processes are administered in order to meet or exceed the goal, and to report to the Director of General Services statistics regarding small business participation in the agency's procurements and contracts. Requires a plan for agencies not meeting related goals.
STATUS:
03/02/2015 To ASSEMBLY Committees on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY and ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.
Priority: High

ATTACHMENT A

CA AB 360	AUTHOR: Melendez [R] TITLE: Ontario International Airport FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/17/2015 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: States the intent of the Legislature to enact legislation that would establish the Ontario International Airport Authority and require the transfer of management and operational control of the Ontario International Airport from the City of Los Angeles to the authority. STATUS: 02/17/2015 INTRODUCED. Priority: High
CA AB 368	AUTHOR: Steinorth [R] TITLE: Community Redevelopment FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/17/2015 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Makes nonsubstantive changes to existing law relating to redevelopment agencies that provides for specified payments with respect to development project areas. STATUS: 02/17/2015 INTRODUCED. Priority: High
CA AB 393	AUTHOR: Hernandez R [D] TITLE: Veteran Resource Centers Grant Program FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/18/2015 LAST AMEND: 03/23/2015 DISPOSITION: Pending LOCATION: Assembly Higher Education Committee SUMMARY: Establishes the Veteran Resource Centers Grant Program and related grant fund. Authorizes the governing board of a community college district and campus at which a veterans resource center has been or is intended to be establishes to jointly apply for a grant for providing resources to veterans and active duty members of the Armed Forces enrolled at the campus. Requires the Board of Governors of the California Community Colleges to submit a related report to the Legislature on the program's progress. STATUS: 03/23/2015 From ASSEMBLY Committee on HIGHER EDUCATION with author's amendments.

ATTACHMENT A

03/23/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on HIGHER EDUCATION.
Priority: High

CA AB 400 **AUTHOR:** Alejo [D]
TITLE: Department of Transportation: Changeable Message Signs
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/19/2015
DISPOSITION: Pending
LOCATION: Assembly Second Reading File
SUMMARY:
 Requires the Department of Transportation to update its internal policies to allow displays of safety, transportation-related and voting-relating messages on changeable message signs.
STATUS:
 03/23/2015 From ASSEMBLY Committee on TRANSPORTATION: Do pass as amended to Committee on APPROPRIATIONS. (13-2)
Priority: High

CA AB 402 **AUTHOR:** Dodd [D]
TITLE: Local Agency Services: Contracts
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/19/2015
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:
 Allows a local agency formation commission to authorize a city or district to provide new or extended services outside its jurisdictional boundaries to support existing or planned uses involving public or private properties, subject to approval at a publicly noticed hearing where the commission makes specified determinations. Authorizes the commission to delegate to its executive officer review and approval of requests to provide new or extended services outside a city or district's boundary.
STATUS:
 03/02/2015 To ASSEMBLY Committee on LOCAL GOVERNMENT.
Priority: High

CA AB 422 **AUTHOR:** McCarty [D]
TITLE: Sacramento Regional Transit District: Line of Credit
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/19/2015
LAST AMEND: 03/17/2015
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:
 Authorizes the Sacramento Regional Transit District to seek and receive a short-term revolving line of credit for operating purposes in anticipation of receipt of operating grants,

ATTACHMENT A

with the extension of credit to the district evidenced by a note, in addition to and as an alternative to temporary borrowing. Authorizes the district to pledge anticipated grants and other available funds as security for repayment of the note and prescribes other terms.

STATUS:

03/23/2015

From ASSEMBLY Committee on TRANSPORTATION: Do pass to Committee on LOCAL GOVERNMENT. (13-3)

Priority:

High

CA AB 450

AUTHOR: McCarty [D]**TITLE:** Greenhouse Gas: Energy Efficiency: Financing.**FISCAL** no**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/23/2015**DISPOSITION:** Pending**LOCATION:** Assembly Natural Resources Committee**SUMMARY:**

Amends an existing law which authorizes a public agency to issue revenue bonds that are secured by a voluntary contractual assessment agreed to between the public agency and a property owner to finance the installation of distributed generation renewable energy sources or energy or water efficiency improvements that are permanently affixed on the owner's real property. Authorizes the use of the moneys in the Greenhouse Gas Reduction Fund to provide funding for the implementation of the PACE Reserve Program.

STATUS:

03/05/2015

To ASSEMBLY Committee on NATURAL RESOURCES.

Priority:

High

CA AB 455

AUTHOR: Bigelow [R]**TITLE:** Groundwater Sustainability Plans**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/23/2015**DISPOSITION:** Pending**LOCATION:** Assembly Water, Parks and Wildlife Committee**SUMMARY:**

Amends the California Environmental Quality Act. Requires the Judicial Council to adopt a rule of court to establish procedures applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification of an environmental impact report for certain projects covered by a groundwater sustainability plan. Prohibits the court from staying or enjoying the construction or operation of the project unless the court makes a certain finding.

STATUS:

03/05/2015

To ASSEMBLY Committees on WATER, PARKS AND WILDLIFE and NATURAL RESOURCES.

Priority:

High

CA AB 464

AUTHOR: Mullin [D]**TITLE:** Transactions and Use taxes: Maximum Combined Rate**FISCAL** no**COMMITTEE:****URGENCY** no

ATTACHMENT A

CLAUSE:
INTRODUCED: 02/23/2015
DISPOSITION: Pending
COMMITTEE: Assembly Revenue and Taxation Committee
HEARING: 04/13/2015 1:30 pm
SUMMARY:

Amends existing law that authorizes cities and counties to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in the county to not exceed a specified percentage. Increases the maximum combined rate.

STATUS:
03/05/2015 To ASSEMBLY Committee on REVENUE AND TAXATION.
Priority: High

CA AB 516

AUTHOR: Mullin [D]
TITLE: Vehicles: Temporary License Plates
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/23/2015
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Requires the Department of Motor Vehicles to develop a temporary license plate system to enable vehicle dealers and lessor retailers to provide temporary license plates. Requires a vehicle dealer or lessor-retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate.

STATUS:
03/05/2015 To ASSEMBLY Committee on TRANSPORTATION.
Priority: High

CA AB 620

AUTHOR: Hernandez R [D]
TITLE: High-Occupancy Toll Lanes: Exemptions from Tolls
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/24/2015
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Relates to high-occupancy toll lanes. Requires the Los Angeles county Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income. Requires provision of hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirement for specified assistance programs.

STATUS:
03/09/2015 To ASSEMBLY Committee on TRANSPORTATION.
Priority: High

ATTACHMENT A

CA AB 644	AUTHOR: Wood [D] TITLE: Land Use: General Plan: Safety Element FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/24/2015 DISPOSITION: Pending COMMITTEE: Assembly Local Government Committee HEARING: 04/08/2015 1:30 pm SUMMARY: Relates to the Subdivision Map Act. Exempts from requirements specified findings before approving a tentative map or a parcel map for which a tentative map was not required, that would subdivide land identified in the open space element of the general plan for the management of resources, as defined. Applies the exemption to subdivision of land that is consistent with open space purpose. STATUS: 03/09/2015 To ASSEMBLY Committee on LOCAL GOVERNMENT. Priority: High
CA AB 645	AUTHOR: Williams [D] TITLE: California Renewables Portfolio Standard FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/24/2015 DISPOSITION: Pending LOCATION: Assembly Utilities and Commerce Committee SUMMARY: Expresses the intent of the Legislature for the purposes of the Renewables Portfolio Standard program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by a specified date. Requires the Public Utilities Commission to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified periods. STATUS: 03/09/2015 To ASSEMBLY Committees on UTILITIES AND COMMERCE and NATURAL RESOURCES. Priority: High
CA AB 654	AUTHOR: Brown [D] TITLE: Community Redevelopment FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/24/2015 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Relates to community redevelopment. States the intent of the Legislature that the use of residual revenues, derived from an additional property tax rate approved by the voters of a city, county, city and county, or special district to make payments in support of capital

ATTACHMENT A

projects and programs related to the State Water Project, be consistent with the use of those revenues approved by the voters of the relevant jurisdiction.

STATUS:

02/24/2015 INTRODUCED.

Priority: High

CA AB 678 **AUTHOR:** O'Donnell [D]
TITLE: Greenhouse Gases: Energy Efficient Ports Program
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/25/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:
 Requires the State Air Resources to develop and implement the Energy Efficient Ports program to fund energy efficiency upgrades and investments at public ports.
STATUS:
 03/09/2015 To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATION.
Priority: High

CA AB 692 **AUTHOR:** Quirk [D]
TITLE: Low-carbon Transportation Fuels
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/25/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:
 Amends the Global Warming Solutions Act of 2006. Requires the Department of Transportation, the Department of General Services, and any other state agency that is a buyer of transportation fuels to each procure an unspecified percentage of the total amount of fuel purchased from very low carbon transportation fuel sources. Requires the percentage to be increased each year thereafter. Provides a definition of such fuel for these purposes.
STATUS:
 03/09/2015 To ASSEMBLY Committees on NATURAL RESOURCES and ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.
Priority: High

CA AB 712 **AUTHOR:** Mullin [D]
TITLE: Redevelopment: Successor Agencies: Payment Schedule
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/25/2015
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:
 Amends existing law that governs redevelopment successor agencies. Revises the timeline

ATTACHMENT A

for the preparation of the required Recognized Obligation Payment Schedule. Provides that the successor agency prepare a schedule for a 12-month fiscal period, with the first of these periods beginning on a specified date. Authorizes the Recognized Obligation Payment Schedule to be amended by the oversight board during a 12-month fiscal period under a specified condition.

STATUS:

03/12/2015 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.

