



San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410
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Web: www.sanbag.ca.gov



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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
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AGENDA
Transit Committee Meeting

October 13, 2016

9:00 AM

Location

SANBAG

First Floor Lobby

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

Transit Committee Membership

Chair

Supervisor James Ramos
County of San Bernardino

Mayor L. Dennis Michael
City of Rancho Cucamonga

Vice Chair

Mayor Pro Tem Bill Jahn
City of Big Bear Lake

Mayor Pro Tem Jon Harrison
City of Redlands

Supervisor Robert Lovingood
County of San Bernardino

Mayor Deborah Robertson
City of Rialto

Mayor Larry McCallon
City of Highland

Mayor Ray Musser
City of Upland

Mayor Paul Eaton
City of Montclair

Council Member Richard Riddell
City of Yucaipa

Council Member Alan Wapner
City of Ontario

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

AGENDA

Transit Committee Meeting

October 13, 2016

9:00 AM

Location

SANBAG Office

First Floor Lobby

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

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional *“Meeting Procedures”* and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by James Ramos)

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

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.

Pg. 11

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 - Transit/Rail

- 2. Construction Contract Change Orders to on-going SANBAG Construction Contract with Shimmick Construction Company, Inc.** Pg. 15

Receive and File Change Orders.

Presenter: Carrie Schindler

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

- 3. First Quarter Fiscal Year 2016/2017 Railroad Right-of-Way Grants of Use Reports** Pg. 18

That the Transit Committee receive the first quarter (July, August, September) Right-of-Way Grants of Use Report.

Presenter: Theresa Armistead

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

DISCUSSION ITEMS

Discussion - Transit/Rail

- 4. Redlands Passenger Rail Project Progress and Cost Update** Pg. 20

That the Transit Committee recommend the Board receive and file an update on the progress and cost of the Redlands Passenger Rail Project.

Presenter: Justin Fornelli

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

- 5. Redlands Passenger Rail Project Station Determination in San Bernardino** Pg. 24

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

A. Provide direction to SANBAG staff to proceed with the implementation of the Tippecanoe Avenue Station in lieu of the Waterman Avenue Station, both within the City of San Bernardino, as part of the Redlands Passenger Rail Project, contingent upon the Federal Transit Administration confirmation that no grant funds will be forfeited with this change.

B. Contingent upon approval of Recommendation A, authorize the Executive Director or his designee to execute a change order to Contract No. 15-1001093 with HDR Engineering, Inc. to modify the scope of work to replace the implementation of the Waterman Avenue Station with the Tippecanoe Avenue Station and use existing Contract No. 15-1001093 contingency to fund any additional cost associated with this change.

Presenter: Justin Fornelli

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

6. Cooperative Agreement with the Southern California Regional Rail Authority for Design Services of the Redlands Passenger Rail Project

Pg. 27

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

A. Approve and authorize the Executive Director or his designee to execute Cooperative Agreement No. 17-1001587 with the Southern California Regional Rail Authority, to provide design services and coordination for the implementation of the Redlands Passenger Rail Project in an amount of \$1,069,500.00 to be funded with Measure I Valley Metrolink/Passenger Rail Program funds.

B. Authorize the Executive Director or his designee to release contingency in an amount not-to-exceed \$106,950.00 to be funded with Measure I Valley Metrolink/Passenger Rail Program funds.

Presenter: Justin Fornelli

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Procurement Manager have reviewed and approved the Cooperative Agreement No. 17-1001587.

7. Amendment 1 to Contract No. 16-1001363 with Kaplan Kirsch & Rockwell LLP

Pg. 50

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission, approve Amendment No. 1 to Contract No. 16-1001363 with Kaplan Kirsch & Rockwell LLP for legal services to support the Redlands Passenger Rail Project, increasing the contract amount by \$100,000, to be funded with Measure I 2010-2040 Valley Metrolink/Passenger Rail Program funds, for a new contract amount of \$200,000.

Presenter: Justin Fornelli

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

8. Redlands Passenger Rail Project Right-of-Way Acquisitions

Pg. 55

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

A. Authorize staff to proceed with voluntary acquisition of property necessary for the Redlands Passenger Rail Project in accordance with SANBAG's Policies, including relocation assistance, demolition of existing structures, property management, disposal of excess property, environmental testing and remediation, and expending a not-to-exceed total amount of \$5,837,753.00 for right-of-way acquisition capital expenses; and

B. Authorize the Director of Transit and Rail Programs to add or delete such parcels on Attachment "A" as the Director determines from time to time are necessary for the Redlands Passenger Rail Project.

C. Allocate \$5,837,753.00 of Measure I Valley Metrolink/Passenger Rail Program funds to fund right-of-way acquisition activities for the Redlands Passenger Rail Project.

Presenter: Theresa Armistead

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

9. Transfer of Rail Property Title to San Bernardino County Transportation Authority

Pg. 62

That the Transit Committee recommend the Board:

A. Acting as the San Bernardino County Transportation Commission, authorize the Executive Director or his designee to execute such documents as are useful or necessary to transfer rail property title to the San Bernardino County Transportation Authority;

B. Acting as the San Bernardino County Transportation Authority, authorize the Executive Director or his designee to execute such documents as are useful or necessary to consent to the transfer of rail property title from the San Bernardino County Transportation Commission to the San Bernardino County Transportation Authority.

Presenter: Theresa Armistead

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

10. Transit Fiscal Year 2016/2017 Department Budget Amendment

Pg. 64

That the Transit Committee recommend the Board approve:

A. A budget amendment to the SANBAG Fiscal Year 2016/2017 budget to increase Task No. 0312 General Transit by \$80,202 in State Transit Assistance Funds. This totals a net increase to the task in the amount of \$80,202.

B. A budget amendment to the SANBAG Fiscal Year 2016/2017 budget to increase Task No. 0313 Transit Right-of-Way Management by \$198,063 in Local Transportation Funds – Rail, \$23,307 in State Transit Assistance Funds – Rail, \$87,500 in Rail Assets Funds, and \$10,000 in Reimbursement Funds from City of Rancho Cucamonga as identified in Cooperative Agreement No. 16-1001524. This totals a net increase to the task in the amount of \$318,870.

C. A budget amendment to the SANBAG Fiscal Year 2016/2017 budget to increase Task No. 0314 Transit Operations by \$896,679 in Local Transportation Funds - Rail. This totals a net increase to the task in the amount of \$896,679.

D. A budget amendment to the SANBAG Fiscal Year 2016/2017 budget to decrease Task No. 0315 Transit Capital by \$5,726,414 in Federal Transit Administration 5307 – Congestion Mitigation and Air Quality Funds and increase \$54,274 in Local Transportation Funds – Article 3 Bicycle/Pedestrian Funds, \$2,766,023 in Local Transportation Funds – Rail, \$1,285,247 in State Transit Assistance Funds, \$1,394,942 in Federal Transit Administration 5307, \$1,648,086 in Public Transportation Modernization, Improvement and Service Enhancement Account Funds, \$300,000 in Measure I Valley Metrolink/Passenger Rail Program Funds, \$262,299 Measure I Valley Express Bus/Bus Rapid Transit Program Funds, \$10,000 in Reimbursement Funds with Inland Empire 66ers Cooperative Agreement, \$208,000 in Reimbursement Funds with Mountain Transit, and \$16,426 in Reimbursement Funds with the City of Fontana Cooperative Agreement 15-1001097. This totals a net increase to Task No. 0315 in the amount of \$2,218,883.

Presenter: Monica Morales

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

11. SCAG Enhanced Infrastructure Financing Districts (EIFD) Pilot Project - Redlands Passenger Rail Project

Pg. 66

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

- A. Receive a presentation from the Southern California Association of Governments on their Enhanced Infrastructure Financing District Pilot Project for the Redlands Rail Corridor.
- B. Oppose the Southern California Regional Rail Authority, also known as Metrolink, taking any action on behalf of San Bernardino County related to Enhanced Infrastructure Financing District efforts.

Presenter: Carrie Schindler

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

Discussion - Transportation Programming and Fund Administration

12. Morongo Basin Transit Authority - Short Range Transit Plan

Pg. 69

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

- A. Receive and approve the Morongo Basin Transit Authority (MBTA) Short Range Transit Plan.
- B. Allocate \$25,985 in State Transit Assistance Funds - Population Share to MBTA in Fiscal Year 2016/2017 for a new total allocation of \$293,619.