Priority: High

CA AB 720	AUTHOR: Cooley [D] TITLE: Global Warming Solutions Act of 2006 FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/25/2015 DISPOSITION: Pending LOCATION: Assembly Natural Resources Committee SUMMARY: Amends the Global Warming Solutions Act of 2006. Requires the State Air Resources Board for any market-based compliance mechanism that the Board might adopt, to allow participating entities to freely sell or transfer greenhouse gas emissions allowances held in a holding account or compliance account, except for allowances that have been expressly retired to meet a compliance obligation. Requires the Board to set a price cap on any allowances offered for purchase through the Board. STATUS: 03/12/2015 To ASSEMBLY Committee on NATURAL RESOURCES. Priority: High
CA AB 754	AUTHOR: Ridley-Thomas S [D] TITLE: Taxation FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/25/2015 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Declares the intent of the Legislature to subsequently amend this bill to include provisions that would provide tax relief to small businesses conducting business in Los Angeles County during the period of disruption caused by specified transit-related construction activities, conducted by the county Metropolitan Transportation Authority, and resulting in decreased business revenue. STATUS: 02/25/2015 INTRODUCED. Priority: High
CA AB 797	AUTHOR: Steinorth [R] TITLE: Regulations: Effective Dates: Legislative Review FISCAL yes COMMITTEE: URGENCY no

ATTACHMENT A

CLAUSE:**INTRODUCED:** 02/26/2015**DISPOSITION:** Pending**LOCATION:** Assembly Accountability and Administrative Review Committee**SUMMARY:**

Relates to the Administrative Procedure Act and the Office of Administrative Law. Requires the office to submit to each Legislative house, a copy of each major regulation it submits to the Secretary of State. Eliminates the quarterly schedule pursuant to which regulations and orders of repeal become effective, as well as provisions addressing the effective date of regulations by the Fish and Game Commission.

STATUS:

03/12/2015 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.

Priority: High

CA AB 806

AUTHOR: Dodd [D]**TITLE:** Redevelopment: Successor Agencies**FISCAL:** yes**COMMITTEE:****URGENCY:** no**CLAUSE:****INTRODUCED:** 02/26/2015**DISPOSITION:** Pending**LOCATION:** Assembly Local Government Committee**SUMMARY:**

Authorizes a successor agency, if the successor agency has received a finding of completion, to enter into, or amend existing, contracts and agreements, or otherwise administer projects in connection with enforceable obligations, if the contract, agreement, or project will not commit new property tax funds or otherwise adversely affect the flow of specified tax revenues or payments to taxing agencies.

STATUS:

03/12/2015 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.

Priority: High

CA AB 857

AUTHOR: Perea [D]**TITLE:** Clean Truck: Bus and Off-Road Vehicle**FISCAL:** no**COMMITTEE:****URGENCY:** no**CLAUSE:****INTRODUCED:** 02/26/2015**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Makes technical nonsubstantive changes to provisions regarding the State Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, the Greenhouse Gas Reduction Fund, zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects including projects that benefit disadvantaged communities.

STATUS:

02/26/2015 INTRODUCED.

Priority: High

ATTACHMENT A

CA AB 868	AUTHOR: Obernolte [R] TITLE: Public Employees' Retirement System FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/26/2015 DISPOSITION: Pending LOCATION: Assembly Public Employees, Retirement and Social Security Committee SUMMARY: Relates to contracting agencies and transfer of membership with the Public Employees' Retirement System. Expands the application of the provisions to the County of San Bernardino. STATUS: 03/16/2015 To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY. Priority: High
CA AB 869	AUTHOR: Cooper [D] TITLE: Public Transportation Agencies: Fare Evasion FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/26/2015 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Relates to prohibited conduct on public transit. Provides that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to criminal penalties. Requires the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the penalty is not paid or dismissed. STATUS: 03/16/2015 To ASSEMBLY Committee on TRANSPORTATION. Priority: High
CA AB 904	AUTHOR: Perea [D] TITLE: Air Quality Improvement: Vehicle Rebate Project FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/26/2015 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Relates to the Clean Vehicle Rebate Project. Requires the state board to establish the Clean Reused Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to provide rebates for the purchase of eligible used vehicles. STATUS: 03/16/2015 To ASSEMBLY Committee on TRANSPORTATION.

ATTACHMENT A

Priority: High

CA AB 914

AUTHOR: Brown [D]
TITLE: Toll Facilities: County of San Bernardino
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Authorizes the San Bernardino County Transportation Commission to construct and operate certain transportation facilities on State Highway Route 10 and 15, as toll facilities in the County of San Bernardino and, with the agreement of affected transportation agencies, in the Counties of Los Angeles and Riverside. Requires the toll revenues to be spent for specified transportation purposes. Authorizes the commission to issue revenue bonds payable from toll revenues.

STATUS:

03/16/2015 To ASSEMBLY Committee on TRANSPORTATION.

Priority: High

CA AB 945

AUTHOR: Ting [D]
TITLE: Sales and Use Taxes: Exemption: Low-Emission Vehicles
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
LOCATION: Assembly Revenue and Taxation Committee
SUMMARY:

Provides either a partial exemption or a partial exclusion from sales and use tax laws with respect to the sale of specified low-emission vehicles.

STATUS:

03/16/2015 To ASSEMBLY Committee on REVENUE AND TAXATION.

Priority: High

CA AB 948

AUTHOR: Patterson [R]
TITLE: Local Government: Community Service Districts
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Makes a nonsubstantive change to the Community Services District Law that authorizes specified community services districts to enforce covenants, conditions, and restrictions within that district.

STATUS:

02/26/2015 INTRODUCED.

Priority: High

ATTACHMENT A

CA AB 956	<p>AUTHOR: Mathis [R]</p> <p>TITLE: California Environmental Quality Act: Noncompliance</p> <p>FISCAL no</p> <p>COMMITTEE:</p> <p>URGENCY no</p> <p>CLAUSE:</p> <p>INTRODUCED: 02/26/2015</p> <p>DISPOSITION: Pending</p> <p>LOCATION: ASSEMBLY</p> <p>SUMMARY: Relates to the California Environmental Quality Act. Requires an action or proceeding alleging noncompliance with its requirements to be based on grounds that were presented to the public agency, orally or in writing, by any person and requires the person maintaining the action or proceeding to have objected to the approval of the project, orally or in writing, during the public comment period.</p> <p>STATUS: 02/26/2015 INTRODUCED.</p> <p>Priority: High</p>
CA AB 1009	<p>AUTHOR: Garcia [D]</p> <p>TITLE: Local Government: Redevelopment: Revenues</p> <p>FISCAL yes</p> <p>COMMITTEE:</p> <p>URGENCY yes</p> <p>CLAUSE:</p> <p>INTRODUCED: 02/26/2015</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Local Government Committee</p> <p>SUMMARY: Authorizes a city or county that levies a property tax rate to make payments in support of pension programs and levied in addition to the general property tax rate, to make a request to an oversight board to prohibit revenues derived from that property tax rate from being deposited into a Redevelopment Property Tax Fund. Provides the circumstances for denial of such request. Requires the county-auditor to allocate funds from the Fund to a city or county that levied the property tax.</p> <p>STATUS: 03/19/2015 To ASSEMBLY Committee on LOCAL GOVERNMENT.</p> <p>Priority: High</p>
CA AB 1015	<p>AUTHOR: Bloom [D]</p> <p>TITLE: Parking: Car Share Vehicles</p> <p>FISCAL no</p> <p>COMMITTEE:</p> <p>URGENCY no</p> <p>CLAUSE:</p> <p>INTRODUCED: 02/26/2015</p> <p>DISPOSITION: Pending</p> <p>LOCATION: Assembly Transportation Committee</p> <p>SUMMARY: Authorizes a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program. Authorizes the local ordinance or resolution to include a mechanism for the payment of fees to the local authority.</p>

ATTACHMENT A

STATUS:
03/19/2015 To ASSEMBLY Committee on TRANSPORTATION.
Priority: High

CA AB 1030 **AUTHOR:** Ridley-Thomas S [D]
TITLE: Global Warming Solutions Act of 2006: Greenhouse Gas
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:
Amends existing law that relates to the Greenhouse Gas Reduction Fund. Requires a State agency that allocates moneys from the fund to prioritize projects that include project labor agreements with targeted hire goals, community workforce agreements, or partnerships with the training entities that have a proven track record of placing disadvantaged workers in career-track jobs.

STATUS:
03/19/2015 To ASSEMBLY Committee on NATURAL RESOURCES.
Priority: High

CA AB 1033 **AUTHOR:** Garcia E [D]
TITLE: Infrastructure Financing
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
LOCATION: Assembly Jobs, Economic Development, and The Economy Committee

SUMMARY:
Amends the Bergeson-Peace Infrastructure and Economic Development Bank Act, which establishes the California Infrastructure and Economic Development Bank, and authorizes the issuance of bonds. Revises the definition of economic development facilities to include facilities that are used to provide goods movement. Revises the definition of port facilities to reference airports, landports, waterports and railports.

STATUS:
03/19/2015 To ASSEMBLY Committees on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY and TRANSPORTATION.
Priority: High

CA AB 1068 **AUTHOR:** Allen T [R]
TITLE: California Environmental Quality Act: Priority Projects
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee

ATTACHMENT A

SUMMARY:

Authorizes each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. Requires the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. Requires an environmental impact report for each project. Authorizes tiering from previously prepared reports. Relates to court stays of projects.

STATUS:

03/19/2015 To ASSEMBLY Committees on NATURAL RESOURCES and JUDICIARY.

Priority: High

CA AB 1079

AUTHOR: Obernolte [R]

TITLE: Successor Agencies: Due Diligence Review

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/27/2015

DISPOSITION: Pending

LOCATION: Assembly Local Government Committee

SUMMARY:

Relates to finding of completion. Amends an existing which provides for the designation of successor agencies to wind down the affairs of dissolved redevelopment agencies and which requires a successor agency to employ a licensed accountant to conduct a certain due diligence review. Provides that the requirements of a due diligence review have been satisfied if specified conditions with respect to a transfer of assets are met.

STATUS:

03/19/2015 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.

Priority: High

CA AB 1080

AUTHOR: Obernolte [R]

TITLE: Redevelopment: Enforceable Obligations

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/27/2015

DISPOSITION: Pending

LOCATION: Assembly Local Government Committee

SUMMARY:

Relates to military base reuse. Authorizes the Department of Finance to find that an agreement between a former redevelopment agency and a joint powers authority that was created to exercise the powers provided by the Military Base Reuse Authority Act is an enforceable obligation.

STATUS:

03/19/2015 To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.

Priority: High

ATTACHMENT A

CA AB 1087	AUTHOR: Grove [R] TITLE: Greenhouse Gas Reduction Fund: High-Speed Rail FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/27/2015 DISPOSITION: Pending LOCATION: Assembly Natural Resources Committee SUMMARY: Provides that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and phase I blended system, as described in the Authority's 2012 business plan, of the high speed train system that shall be constructed. STATUS: 03/19/2015 To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATION. Priority: High
CA AB 1138	AUTHOR: Patterson [R] TITLE: High-Speed Rail: Eminent Domain FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/27/2015 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Prohibits the High-Speed Rail Authority or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the source of all funds to be invested in the corridor or usable segment and the anticipated time of receipt of those funds. STATUS: 03/19/2015 To ASSEMBLY Committees on TRANSPORTATION and JUDICIARY. Priority: High
CA AB 1153	AUTHOR: Calderon I [D] TITLE: Local Control and Accountability plans FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/27/2015 DISPOSITION: Pending LOCATION: Assembly Education Committee SUMMARY: Requires school districts, county superintendents of schools, and the Superintendent of Public Instruction to post evaluation rubric data on their respective Internet Web sites. Requires the Superintendent to post the evaluation rubrics adopted by the State Board of Education to its Internet Web site. STATUS:

ATTACHMENT A

03/19/2015 To ASSEMBLY Committee on EDUCATION.
Priority: High

CA AB 1171 **AUTHOR:** Linder [R]
TITLE: Construction Manager: General Contractor Method
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
 Authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an approved expenditure plan. Requires specified information provided to a regional transportation agency to be verified under oath.

STATUS:
 03/23/2015 To ASSEMBLY Committee on TRANSPORTATION.
Priority: High

CA AB 1176 **AUTHOR:** Perea [D]
TITLE: Vehicular Air Pollution
FISCAL yes
COMMITTEE:
URGENCY yes
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
 Establishes the Advanced Low-Carbon Diesel Fuels Access program for the purpose of reducing greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. Provides requirements for funding of the program.

STATUS:
 03/23/2015 To ASSEMBLY Committee on TRANSPORTATION.
Priority: High

CA AB 1179 **AUTHOR:** Rendon [D]
TITLE: Global Warming Solutions Act of 2006
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:

Amends the California Global Warming Solutions Act of 2006 which requires a plan to allocate a specified percentage of available Greenhouse Gas Reduction Fund moneys to

ATTACHMENT A

projects that benefit disadvantaged communities. Requires the State Air Resources Board to prepare, and post on its Internet Web site, a specified report on the projects funded to benefit disadvantaged communities.

STATUS:

03/23/2015 To ASSEMBLY Committee on NATURAL RESOURCES.

Priority: High

CA AB 1202	AUTHOR:	Mayes [R]
	TITLE:	Fire Prevention Fee: Fee Reduction
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/27/2015
	DISPOSITION:	Pending
	LOCATION:	Assembly Natural Resources Committee
	SUMMARY:	Relates to the State Board of Forestry and Fire Protection. Requires the board to reduce the amount of the fee to be charged on a habitable structure by an amount equal to the amount paid by the owner of the structure to a local fire district for fire prevention services during the year for which the fee is due, if the owner of the structure provides the board with written documentation of the amount paid to the local fire district for those services.
	STATUS:	
	03/23/2015	To ASSEMBLY Committee on NATURAL RESOURCES.
	Priority:	High
CA AB 1208	AUTHOR:	Frazier [D]
	TITLE:	Contractors' State License Law
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/27/2015
	DISPOSITION:	Pending
	LOCATION:	ASSEMBLY
	SUMMARY:	Makes nonsubstantive changes to law that provides for the classification of a specialty contractor and defines a "specialty contractor" as a contractor whose operations involve the performance of construction work requiring special skill and whose principal contracting business involves the use of specialized building trades or crafts, as provided.
	STATUS:	
	02/27/2015	INTRODUCED.
	Priority:	High
CA AB 1218	AUTHOR:	Weber [D]
	TITLE:	Public Contracts: Disabled Veteran Business Enterprise
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/27/2015
	DISPOSITION:	Pending
	LOCATION:	Assembly Jobs, Economic Development, and The Economy Committee

ATTACHMENT A

SUMMARY:

Requires a greater participation incentive by a state agency, department, officer, or other state governmental agency be provided to a prime contractor who owns a disabled veteran business enterprise. Requires the Department of Veterans Affairs to maintain additional information relating to its promotion efforts. Provides the records maintenance period for information provided by contractors of veteran business subcontractors used. Requires maintenance of advocate attendance at promotional efforts.

STATUS:

03/23/2015 To ASSEMBLY Committees on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY and ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.

Priority:

High

CA AB 1222

AUTHOR: Bloom [D]

TITLE: Tow Trucks

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/27/2015

DISPOSITION: Pending

LOCATION: Assembly Transportation Committee

SUMMARY:

Applies provisions that makes it a misdemeanor for the owner or operator of a tow truck to move any vehicle from a highway, street, or public property without the express authorization of the owner or operator of the vehicle or a law enforcement officer.

STATUS:

03/23/2015 To ASSEMBLY Committee on TRANSPORTATION.

Priority:

High

CA AB 1226

AUTHOR: Chavez [R]

TITLE: School Accountability: Local Control: Priorities

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/27/2015

DISPOSITION: Pending

LOCATION: Assembly Education Committee

SUMMARY:

Amends existing law that requires a local control and accountability plan to include a description of the annual goals to be achieved for each State priority for all pupils and certain subgroups of pupils. Adds to the enumerated State priorities the degree to which the certificated instructional personnel of the school district are offered opportunity for professional development and growth in effectiveness.

STATUS:

03/23/2015 To ASSEMBLY Committee on EDUCATION.

Priority:

High

CA AB 1236

AUTHOR: Chiu [D]

TITLE: Local Ordinances: Electric Vehicle Charging Stations

FISCAL yes

COMMITTEE:

URGENCY no

ATTACHMENT A

CLAUSE:**INTRODUCED:** 02/27/2015**DISPOSITION:** Pending**LOCATION:** Assembly Local Government Committee**SUMMARY:**

Relates to the Electric Vehicle Charging Stations Open Access Act. Requires a city or county to approve the installation of electric vehicle charging stations through the issuance of specified permits unless the proposed installation would have an adverse impact upon the public health or safety. Provides appeal of that decision. Creates an expedited and streamlined permitting process for electric vehicle charging stations.

STATUS:

03/23/2015 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.

Priority: High

CA AB 1242

AUTHOR: Gray [D]**TITLE:** Water Quality: Impacts on Groundwater Basins**FISCAL:** yes**COMMITTEE:****URGENCY:** no**CLAUSE:****INTRODUCED:** 02/27/2015**DISPOSITION:** Pending**LOCATION:** Assembly Water, Parks and Wildlife Committee**SUMMARY:**

Requires the State Water Resources Control Board to take into consideration any applicable groundwater sustainability plan or alternative in formulating state policy for water quality control and adopting or approving a water quality control plan that affects a groundwater basin. Requires the board to evaluate impacts on groundwater basins.

STATUS:

03/23/2015 To ASSEMBLY Committees on WATER, PARKS AND WILDLIFE and NATURAL RESOURCES.

Priority: High

CA AB 1250

AUTHOR: Bloom [D]**TITLE:** Vehicles: Buses: Gross Axle Weight**FISCAL:** no**COMMITTEE:****URGENCY:** no**CLAUSE:****INTRODUCED:** 02/27/2015**LAST AMEND:** 03/19/2015**DISPOSITION:** Pending**LOCATION:** Assembly Transportation Committee**SUMMARY:**

Amends existing law that exempts from the axle gross weight requirements of a bus, a transit bus procured through a solicitation process pursuant to which a solicitation was issued prior to a specified date. Provides for an extension the the specified date for solicitation.

STATUS:

03/19/2015 To ASSEMBLY Committee on TRANSPORTATION.

03/19/2015 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

03/19/2015 In ASSEMBLY. Read second time and amended. Re-referred to

ATTACHMENT A

Priority: Committee on TRANSPORTATION.
High

CA AB 1260 **AUTHOR:** Thurmond [D]
TITLE: Enhanced Infrastructure Financing Districts
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Makes nonsubstantive changes to provisions of existing law which authorizes the legislative body of a city or a county, defined to include a city and county, to establish an enhanced infrastructure financing district.
STATUS:
 02/27/2015 INTRODUCED.
Priority: High

CA AB 1265 **AUTHOR:** Perea [D]
TITLE: Transportation Projects: Comprehensive Development
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:
 Relates to existing law which authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive lease agreements as specified. Extends this authorization indefinitely.
STATUS:
 03/23/2015 To ASSEMBLY Committee on TRANSPORTATION.
Priority: High

CA AB 1286 **AUTHOR:** Mayes [R]
TITLE: Economic Growth Commission
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Jobs, Economic Development, and The Economy Committee
SUMMARY:
 Establishes the Economic Growth Commission, composed of 13 members appointed by the Governor, the Senate Committee on Rules, and the Speaker of the Assembly, as specified. Requires 4 of the 13 members of the commission to be Members of the Legislature who are to be considered a joint committee of the 2 houses of the Legislature constituted and acting as an investigating committee.
STATUS:

ATTACHMENT A

03/23/2015 To ASSEMBLY Committee on JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY.
Priority: High

CA AB 1288 **AUTHOR:** Atkins [D]
TITLE: Global Warming Solutions Act of 2006: Regulations
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:
 Authorizes the State Air Resources Board to include the use of market-based compliance mechanisms and to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified.
STATUS:
 03/23/2015 To ASSEMBLY Committee on NATURAL RESOURCES.
Priority: High

CA AB 1332 **AUTHOR:** Quirk [D]
TITLE: California Global Warming Solutions Act of 2006 Offsets
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:
 Requires, as part of a market-based compliance mechanism, the creation of an offset protocol for renewable energy projects that are able to ramp up or down during peak energy demands.
STATUS:
 03/23/2015 To ASSEMBLY Committee on NATURAL RESOURCES.
Priority: High

CA AB 1335 **AUTHOR:** Atkins [D]
TITLE: Building Homes and Jobs Act
FISCAL yes
COMMITTEE:
URGENCY yes
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Housing and Community Development Committee
SUMMARY:
 Enacts the Building Homes and Jobs Act. Makes legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. Imposes a fee, except provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded.