Presenter: Nancy Strickert

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 from the General Public

ADJOURNMENT

Additional Information

Attendance	Pg. 87
SANBAG Entities	Pg. 88
Acronym List	Pg. 89
Mission Statement	Pg. 91

The next Transit Committee Meeting will be November 10, 2016

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, 1st 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 “Discussion” contain recommended 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 or unanimous vote of members present as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

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. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

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 applies.

Disruptive or Prohibited 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 or prohibited conduct includes without limitation 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, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner. 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 or she would like to amend his or her 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 voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

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

The Chair.

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

Courtesy and Decorum.

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

*Adopted By SANBAG Board of Directors January 2008
Revised March 2014
Revised May 4, 2016*

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

Minute Action

AGENDA ITEM: 1

Date: *October 13, 2016*

Subject:
 Information Relative to Possible Conflict of Interest

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

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

Item No.	Contract No.	Principals & Agents	Subcontractors
2	C14001	Shimmick Construction Company Inc. <i>Paul Camaur</i>	Allied Steel Co., Inc. Marina Landscape, Inc. Innovative Concrete & Engineering Giroux Glass Winegardner Masonry Excelsior Elevator Fencecorp Inc. Ellis Excavating Gerdau Eberhard EMC Rutherford Co., Inc. M.B. Herzog Electric Hardy & Harper, Inc.

Transit Committee Agenda Item

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5	15-1001093	HDR Engineering, Inc. <i>Robert Klovsy</i>	Acumen Building Enterprise, Inc. Atwell Consulting Group ICF International Lance Schulte L.D. King, Inc. PAC Engineering LLC Pacific Railway Enterprises, Inc. Project Design Consultants Stack Traffic Consulting, Inc. Orange Coast Analytical, Inc. 2R Drilling, Inc. Cascade Drilling, L.P. Anderson Environmental
7	16-1001363	Kaplan Kirsch & Rockwell LLP <i>Charles Spitulnik</i>	None

Item No.	Principals	Agents
8	Miranda Family Holdings, LLC	Jorge Miranda
	San Bernardino County Fire Protection District	Mark A. Hartwig Fire Chief
	W & W Realty, LLC	-----
	Jerald Casillas and Mary L. Casillas	Jerald Casillas Mary L. Casillas
	Westbrook Family Trust The Botts Family Trust	Harold Truitt Westbrook II Penny K. Westbrook Robert E. Botts Beverly Ann Botts
	Public Right of Way	-----
	Smith Etal.	Don R. Smith Barbara R. Smith H. Mark Beguelin Jr. Ellen C. Johnston Edward T. Fletcher Jr. Mary Fletcher G. Louis Fletcher Janet G. Fletcher Marilyn Leiberg Knudsen
	John H. Gardner and Larisa Gardner	John H. Gardner Larisa Gardner
	Bank of San Bernardino	-----
	Enrique Rodriguez and M. Rosa Rodriguez	Enrique Rodriguez M. Rosa Rodriguez
	Vidmar Etal.	Barbara L. Vidmar John C. Vidmar Marcia Vidmar John R. Vidmar Doris N. Vidmar

Transit Committee Agenda Item

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	Fairway Industrial Partners, LLC SLH Industrial, LLC	Melanie J. Brown (Fairway) Bradley D. Howard (SLH)
	City of San Bernardino	-----
	Gary G. Walbourne and Isabella E. Walbourne	Gary G. Walbourne Isabella E. Walbourne
	Twenty-Seven Sac Self-Storage Limited Partnership	-----
	Eric Grisham Family Trust	Eric E. Grisham
	Burr Group, LP	Cole Burr
	Burchco, LLC	John D. Mclearney
	Salvador Anaya	Salvador Anaya
	E & W Properties, LLC	Edward Boyd
	2743, LLC	John C. Oliver Jr.
	Jose and Claudia Guerrero Living Trust	Jose Guerrero Claudia Guerrero
	The Irinea Broce Separate Property Trust	Irinea Broce
	San Bernardino Flood Control District	Kevin Blakeslee Deputy Director
	Dianne L. Lincoln and Randall S. Lincoln	Dianne L. Lincoln Randall S. Lincoln
	Tustin Construction Co., Inc.	Joseph A. Walker
	RBI Landscape, Inc.	Robert B. Inge
	Gregory M. Arias	Gregory M. Arias
	California Housing Foundation	Steve Von Rajcs
	Martin Etal.	Willie Martin, Jr. Michael Martin Aaliyah Abdullah Glenda Burnett Charleena Fairley
	Successor Agency to the Redevelopment Agency of the City of San Bernardino	Oversight Board: Jim Morris Carey K. Jenkins Mary O'Toole Doug Headrick Margaret Hill John Longville
	Ford Wholesale Co., Inc.	M L Thomas
	City of Riverside	-----
	Reagent Chemical & Research, Inc.	C T Corporation System Vivian Imperial
	Iad Hanhoun and Shereen Hanhoun	Iad Hanhoun Shereen Hanhoun
	County of San Bernardino	-----
	Caltrans	-----
	DRC Land CBC, LP	-----
	City of Redlands	-----
	Martirosian Family Trust	Martin Martirosian