ATTACHMENT A

STATUS:
03/23/2015 To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.
Priority: High

CA AB 1345 **AUTHOR:** Dahle [R]
TITLE: California Global Warming Solutions Act of 2006
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:
Requires the State Air Resources Board, in consultation with the Department of Forestry and Fire Protection, no later than January 1, 2017, to estimate the annual greenhouse gas emissions associated with wildfires in California between the years 1990 and 2015, inclusive.
STATUS:
03/23/2015 To ASSEMBLY Committee on NATURAL RESOURCES.
Priority: High

CA AB 1347 **AUTHOR:** Chiu [D]
TITLE: Public Contracts Claims
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Accountability and Administrative Review Committee
SUMMARY:
Establishes for state and local public contracts entered into or on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. Defines a claim as a contractor's written demand or assertion, including a request for a modification, contract amendment, or change order, seeking an adjustment or interpretation of the terms of the contract documents, payment of money, extension of time.
STATUS:
03/23/2015 To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.
Priority: High

CA AB 1362 **AUTHOR:** Gordon [D]
TITLE: Local Government Assessments Fees and Charges
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:
Defines stormwater for purposes of the Proposition 218 Omnibus Implementation Act to

ATTACHMENT A

mean any system of public improvements or service intended to provide for the quality, conservation, control, or conveyance of waters that land on or drain across the natural or man-made landscape.

STATUS:

03/23/2015 To ASSEMBLY Committee on LOCAL GOVERNMENT.

Priority: High

CA AB 1364	<p>AUTHOR: Linder [R] TITLE: California Transportation Commission FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/27/2015 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Excludes the California Transportation Commission from the Transportation Agency and establishes it as an entity in the state government. STATUS: 03/23/2015 To ASSEMBLY Committee on TRANSPORTATION. Priority: High</p>
CA AB 1377	<p>AUTHOR: Thurmond [D] TITLE: Solid Waste: Recycling: Diversion: Green Material FISCAL: no COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/27/2015 DISPOSITION: Pending LOCATION: Assembly Natural Resources Committee SUMMARY: Amends existing law which requires each city, county, and regional agency, to develop a source reduction and recycling element of an integrated waste management plan. Deletes obsolete provisions relating to the adoption of regulations. STATUS: 03/23/2015 To ASSEMBLY Committee on NATURAL RESOURCES. Priority: High</p>
CA AB 1398	<p>AUTHOR: Wilk [R] TITLE: Environmental Quality: Sustainable Environmental FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/27/2015 DISPOSITION: Pending LOCATION: Assembly Natural Resources Committee SUMMARY: Relates to the California Environmental Quality Act, which requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, and environmental impact report (EIR). Enacts the Sustainable Environmental Protection Act. Specifies the environmental review for projects related to specified environmental topical</p>

ATTACHMENT A

areas. Prohibits a cause of action that alleges noncompliance based on any topical area or criteria.

STATUS:

03/23/2015

To ASSEMBLY Committee on NATURAL RESOURCES.

Priority:

High

CA AB 1412 **AUTHOR:** Perea [D]
TITLE: Redevelopment: Successor Agencies
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Provides that upon application by the successor agency and approval by the oversight board, loan agreements entered into between the redevelopment agency and the city, county, or city and county that created the redevelopment agency, where the outstanding principal balance of the loan is a specified amount, are enforceable obligations if the oversight board finds that the loan was for legitimate redevelopment purposes.
STATUS:
 02/27/2015 INTRODUCED.
Priority: High

CA AB 1455 **AUTHOR:** Rodriguez [D]
TITLE: Ontario International Airport
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Authorizes the city of Ontario to issue revenue bonds, for the purpose of financing the acquisition of the Ontario International Airport from the City of Los Angeles, that are secured solely by the revenues and charges at the Ontario International Airport.
STATUS:
 02/27/2015 INTRODUCED.
Priority: High

CA AB 1459 **AUTHOR:** Kim [R]
TITLE: Toll Facilities: County of Orange
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Prohibits a toll facility to be implemented and constructed on a public highway within the boundaries of the County of Orange unless approved by a vote of the electorate in the

ATTACHMENT A

county.
STATUS:
 02/27/2015 INTRODUCED.
Priority: High

CA AB 1482 **AUTHOR:** Gordon [D]
TITLE: Strategic Growth Council: Duties
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Expands the duties of the Strategic Growth Council to include overseeing and coordinating state agency actions to adapt to climate change and identifying and pursuing opportunities for state agencies to collaborate with federal or local agencies in their climate adaptation efforts.
STATUS:
 02/27/2015 INTRODUCED.
Priority: High

CA AB 1486 **AUTHOR:** Obernolte [R]
TITLE: Vehicles: Toll Highways
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Makes technical, nonsubstantive changes to existing law that requires the Department of the California Highway Patrol to provide for the proper and adequate policing of all toll highways and all vehicular crossings to ensure enforcement of the Vehicle Code and of any other law relating to the use and operation of vehicles upon toll highways, highways or vehicular crossings.
STATUS:
 02/27/2015 INTRODUCED.
Priority: High

CA AB 1500 **AUTHOR:** Maienschein [R]
TITLE: Environmental Quality Act: Homeless Complex
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Exempts defined homeless complex projects from the requirements of the California Environmental Quality Act.

ATTACHMENT A

STATUS:
02/27/2015 INTRODUCED.
Priority: High

CA ACA 1 **AUTHOR:** Olsen [R]
TITLE: Legislative Procedure
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 12/01/2014
DISPOSITION: Pending
LOCATION: Assembly Budget Committee
SUMMARY:
Prohibits either house of the Legislature from passing a bill until the bill, in the form to be voted on, has been made available to the public, in print and published on the Internet, for at least 72 hours preceding the vote.
STATUS:
03/02/2015 To ASSEMBLY Committees on BUDGET, RULES AND APPROPRIATIONS.
Priority: High

CA ACA 4 **AUTHOR:** Frazier [D]
TITLE: Local Government Transportation Projects: Special Taxes
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Provides that the imposition, extension, or increase of a special tax for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.
STATUS:
02/27/2015 INTRODUCED.
Priority: High

CA SB 1 **AUTHOR:** Gaines T [R]
TITLE: Global Warming Solutions Act of 2006: Compliance
FISCAL: yes
COMMITTEE:
URGENCY: yes
CLAUSE:
INTRODUCED: 12/01/2014
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 04/15/2015 9:30 am
SUMMARY:
Amends the State Global Warming Solutions Act of 2006. Authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Exempts categories of persons or entities that did not have a compliance obligation under a market-based compliance mechanism from being subject to that market-based compliance

ATTACHMENT A

mechanism. Requires all participating categories of persons or entities to have a compliance obligation beginning on a specified date.

STATUS:

01/15/2015

To SENATE Committee on ENVIRONMENTAL QUALITY.

Priority:

High

CA SB 5

AUTHOR:

Vidak [R]

TITLE:

Global Warming Solutions Act of 2006: Compliance

FISCAL

yes

COMMITTEE:**URGENCY**

yes

CLAUSE:**INTRODUCED:**

12/01/2014

DISPOSITION:

Pending

COMMITTEE:

Senate Environmental Quality Committee

HEARING:

04/15/2015 9:30 am

SUMMARY:

Relates to the State Global Warming Solutions Act of 2006. Authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Exempts categories of persons or entities that did not have a compliance obligation under a market-based compliance mechanism from being subject to that market-based compliance mechanism through a specified date.

STATUS:

01/15/2015

To SENATE Committee on ENVIRONMENTAL QUALITY.

Priority:

High

CA SB 8

AUTHOR:

Hertzberg [D]

TITLE:

Taxation

FISCAL

no

COMMITTEE:**URGENCY**

no

CLAUSE:**INTRODUCED:**

12/01/2014

LAST AMEND:

02/10/2015

DISPOSITION:

Pending

LOCATION:

Senate Governance and Finance Committee

SUMMARY:

Expands the Sales and Use Tax Law to impose a tax on the gross receipts from the sale in the State or, or the receipt of the benefit in the State of services at a specified percentage rate.

STATUS:

02/19/2015

Re-referred to SENATE Committee on GOVERNANCE AND FINANCE.

Priority:

High

CA SB 9

AUTHOR:

Beall [D]

TITLE:

Greenhouse Gas Reduction Fund: Transit/Intercity Rail

FISCAL

yes

COMMITTEE:**URGENCY**

no

CLAUSE:**INTRODUCED:**

12/01/2014

LAST AMEND:

03/24/2015

DISPOSITION:

Pending

ATTACHMENT A

LOCATION: Senate Transportation and Housing Committee

SUMMARY:

Modifies the purpose of the Transit and Intercity Rail Capital Program. Provides for the funding of large, transformative capital improvements. Updates project selection criteria under the program to projects that reduce greenhouse emissions. Requires estimates of funding available under the program. Allows the issuance of a no prejudice letter to allow an applicant to utilize its own funds on a project subject to reimbursement from program funds for eligible expenditures.

STATUS:

03/24/2015 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

Priority: High

CA SB 13

AUTHOR: Pavley [D]

TITLE: Groundwater

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 12/01/2014

LAST AMEND: 02/24/2015

DISPOSITION: Pending

LOCATION: Senate Appropriations Committee

SUMMARY:

Authorizes the State Water Resource Control Board to designate a basin as a probationary basin and to develop an interim plan. Relates deficiency remedies by a local agency or groundwater sustainability agency. Relates to the designation of a basin as probationary. Relates to the determination criteria for establishing a groundwater sustainability plan. Eliminates provisions regarding the submission of intent by a local agency to be a groundwater sustainability agency and for related Internet posting.

STATUS:

03/24/2015 From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass to Committee on APPROPRIATIONS. (8-1)

Priority: High

CA SB 16

AUTHOR: Beall [D]

TITLE: Department of Transportation: Budgetary Cost-Savings

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 12/01/2014

LAST AMEND: 03/02/2015

DISPOSITION: Pending

LOCATION: Senate Rules Committee

SUMMARY:

Requires the Department of Transportation as part of its budget for the 2016-17 fiscal year, to prepare a plan to identify up to a specified amount of funding annually in cost savings from its budget, and to submit the plan to the appropriate committees of the Senate and the Assembly.

STATUS:

03/02/2015 From SENATE Committee on RULES with author's amendments.

03/02/2015 In SENATE. Read second time and amended. Re-referred to Committee on RULES.

ATTACHMENT A

Priority: High

CA SB 25

AUTHOR: Roth [D]
TITLE: Local Government Finance: Property Tax Revenue
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 12/01/2014
DISPOSITION: Pending
COMMITTEE: Senate Governance and Finance Committee
HEARING: 04/08/2015 9:30 am
SUMMARY:
 Amends an existing law which requires that each city, county and city and county receive certain additional property tax revenues in the form of a vehicle license fee adjustment amount and which requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. Modifies certain reduction and transfer provisions.
STATUS:
 01/15/2015 To SENATE Committee on GOVERNANCE AND FINANCE.
Priority: High

CA SB 32

AUTHOR: Pavley [D]
TITLE: Global Warning Solutions Act of 2006: Emissions Limit
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 12/01/2014
LAST AMEND: 03/16/2015
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:
 Requires the State Air Resources Board to approve a specified statewide greenhouse gas emission limit that is equivalent to a specified percentage below the 1990 level to be achieved by 2050. Authorizes the Board to adopt interim emissions level targets to be achieved by specified years.
STATUS:
 03/16/2015 From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.
 03/16/2015 In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.
Priority: High

CA SB 37

AUTHOR: Nielsen [R]
TITLE: Water: Floods
FISCAL yes
COMMITTEE:
URGENCY yes
CLAUSE:
INTRODUCED: 12/01/2014
LAST AMEND: 02/12/2015
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee

ATTACHMENT A

SUMMARY:

Authorizes the Department of Water Resources to provide reimbursement to funding recipients that executes a funding agreement under the Urban Flood Risk Reduction Projects Program for expenditures associated with continued funding of a project initiated under the Early Implementation Project.

STATUS:

03/24/2015 From SENATE Committee on NATURAL RESOURCES AND WATER: Do pass to Committee on APPROPRIATIONS. (9-0)

Priority: High

CA SB 39	AUTHOR:	Pavley [D]
	TITLE:	Vehicles: High-Occupancy Vehicle Lanes
	FISCAL	yes
	COMMITTEE:	
	URGENCY	yes
	CLAUSE:	
	INTRODUCED:	12/01/2014
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee
	SUMMARY:	Increases the number of vehicle identifiers that the DMV is authorized to issue for HOV lane usage to an unspecified amount.
	STATUS:	
	01/15/2015	To SENATE Committee on TRANSPORTATION AND HOUSING.
	Priority:	High
CA SB 40	AUTHOR:	Gaines T [R]
	TITLE:	Air Quality Improvement Program: Vehicle Rebates
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	12/01/2014
	DISPOSITION:	Pending
	COMMITTEE:	Senate Transportation and Housing Committee
	HEARING:	04/14/2015 1:30 pm
	SUMMARY:	Requires incentives for qualifying passenger vehicles under the Clean Vehicle Rebate Project of the Air Quality Improvement Program to be limited to passenger vehicles with a manufacturer's suggested retail price of a specified amount.
	STATUS:	
	01/15/2015	To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.
	Priority:	High
CA SB 64	AUTHOR:	Liu [D]
	TITLE:	State Transportation Plan
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/05/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee

ATTACHMENT A

SUMMARY:

Requires the State Transportation Commission to review recommendations in the update to the Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor.

STATUS:

01/15/2015 To SENATE Committee on TRANSPORTATION AND HOUSING.

Priority: High

CA SB 66

AUTHOR: Leyva [D]

TITLE: Career Technical Education Pathways Program

FISCAL: yes

COMMITTEE:

URGENCY: yes

CLAUSE:

INTRODUCED: 01/07/2015

DISPOSITION: Pending

LOCATION: Senate Education Committee

SUMMARY:

Extends the operation of the Career Technical Education Pathways Program, which requires the Chancellor of the California Community Colleges and the Superintendent of Public Instruction to assist economic and workforce regional development centers and consortia, community colleges, middle schools, high schools, and regional occupational centers and programs to improve linkages and career technical education pathways between high schools and community colleges.

STATUS:

01/15/2015 To SENATE Committee on EDUCATION.

Priority: High

CA SB 118

AUTHOR: Liu [D]

TITLE: School-Based Health and Education Partnership

FISCAL: yes

COMMITTEE:

URGENCY: no

CLAUSE:

INTRODUCED: 01/14/2015

DISPOSITION: Pending

COMMITTEE: Senate Health Committee

HEARING: 03/25/2015 1:30 pm

SUMMARY:

Renames the Public School health Center Support Program the School-Based Health and Education Partnership Program. Changes the amount of the sustainability grants that are available pursuant to the program. Makes those grants available on a one-time basis. Revises the purposes for which they may be used.

STATUS:

03/11/2015 From SENATE Committee on EDUCATION: Do pass to Committee on HEALTH. (8-0)

Priority: High

ATTACHMENT A

CA SB 122	AUTHOR:	Jackson [D]
	TITLE:	California Environmental Quality Act: Records
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/15/2015
	LAST AMEND:	03/12/2015
	DISPOSITION:	Pending
	COMMITTEE:	Senate Environmental Quality Committee
	HEARING:	04/15/2015 9:30 am
	SUMMARY:	Amends the California Environmental Quality Act. Requires the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, environmental impact report, or other environmental document for projects.
	STATUS:	
	03/12/2015	From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.
	03/12/2015	In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.
	Priority:	High
CA SB 127	AUTHOR:	Vidak [R]
	TITLE:	Water Quality, Supply, and Infrastructure Improvement
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/20/2015
	DISPOSITION:	Pending
	COMMITTEE:	Senate Environmental Quality Committee
	HEARING:	04/15/2015 9:30 am
	SUMMARY:	Relates to the Water Quality, Supply, and Infrastructure Improvement Act of 2014. Requires the public agency, in certifying the environmental impact report and in granting approvals for projects funded, in whole or in part, by Proposition 1, including the concurrent preparation of the record of proceedings and the certification of the record of proceeding within 5 days of the filing of a specified notice, to comply with specified procedures.
	STATUS:	
	02/05/2015	To SENATE Committees on ENVIRONMENTAL QUALITY and JUDICIARY.
	Priority:	High
CA SB 148	AUTHOR:	McGuire [D]
	TITLE:	Career Technical Education: Career and Job Skills
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/29/2015
	DISPOSITION:	Pending
	COMMITTEE:	Senate Education Committee

ATTACHMENT A

HEARING: 03/25/2015 9:00 am**SUMMARY:**

Establishes the Career and Job Skills Education Act. Authorizes the governing board of a school district that operates any state-approved career technical education sequence of courses to apply for a grant for the development and enhancement of high-quality career technical education programs. Requires the adoption of related policies and procedures that satisfy specified criteria. Establishes a related fund. Requires the distribution of grant awards through a specified annual application process.

STATUS:

02/19/2015 To SENATE Committee on EDUCATION.

Priority: High

CA SB 158

AUTHOR: Huff [R]**TITLE:** Transportation Projects: Comprehensive Agreements**FISCAL** no**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/03/2015**DISPOSITION:** Pending**LOCATION:** Senate Rules Committee**SUMMARY:**

Deletes obsolete cross-references and makes technical changes to existing law that authorizes the Department of Transportation or a regional agency to enter into a comprehensive development lease with a public or private entity for a transportation project.

STATUS:

02/19/2015 To SENATE Committee on RULES.

Priority: High

CA SB 166

AUTHOR: Gaines T [R]**TITLE:** California Environmental Quality Act**FISCAL** no**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/05/2015**DISPOSITION:** Pending**LOCATION:** Senate Rules Committee**SUMMARY:**

Makes technical nonsubstantive changes to the California Environmental Quality Act that requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect.

STATUS:

02/19/2015 To SENATE Committee on RULES.

Priority: High

CA SB 198

AUTHOR: Morrell [R]**TITLE:** State Responsibility Areas: Fire Prevention Fees**FISCAL** yes**COMMITTEE:****URGENCY** no

ATTACHMENT A

CLAUSE:
INTRODUCED: 02/10/2015
DISPOSITION: Pending
LOCATION: Senate Natural Resources and Water Committee
SUMMARY:

Repeals provisions of existing law that requires the State Board of Forestry and Fire Protection to adopt regulations to establish a fire prevention fee to be charged on each structure on a parcel that is within a state responsibility area. Requires that the fire prevention fee be adjusted annually using prescribed methods.

STATUS:
03/24/2015 In SENATE Committee on NATURAL RESOURCES AND WATER: Failed passage.
03/24/2015 In SENATE Committee on NATURAL RESOURCES AND WATER: Reconsideration granted.
Priority: High

CA SB 207	AUTHOR: Wieckowski [D] TITLE: Greenhouse Gas Reduction Fund: Investment Plan FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/11/2015 LAST AMEND: 03/24/2015 DISPOSITION: Pending COMMITTEE: Senate Environmental Quality Committee HEARING: 04/15/2015 9:30 am SUMMARY: Requires the California Global Warming Solutions Act of 2006 investment plan to identify conflicting or overlapping policies in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector. STATUS: 03/24/2015 From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments. 03/24/2015 In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY. Priority: High
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CA SB 226	AUTHOR: Pavley [D] TITLE: Sustainable Groundwater Management Act FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/13/2015 DISPOSITION: Pending LOCATION: Senate Natural Resources and Water Committee SUMMARY: Provides that it establishes a timely method for determining rights to groundwater in furtherance of the objectives of the Sustainable Groundwater Management Act. Requires the process to be available to any court of competent jurisdiction. STATUS: 02/26/2015 To SENATE Committees on NATURAL RESOURCES AND WATER and JUDICIARY.
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ATTACHMENT A

Priority: High

CA SB 228 **AUTHOR:** Cannella [R]
TITLE: Groundwater Storage: Beneficial Use
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/13/2015
DISPOSITION: Pending
COMMITTEE: Senate Natural Resources and Water Committee
HEARING: 04/14/2015 9:30 am
SUMMARY:
 Declares that the recharging of a groundwater basin by a local groundwater management agency or a local groundwater sustainability agency for the purposes of repelling saline intrusion and recovering basin groundwater levels constitutes a beneficial use of water if the recharge is consistent with the local agency's groundwater management plan or groundwater sustainability plan.
STATUS:
 02/26/2015 To SENATE Committee on NATURAL RESOURCES AND WATER.
Priority: High

CA SB 229 **AUTHOR:** Roth [D]
TITLE: Courts: Judgeships
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/13/2015
LAST AMEND: 03/23/2015
DISPOSITION: Pending
LOCATION: Senate Judiciary Committee
SUMMARY:
 Increases the number of judges in the division of the 4th Appellate District of the Court of Appeal located in the San Bernardino/Riverside area to a specified number of judges. Appropriates a specified amount of funds to the judicial branch for the purpose of funding the cost of new appellate court justices and accompanying staff. Appropriates a specified amount of funds to the Judicial Branch for the purpose of funding the cost of a specified number of judges in superior courts and staff.
STATUS:
 03/23/2015 From SENATE Committee on JUDICIARY with author's amendments.
 03/23/2015 In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.
Priority: High

CA SB 246 **AUTHOR:** Wieckowski [D]
TITLE: Climate Action Team
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2015

ATTACHMENT A

DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 04/15/2015 9:30 am
SUMMARY:

Creates the Climate Action Team that would be responsible for coordinating the state's climate policy to achieve the state's climate change goals, identifying specified unavoidable climate change impacts, developing and implementing specified mitigation and adaptation plans, and identifying and disseminating information to local governments and regional bodies.

STATUS:
02/26/2015 To SENATE Committee on ENVIRONMENTAL QUALITY.
Priority: High

CA SB 250	<p>AUTHOR: Gaines T [R] TITLE: State Responsibility Areas: Fire Prevention Fees FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/18/2015 DISPOSITION: Pending COMMITTEE: Senate Governance and Finance Committee HEARING: 04/08/2015 9:30 am SUMMARY: Extends the time when the fire prevention fee is due and payable from the date of assessment by the State Board of Equalization and authorizes the petition for redetermination to be filed within a specified number of days after service of the notice of determination. STATUS: 02/26/2015 To SENATE Committee on GOVERNANCE AND FINANCE. Priority: High</p>
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CA SB 254	<p>AUTHOR: Leyva [D] TITLE: Transit Districts: Ordinances FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/18/2015 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Authorizes the Southern California Rapid Transit District to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. Requires the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. STATUS: 02/26/2015 To SENATE Committee on TRANSPORTATION AND HOUSING. Priority: High</p>
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ATTACHMENT A

CA SB 263	AUTHOR:	Gaines T [R]
	TITLE:	Fire Prevention: State Responsibility Areas
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/18/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Rules Committee
	SUMMARY:	Makes nonsubstantive changes to existing law that makes certain findings and declarations regarding fire protection of the public trust resources on lands in state responsibility areas, including that the costs of fire prevention activities aimed at reducing the effects of structures in state responsibility areas should be borne by the owners of the structures.
	STATUS:	
	02/26/2015	To SENATE Committee on RULES.
	Priority:	High
CA SB 265	AUTHOR:	Gaines T [R]
	TITLE:	Fire Prevention Fee.
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/18/2015
	LAST AMEND:	03/24/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Rules Committee
	SUMMARY:	Makes a nonsubstantive change to existing law that requires the State Board of Forestry and Fire Protection to adopt emergency regulations to establish a fire prevention fee to be charged on each habitable structure on a parcel that is within a state responsibility area. Authorizes the board to annually adjust the fire prevention fee using prescribed methods.
	STATUS:	
	03/24/2015	From SENATE Committee on RULES with author's amendments.
	03/24/2015	In SENATE. Read second time and amended. Re-referred to Committee on RULES.
	Priority:	High
CA SB 272	AUTHOR:	Hertzberg [D]
	TITLE:	State Public Records Act: Local Agencies: Inventory
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/19/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Governance and Finance Committee
	SUMMARY:	Requires each local agency, in implementing the State Public Records Act, to conduct an inventory of data gathered by the agency that discloses what data is maintained by the agency, by whom, and with what frequency it is collected. Requires the inventory to be available to the public.
	STATUS:	

ATTACHMENT A

03/05/2015 To SENATE Committees on GOVERNANCE AND FINANCE and JUDICIARY.
Priority: High

CA SB 274 **AUTHOR:** Morrell [R]
TITLE: Economic Development
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/19/2015
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:
States the intent of the Legislature to enact legislation that would promote job and business growth and encourage economic development.
STATUS:
03/05/2015 To SENATE Committee on RULES.
Priority: High

CA SB 309 **AUTHOR:** Morrell [R]
TITLE: County Employees Retirement: Contribution Rates
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/23/2015
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:
Makes technical nonsubstantive changes to the County Employees Retirement Law of 1937 (CERL) that authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county and district employees. Establishes the normal rates of contribution for members based on providing a specified average annuity.
STATUS:
03/05/2015 To SENATE Committee on RULES.
Priority: High

CA SB 321 **AUTHOR:** Beall [D]
TITLE: Motor Vehicle Fuel Taxes: Rates: Adjustments
FISCAL: yes
COMMITTEE:
URGENCY: yes
CLAUSE:
INTRODUCED: 02/23/2015
DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee
SUMMARY:
Relates to motor fuel tax rates. Requires the State Board of Equalization to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to a certain exemption over the next five fiscal years, based on estimates made by the board, and continue to take into account adjustments required by existing law to maintain revenue neutrality.
STATUS:

ATTACHMENT A

03/05/2015 To SENATE Committee on GOVERNANCE AND FINANCE.
Priority: High

CA SB 348 **AUTHOR:** Galgiani [D]
TITLE: California Environmental Quality Act: Railroad Crossing
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/24/2015
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 04/15/2015 9:30 am
SUMMARY:
Amends an existing law which grants to the Public Utilities Commission the authority to regulate railroad crossings and exempts from the California Environmental Quality Act the closure of a railroad grade crossing by order of the PUC. Extends a repeal date.
STATUS:
03/05/2015 To SENATE Committee on ENVIRONMENTAL QUALITY.
Priority: High

CA SB 379 **AUTHOR:** Jackson [D]
TITLE: Land Use: General Plan: Safety Element
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/24/2015
DISPOSITION: Pending
LOCATION: Senate Governmental Organization Committee
SUMMARY:
Requires the safety element to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county. Requires the update to include a set of goals, policies, and objectives based on the most current information available regarding climate change adaptation and resiliency.
STATUS:
03/05/2015 To SENATE Committees on GOVERNANCE AND FINANCE and ENVIRONMENTAL QUALITY.
Priority: High

CA SB 391 **AUTHOR:** Huff [R]
TITLE: Assault and Battery: Transit Employees
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/25/2015
DISPOSITION: Pending
LOCATION: Senate Public Safety Committee
SUMMARY:
Makes an assault committed against a transit employee punishable by imprisonment in a county jail as specified. Makes a battery committed against a transit employee punishable as specified.
STATUS:

ATTACHMENT A

03/05/2015 To SENATE Committee on PUBLIC SAFETY.
Priority: High

CA SB 397 **AUTHOR:** Fuller [R]
TITLE: Off-Highway Vehicles
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/25/2015
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:
States the intent of the Legislature to enact legislation relating to off-highway vehicles.
STATUS:
03/05/2015 To SENATE Committee on RULES.
Priority: High

CA SB 398 **AUTHOR:** Leyva [D]
TITLE: Green Assistance Program
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/25/2015
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 04/15/2015 9:30 am
SUMMARY:
Establishes the Green Assistance Program, to be administered by the Secretary for Environmental Protection, that, among other things, would provide technical assistance to small businesses and small cities in applying for an allocation of moneys from the Greenhouse Gas Reduction Fund and would provide assistance to small businesses and small cities in complying with all applicable state, federal, and local air quality laws.
STATUS:
03/05/2015 To SENATE Committee on ENVIRONMENTAL QUALITY.
Priority: High

CA SB 413 **AUTHOR:** Wieckowski [D]
TITLE: Public Transit: Prohibited Conduct
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/25/2015
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
Relates to certain acts on or in a facility or vehicle of a public transportation system. Relates this provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle.
STATUS:

ATTACHMENT A

03/05/2015 To SENATE Committee on TRANSPORTATION AND HOUSING.
Priority: High

CA SB 471 **AUTHOR:** Pavley [D]
TITLE: Water, Energy, Reduction of Greenhouse Gas
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
COMMITTEE: Senate Natural Resources and Water Committee
HEARING: 04/14/2015 9:30 am
SUMMARY:
 Requires the Strategic Growth Council to give special consideration to awarding funds to eligible projects that, in addition to existing objectives and goals, would also result in reduced energy use by a water supplier, and end user of water, or both. Includes projects or programs that reduce energy used to acquire, transport, treat, or distribute water as a regional project or program.

STATUS:
 03/12/2015 To SENATE Committees on NATURAL RESOURCES AND WATER and ENVIRONMENTAL QUALITY.
Priority: High

CA SB 487 **AUTHOR:** Nielsen [R]
TITLE: Sustainable Groundwater Management Act: Exemptions
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 04/15/2015 9:30 am
SUMMARY:
 Relates to the California Environmental Act (CEQA). Exempts from the requirements of CEQA the formation of a groundwater sustainability agency, the amendment of a groundwater sustainability plan or coordinated groundwater sustainability plan, and the implementation of those plans, except to the extent that the implementation requires the construction or installation of a new facility.

STATUS:
 03/12/2015 To SENATE Committee on ENVIRONMENTAL QUALITY.
Priority: High

CA SB 493 **AUTHOR:** Cannella [R]
TITLE: Elections in Cities: By or From Districts
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee
SUMMARY:

ATTACHMENT A

Authorizes the legislative body of a general law city to amend an ordinance providing for the election of members of the legislative body from district to provide for the election of members of the legislative body by district without submitting the amendment to the registered voters for approval. Prohibits the amendment of the ordinance, as described above, from changing whether the general law city has an elective mayor.

STATUS:

03/12/2015 To SENATE Committee on GOVERNANCE AND FINANCE.

Priority: High

CA SB 506	AUTHOR:	Fuller [R]
	TITLE:	Global Warming Solutions Act of 2006: Scoping Plan
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/26/2015
	DISPOSITION:	Pending
	COMMITTEE:	Senate Environmental Quality Committee
	HEARING:	04/15/2015 9:30 am
	SUMMARY:	Amends the Global Warming Solutions Act of 2006. Requires, in developing the scoping plan under the act, to take into account the environmental benefits of renewable electrical generation facilities.
	STATUS:	
	03/12/2015	To SENATE Committee on ENVIRONMENTAL QUALITY.
	Priority:	High
CA SB 508	AUTHOR:	Beall [D]
	TITLE:	Transit Operations: Financial Requirements
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/26/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee
	SUMMARY:	Deletes the requirement that transit operators maintain higher farebox requirements based on a specified fiscal year. Exempts additional expenditures categories from operating costs. Reduces the public transit operator's operating allocation by a specified percentage, based on the percentage amount that the operator failed to meet the efficiency standards. Excludes certain health coverage and pension costs from the definition of operating costs used to calculate compliance with the efficiency standards.
	STATUS:	
	03/12/2015	To SENATE Committee on TRANSPORTATION AND HOUSING.
	Priority:	High
CA SB 513	AUTHOR:	Beall [D]
	TITLE:	Memorial Air Quality Standards Attainment Program
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/26/2015

ATTACHMENT A

DISPOSITION: Pending
LOCATION: Senate Rules Committee

SUMMARY:
 Amends existing law that establishes the Carl Moyer Memorial Air Quality Standards Attainment Program, which is administered by the State Air Resources Board, to provide grants to offset the incremental cost of eligible projects that reduce emissions of air pollutants from vehicular sources in the state and for funding a fueling infrastructure demonstration program and technology development efforts.

STATUS:
 03/12/2015 To SENATE Committee on RULES.
Priority: High

CA SB 516	<p>AUTHOR: Fuller [R] TITLE: Transportation: Motorist Aid Services FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/26/2015 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Amends an existing law which authorizes a service authority to impose a fee on vehicles registered in the counties served by the authority. Requires that such moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system. Authorizes the use of those moneys for traveler information systems, litter and debris removal, and Intelligent Transportation System architecture and infrastructure. STATUS: 03/12/2015 To SENATE Committee on TRANSPORTATION AND HOUSING. Priority: High</p>
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CA SB 520	<p>AUTHOR: Berryhill [R] TITLE: State Responsibility Areas: Fire Prevention Fees FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/26/2015 DISPOSITION: Pending COMMITTEE: Senate Natural Resources and Water Committee HEARING: 04/14/2015 9:30 am SUMMARY: Repeals existing law that requires the State Board of Forestry and Fire Protection to adopt regulations to establish a fire prevention fee to be charged on each habitable structure on a parcel that is within a state responsibility area, and requires that the fire prevention fee be adjusted annually using prescribed methods. STATUS: 03/12/2015 To SENATE Committees on NATURAL RESOURCES AND WATER and GOVERNANCE AND FINANCE. Priority: High</p>
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ATTACHMENT A

CA SB 551	AUTHOR: Wolk [D] TITLE: State Water Policy: Water and Energy Efficiency FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/26/2015 DISPOSITION: Pending LOCATION: Senate Rules Committee SUMMARY: Declares the policy of the state that water use and water treatment shall be as energy efficient as in feasible and energy use and generation shall be as water efficient as is feasible. Requires all relevant state agencies to consider this state policy when revising, or establishing policies, regulations, and grant criteria when pertinent to these uses of water and energy. STATUS: 03/12/2015 To SENATE Committee on RULES. Priority: High
CA SB 552	AUTHOR: Wolk [D] TITLE: Disadvantaged Communities Drinking Water Standards FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/26/2015 DISPOSITION: Pending COMMITTEE: Senate Environmental Quality Committee HEARING: 04/15/2015 9:30 am SUMMARY: Requires the State Water Resources Control to develop a plan, including enforcement mechanisms, to ensure that disadvantaged communities have water systems that are in compliance with state and federal drinking water standards. Requires the plan to identify strategies to help bring disadvantaged communities into compliance with safe drinking water standards. STATUS: 03/12/2015 To SENATE Committee on ENVIRONMENTAL QUALITY. Priority: High
CA SB 568	AUTHOR: Fuller [R] TITLE: Groundwater Management FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/26/2015 DISPOSITION: Pending LOCATION: Senate Rules Committee SUMMARY: Relates to the Sustainable Groundwater Management Act. Authorizes the State Water Resources Control Board to designate a basin as a probationary basin if the state board makes a certain determination and authorizes the state board to develop an interim plan for the probationary basin. STATUS:

ATTACHMENT A

03/12/2015 To SENATE Committee on RULES.
Priority: High

CA SB 580 **AUTHOR:** Liu [D]
TITLE: Surplus Residential Property: Affordable Housing
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
 Authorizes a local housing authority to purchase, rehabilitate, and resell surplus residential property within its jurisdiction. Requires the local housing authority to dedicate any profits realized from the sale to the construction of affordable housing. Requires that, prior to offering a property to a housing-related private or public entity, that property that is a historic home be first offered to a housing-related public entity or a nonprofit private entity dedicated to rehabilitating historic homes.
STATUS:
 03/12/2015 To SENATE Committee on TRANSPORTATION AND HOUSING.
Priority: High

CA SB 584 **AUTHOR:** Nguyen [R]
TITLE: California Environmental Quality Act
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:
 Provides that the California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, by contract, and certify the completion of, an environmental impact report, as defined, on a project that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect.
STATUS:
 03/12/2015 To SENATE Committee on RULES.
Priority: High

CA SB 599 **AUTHOR:** Mendoza [D]
TITLE: Employment: Public Transit Service Contracts
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Senate Labor and Industrial Relations Committee
SUMMARY:
 Relates to a local government agency giving a preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or

ATTACHMENT A

subcontractor for a period of not less than 90 days. Expands these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.

STATUS:

03/12/2015 To SENATE Committee on LABOR AND INDUSTRIAL RELATIONS.

Priority: High

CA SB 689	AUTHOR:	Huff [R]
	TITLE:	Veterans: Housing
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/27/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee
	SUMMARY:	Instructs the Housing Finance Agency, the Department of Housing and Community Development and the Department of Veterans Affairs to also prioritize projects that keep a mental health professional on staff or contract for the services of a mental health professional. Includes psychologists, professional clinical counselors, social workers, marriage and family therapists, and psychiatrists as mental health professionals for its purposes.
	STATUS:	
		03/19/2015 To SENATE Committees on TRANSPORTATION AND HOUSING and VETERANS AFFAIRS.
	Priority:	High
CA SB 698	AUTHOR:	Cannella [R]
	TITLE:	Active Transportation Program: School Zone Safety
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/27/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Environmental Quality Committee
	SUMMARY:	Relates to the Active Transportation Program to encourage increased use of active modes of transportation, such as biking and walking. Appropriates continuously an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation fund for purposes of funding school zone safety projects within the Active Transportation Program.
	STATUS:	
		03/19/2015 To SENATE Committees on ENVIRONMENTAL QUALITY and TRANSPORTATION AND HOUSING.
	Priority:	High
CA SB 712	AUTHOR:	Leyva [D]
	TITLE:	Building Equity and Growth in Neighborhoods
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	

ATTACHMENT A

INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Amends existing law that establishes the Building Equity and Growth in Neighborhoods Program for the purpose of making grants to cities and counties that provide incentives for, or reduce or remove regulatory barriers to, affordable housing and includes the location of the project in specified job centers. Expands those job centers to include the Riverside and San Bernardino metropolitan statistical area.

STATUS:
03/19/2015 To SENATE Committee on TRANSPORTATION AND HOUSING.
Priority: High

CA SB 728

AUTHOR: Morrell [R]
TITLE: Renewables Portfolio Standard Program
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
COMMITTEE: Senate Energy, Utilities and Communications Committee
HEARING: 04/07/2015 9:30 am

SUMMARY:
Requires the Public Utilities Commission evaluate the economic impacts upon low-and middle-income individuals and families before exercising its authority to increase the procurement of eligible renewable energy resources in excess of specified quantities. Requires the Commission to conduct duly noticed public workshops throughout the State to allow for public comment and consideration of any economic findings.

STATUS:
03/19/2015 To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
Priority: High

CA SB 730

AUTHOR: Wolk [D]
TITLE: Railroads: Movement of Freight: Trains or Light Engines
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Senate Labor and Industrial Relations Committee

SUMMARY:
Prohibits a train or light engine used in connection with the movement of freight from being operated unless it has a specified minimum-sized crew. Authorizes the Public Utilities Commission to assess civil penalties against a person who willfully violates this provision.

STATUS:
03/19/2015 To SENATE Committee on LABOR AND INDUSTRIAL RELATIONS.
Priority: High

ATTACHMENT A

CA SB 734	AUTHOR:	De Leon [D]
	TITLE:	State Lands Acquisitions: Public Transparency
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/27/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Natural Resources and Water Committee
	SUMMARY:	Relates to the Natural Resources Agency. Relates to a uniform open process to ensure that information is readily available to the general public, local, state, and federal agencies, adjacent landowners, and other interested parties regarding any state hearings to approve proposed state land acquisitions. Requires the agency to also implement uniform open process, to include a specified number of days for public comment, to provide public transparency.
	STATUS:	
	03/19/2015	To SENATE Committee on NATURAL RESOURCES AND WATER.
	Priority:	High
CA SB 737	AUTHOR:	Stone [R]
	TITLE:	Vehicles: Electronic Wireless communication Devices
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/27/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee
	SUMMARY:	Requires that one point be assessed for a violation of the prohibitions on driving a motor vehicle while using an electronic wireless communications device to write, send or read a text-based communication. Increases the base fine for a first offense and for each subsequent offense.
	STATUS:	
	03/19/2015	To SENATE Committee on TRANSPORTATION AND HOUSING.
	Priority:	High
CA SB 747	AUTHOR:	McGuire [D]
	TITLE:	Airports: Financial Assistance: Grant Program
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/27/2015
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee
	SUMMARY:	Requires the Department of Transportation to adopt and administer a grant program for the purpose of funding specified infrastructure projects to maintain and improve airport facilities and infrastructure owned or operated by a commercial service airport or general aviation airport.
	STATUS:	

ATTACHMENT A

03/19/2015 To SENATE Committee on TRANSPORTATION AND HOUSING.
Priority: High

CA SB 760 **AUTHOR:** Mendoza [D]
TITLE: Disadvantaged Community Enhancement Act of 2015
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 04/14/2015 1:30 pm
SUMMARY:
 Relates to the California Global Warming Solutions Act of 2006 and the Strategic Growth Council. Requires the Council to develop and implement the Disadvantaged Community Enhancement Program to award grants to disadvantaged communities to facilitate projects for community enhancement improvements that reduce greenhouse gas emissions in furtherance of the goals of the California Global Warming Solutions Act of 2006.
STATUS:
 03/19/2015 To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.
Priority: High

CA SB 762 **AUTHOR:** Wolk [D]
TITLE: Counties: Competitive Bidding: Pilot Program
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Senate Governance and Finance Committee
SUMMARY:
 Relates to best value. Establishes a pilot program to allow counties to select the lowest responsible bidder on the basis of best value. Requires that bidders verify specified information under oath.
STATUS:
 03/19/2015 To SENATE Committee on GOVERNANCE AND FINANCE.
Priority: High

CA SB 767 **AUTHOR:** De Leon [D]
TITLE: Los Angeles County Metro Transportation Authority
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/27/2015
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
 Authorizes the Los Angeles county Metropolitan Transportation Authority to impose an additional transportation transactions and use tax subject to various requirements, including the adoption of an expenditure plan and voter approval.

ATTACHMENT A

STATUS:
03/19/2015 To SENATE Committees on TRANSPORTATION AND HOUSING
and GOVERNANCE AND FINANCE.
Priority: High

CA SCA 3 **AUTHOR:** Morrell [R]
TITLE: Legislative Procedure
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/04/2015
DISPOSITION: Pending
LOCATION: Senate Rules Committee
SUMMARY:

Proposes an amendment to the Constitution to prohibit either house of the Legislature from passing a bill until the bill, in the form to be voted on, has been made available to the public, in print and published on the Internet, for at least 72 hours preceding the vote. Provides the requirement would not apply to specified urgency bills of a written statement declaring that dispensing with the requirement is necessary to address a state of emergency.

STATUS:
02/19/2015 To SENATE Committee on RULES.
Priority: High

CA 6 2014 **Executive Order**
STATE ID: B-28-14
TITLE: Extended Environmental Waiver
ORDERED: 12/22/2014
EFFECTIVE: 12/22/2014
SUMMARY:

Relates to a State of Emergency due to severe drought conditions proclaimed on January 17, 2014 and continued on April 25, 2014. Extends the waiver of specified sections of the California Environmental Quality Act and Water Code of the January 17, 2014 Proclamation, and the April 25, 2014 Proclamation, through May 31, 2016. Applies the waiver also to the adoption of water reclamation requirements by the State Water Board.

Priority: High

ATTACHMENT B


 Bill Analysis

Bill Number: AB 1171	Author: Linder, R-Corona
Title: Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.	

Summary

The Construction Manager/General Contractor (CM/GC) project delivery method allows an owner to engage a construction manager during the design process to provide constructability input. The Construction Manager is generally selected on the basis of qualifications, past experience or a best-value basis. During the design phase, the construction manager provides input regarding scheduling, pricing, phasing and other information that helps the owner design the project. At approximately 60-90% design completion, the owner and the construction manager negotiate a 'guaranteed maximum price' for the construction of the project based on the defined scope and schedule. If this price is acceptable to both parties, they execute a contract for construction services, and the construction manager becomes the general contractor.

AB 1171 would authorize regional transportation agencies, such as SANBAG, to use the CM/GC project delivery method to design and construct certain projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014.

Impact on SANBAG

Caltrans is using the innovative CM/GC delivery method on the I-215 Barton Road Interchange. Using CM/GC, Caltrans is able to engage a construction manager to act as the department's consultant during the pre-construction phase and as the general contractor during construction. During the final design phase, the construction manager acts in an advisory role, providing constructability reviews, value engineering suggestions, construction estimates, and other construction-related recommendations. Later, Caltrans and the construction manager can agree that the project design has progressed to a sufficient enough point that construction may begin. The two parties then work out mutually agreeable terms and conditions for the construction contract.

The CM/CG process is meant to provide continuity and collaboration between the design and construction phases of the project. The goal of CM/CG is to save project delivery time, provide cost certainty, transfer risk to the contractor, and ensure project constructability. Currently SANBAG does not have the authority to use CM/GC. It would be beneficial to SANBAG to have this tool available for future projects.

Recommendation: Support

Staff recommends that the Board of Directors adopt a "Support" position. This recommendation is consistent with SANBAG's 2015 adopted State Legislative Platform in the Innovative Project Delivery Section, (b) "Work to ensure that existing innovative project delivery methods such as design-build, construction manager/general contractor, and other tools are available and effective for a broad variety of projects including highways, transit, and local streets and roads."

Bill History
Introduced: February 27, 2015
Status: Set for hearing before the Assembly Transportation Committee on April 6

ATTACHMENT C


 Bill Analysis

Bill Number: AB 1286	Author: (Mayes, R-Yucca Valley)
Title: Economic Growth Commission	

Summary

AB 1286 would establish an Economic Growth Commission, modeled after the existing Little Hoover Commission. The Commission is tasked with identifying improvements to government operations, but does not focus on regulatory reforms to promote economic activity.

Impact on SANBAG

A new Economic Growth Commission would be beneficial to San Bernardino County. As part of the County Vision, we are committed to enhancing the economic vitality of the region. Efforts to clarify or reduce state regulations on businesses would promote economic activity. As San Bernardino County continues to grow, recommendations to policymakers to identify valuable opportunities to streamline regulatory actions are needed.

Recommendation: Support

Staff recommends that the Board of Directors adopt a “Support” position. This recommendation is consistent with SANBAG’s 2015 adopted State Legislative Platform in Section II (d) “Support legislative and regulatory actions that incentivize the attraction, retention, and growth of businesses and employment in San Bernardino County.”

Bill History
Introduced: February 27, 2015
Status: Pending before the Assembly Jobs, Economic Development, and the Economy Committee

ATTACHMENT D

 Bill Analysis

Bill Number: SB 348	Author: (Galgiani, D-Stockton)
Title: California Environmental Quality Act: exemption: railroad crossings.	

Summary

SB 348 would extend the authority of the California Public Utilities Commission (CPUC) over rail crossing closures in California. Specifically, it would allow to CPUC to continue to close dangerous at-grade crossings without adverse consequences to the purposes and provisions of the California Environmental Quality Act (CEQA). Currently, CPUC has authority to close unsafe at-grade rail crossings through January 1, 2016.

Impact on SANBAG

As a member agency of Metrolink, rail safety is a high priority for SANBAG. This bill will expedite closures of unsafe railroad crossings. A number of fatalities occur every year in California at existing at-grade rail crossings. This legislation will help ensure that dangerous crossings can be closed with simple minor modifications without the delay of a duplicative environmental review process. SB 348 makes public safety the primary consideration in at-grade crossing closures.

Recommendation: Support

Staff recommends that the Board of Directors adopt a “Support” position. This recommendation is consistent with SANBAG’s 2015 adopted State Legislative Platform in Section IV (m) “Support revisions to the California Environmental Quality Act (CEQA) that expedite project delivery while maintaining critical environmental protections.”

Bill History
Introduced: February 24, 2015
Status: Set for hearing before the Senate Environmental Quality Committee on April 15

GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2015

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Eaton City of Montclair	**		X									
Bill Jahn City of Big Bear Lake	**	X	X									
Joel Klink City of Twentynine Palms	**	X	X									
Robert Lovingood Board of Supervisors	**	X										
Larry McCallon City of Highland	**											
L. Dennis Michael City of Rancho Cucamonga	**	X										
Ryan McEachron City of Victorville	**	X	X									
Dick Riddell City of Yucaipa	**	X	X									
Rhodes “Dusty” Rigsby City of Loma Linda	**	X	X									
Janice Rutherford Board of Supervisors	**		X									
James Ramos Board of Supervisors	**	X	X									
Michael Tahan City of Fontana	**		X									

X =Member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time. ** =The General Policy Committee did not meet this month

Communication: Attendance (Additional Information)

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

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

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

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

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

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

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

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

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
IIEP	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