Transit Committee Agenda Item

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	Andre Ohanian Trust	Angela Martirosian Andre Ohanian
	Chase Management, Inc.	H. Troy Farahmand
	Strickler Commercial, LLC	Corbin Strickler
	Property One, LLC	John D. Mclearney
	Roy L. Tyra Lawanna Jo Tyra Tyra Family Trust	Roy L. Tyra Lawanna Jo Tyra
	United States Postal Service	-----
	Mountain View Industrial Center, LLC	National Corporate Research, LTD. Richard Aurthur
	D.T.M. Land Company, LLC	David A. Marvin
	G & M Gapco, LLC	Harry O. Schenik
	Nasser Radparwar and Caroline Radparvar	Nasser Radparwar Caroline Radparvar
	Showprop Redlands, LLC	George Krikorian
	Spirit Master Funding X, LLC	-----
	Longo Family Trust	Betty Jeanne Longo
	Orange Street Plaza, LLC	Naseem Moalej
	Centennial Plaza, LLC	Donald Lam
	Amcor Properties, LLC	Louis T. Burch
	James F. Ver Steeg Sr.	James F. Ver Steeg Sr.
	Todd Etal.	S. Todd Allen Joy A. Allen Anthony Cinque Jodi L. Cinque Rondal G. Allen Marilyn Allen
	Redlands Foothill Groves	Manuel Martinez
	Catalina Gardens-Riverside, LLC	Donald R. Marabella
	University of Redlands	-----
	Union Pacific Railroad Company	-----

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:

Carrie Schindler, Director of Transit and Rail

Approved
Transit Committee
Date: October 13, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: *October 13, 2016*

Subject:

Construction Contract Change Orders to on-going SANBAG Construction Contract with Shimmick Construction Company, Inc.

Recommendation:

Receive and File Change Orders.

Background:

Contract Number C14001 with Shimmick Construction Company, Inc. for construction of the Downtown San Bernardino Passenger Rail Project had one Construction Change Order approved since the last report to the Transit Committee: CCO No. 14 (\$492,278.90 credit for removal of lighted pylon; credit for removal of viewing gazebo; cost to run utilities for future vendor storage area).

Financial Impact:

This item is consistent with the SANBAG Fiscal Year 2016/2017 Budget.

Reviewed By:

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

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
 Transit Committee
 Date: October 13, 2016

Witnessed By:

Entity: CTC

Rail and Transit Construction Contracts

Downtown San Bernardino Passenger Rail Project (C14001)		
Executed Change Orders		
Number	Description	Amount
1	Replace Signals Mast at Depot for Tracks P5 and P6, (CN 5-\$60,761), Remove and Dispose of Debris (CN 6-\$27,000).	\$87,761.00
2	Build Temporary Mini-High (CN 4.1-\$81,320), Removal of Property Owner Debris (CN 6.1-\$52,000). Install Temp Fence adjacent to San Bernardino Transit Center (CN 12-\$5,000).	\$138,320.00
3	Reconstruct CMU block wall trash enclosure at the San Manuel stadium (CN 010-\$34,950), Additional tree removal along railroad right-of-way (CN 16-\$18,000); Relocate equipment and materials at the San Bernardino Transit Center parking lot (CN 17-\$40,000); Construction of temporary platform at Santa Fe Depot (CN 18-\$40,000).	\$132,950.00
4	Additional electrical work for power pedestal, rail lubricator and signal house (CN 2-\$45,179.50). Additional miscellaneous electrical work (CN 14-\$26,476.62).	\$71,656.12
5	Adjustments to the various allowance bid items (CN 26-\$208,142.57).	\$208,142.57
6	Modify various storm drain structures (CN 8-\$89,381). Installation additional parking lot light poles at the Southern California Gas Company parking lot (CN 14.01-\$3,229.87). Increase gauge rubber on crossing panels (CN 21-\$4,102.13).	\$96,713.00
7	Installation of infrastructure for electric vehicle charging stations (CN 7.2-\$24,000). Installation of water line bypass at G St (CN 28-\$84,000).	\$108,000.00
8	Adjustments to the various allowance bid items (CN 26-\$208,142.57).	\$207,000.00
9	Adjustments to allowance bid item 006-Railroad Flagging (CN 35-\$121,000.00).	\$121,000.00
10	Adjustments to allowance bid item 002-Unforeseen Utilities (CN 36-\$200,000.00).	\$200,000.00
11	Extension to the contract period of performance and adjustment to bid item 003 for the construction daily overhead cost (CN 030- \$486,000).	\$486,000.00
12	Modifications to signing and striping plans (CN 23.1-\$5,880). Property and conform adjustment (CN 39-\$70,000).	\$75,880.00
13	Modifications to SBTC Platform C south wall (CN 41-\$58,000).	\$58,000.00

Bold-Construction Change Orders approved since the last reporting to the Commuter Rail Transit Committee
Amounts shown in parentheses represent a credit to the Agency

Rail and Transit Construction Contracts

Downtown San Bernardino Passenger Rail Project (C14001)		
Executed Change Orders		
Number	Description	Amount
14	Removal of Lighted Pylon (CN 13-\$435,428.90 credit). Removal of viewing platform gazebo (CN 9-\$67,500 credit). Cost to run utilities for future vendor storage area (CN 9-\$10,650).	(\$492,278.90)
CCO TOTAL		\$1,499,143.79
APPROVED CONTINGENCY		\$2,981,464.00
REMAINING CONTINGENCY		\$1,482,320.21

Attachment: Rail and Transit CCOs Matrix_Attachment-For Committee Mtg (3138 : Construction Contracts-CCOs)

Bold-Construction Change Orders approved since the last reporting to the Commuter Rail Transit Committee
 Amounts shown in parentheses represent a credit to the Agency

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

Minute Action

AGENDA ITEM: 3

Date: *October 13, 2016*

Subject:

First Quarter Fiscal Year 2016/2017 Railroad Right-of-Way Grants of Use Reports

Recommendation:

That the Transit Committee receive the first quarter (July, August, September) Right-of-Way Grants of Use Report.

Background:

The Board of Directors adopted the SANBAG Rail Property Policy No. 31602 on July 2, 2014. In accordance with Policy No. 31602, Section B - Policy Principals and Authority to Execute Grants of Right of Use, the Board authorized the Executive Director, or designee, to approve all grants of rights of use documents as approved to form by General Counsel.

Attachment A identifies the grants of use approved in the first quarter of Fiscal Year 2016/2017.

Financial Impact:

This item is consistent with the approved SANBAG Budget. Presentation of the quarterly Right-of-Way report demonstrates compliance with the SANBAG Rail Property Policy No. 31602.

Reviewed By:

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

Responsible Staff:

Theresa Armistead, Management Analyst II

Approved
Transit Committee
Date: October 13, 2016

Witnessed By:

Entity: CTC

Attachment A

July - September 2016 Right-of-Way Grants of Use Report

Vendor Name	Contract No.	Agreement Type	Linked Agreements	Executed Date	Term Date	Application Fee	Annual Admin Fee	Amendment or Extension Fee	Use Fee	Use Fee Duration	Fees Waived	Waived Fee Amount	Waived Fee Comments
MCC Pipeline, Inc.	16-1001532	ROE	None	7/12/16	10/12/2016	\$ 2,230.00	\$0.00	n/a	\$500.00	90 days	yes	n/a	
C Below, Inc.	16-1001536	ROE	PB CTO 37 #C14086	7/12/16	07/12/2017	\$0.00	\$0.00	n/a	\$0.00	n/a	yes	n/a	SANBAG sponsored project (RPRP), Admin Fee, Use Fee Waived.
Redland Plumbing, Heating & Air Conditioning, Inc.	16-1001542	LICENSE	None	7/12/16	07/12/2036	\$ 2,230.00	\$1,200.00	n/a	\$80.00	12 mos.	no	n/a	
City of Fontana Juniper Crossing	16-1001540	LICENSE	None	8/25/16	08/25/2036	\$ 2,230.00	\$1,200.00	n/a	\$0.00	n/a	yes	n/a	Use Fee Waived. SANBAG Member Jurisdiction.
City of Fontana Sierra Crossing	16-1001542	LICENSE	None	8/25/16	08/25/2036	\$ 2,230.00	\$1,200.00	n/a	\$0.00	n/a	yes	n/a	Use Fee Waived. SANBAG Member Jurisdiction.

Total One-time Application Fee \$ 8,920.00
Total Annual Admin Fee \$3,600.00
Total One-time Use Fee \$0.00 \$580.00

Attachment: QUARTERLY ROW GRANTS OF USE REPORT Q1 2017 [Revision 1] (3036 : First Quarter

Minute Action

AGENDA ITEM: 4

Date: *October 13, 2016*

Subject:

Redlands Passenger Rail Project Progress and Cost Update

Recommendation:

That the Transit Committee recommend the Board receive and file an update on the progress and cost of the Redlands Passenger Rail Project.

Background:

With the San Bernardino Associated Governments (SANBAG) Board of Directors identifying the Redlands Passenger Rail Project (RPRP) as one of its priority projects, staff has been making progress on the delivery of the project. Implementation of a new passenger rail service is complex, including not only design and construction but regulatory compliance and acquisition of new rail vehicles and operating and maintenance contracts. Below is a summary of project delivery activities since the last update provided to the Transit Committee on September 10, 2015:

ACTIVITY	STATUS
Environmental Clearance	COMPLETED – March 2015
Award of Program Management Contract	COMPLETED - September 2015
Award of Mainline Final Design Contract	COMPLETED – October 2015
Award of Public Outreach and Branding Services Contract	COMPLETED – October 2015
Determination of Operating Structure	COMPLETED – November 2015
Award of Right-of-Way Legal Services Contract	COMPLETED – March 2016
University of Redlands Station Betterments Agreement	COMPLETED – April 2016
Award of Maintenance Facility Design Contract	COMPLETED – May 2016
Esri Station Agreement	COMPLETED – August 2016
City of Redlands Downtown Station Betterments Agreement	COMPLETED – August 2016
Award of Mainline Construction Management Contract	COMPLETED – September 2016
Release Request for Proposal for Vehicle Procurement	Scheduled – October 2016
Branding of the RPRP Service Determined	Scheduled – November 2016
Omnitrans Maintenance & Operations Contract	Scheduled – December 2016
Advertise Early Utility Relocation Construction Contract	Pending – March 2017
Award of the Vehicle Procurement Contract	Pending – June 2017
SCRRA Maintenance & Operations Contract	Pending – July 2017
Advertise Mainline Construction Contract	Pending – August 2017
Advertise Maintenance Facility Construction Contract	Pending – October 2017
Begin Receiving Vehicles	Pending – November 2019
Construction Completion	Pending – May 2020
Revenue Service	Pending – July 2020

Entity: CTC

In addition to the several contractual items listed above, the RPRP team is progressing on the actual design of the project, which is nearing the 60% design milestone scheduled to be completed and delivered to SANBAG and other stakeholders for review in December 2016. Progress is also being made in regards to the operational and regulatory aspects of the project, with ongoing coordination and discussions with Omnitrans who will be operating and maintaining the new RPRP rail vehicles, Southern California Regional Rail Authority (SCRRA) who will maintain the railroad right-of-way and provide dispatching services, and the Federal Railroad Administration (FRA) who has accepted the proposed joint operations and maintenance structure of Omnitrans and SCRRA. SANBAG has also executed agreements with public and private entities for betterments to be included in the project, including with the University of Redlands and the City of Redlands for betterments at the University Station and Downtown Redlands Station respectively, and with Esri to implement the New York Street Station, which is being funded entirely by Esri. The procurement of Diesel Multiple Unit (DMU) rail vehicles is also progressing, with the procurement advertisement scheduled for release in mid-October.

As the project has progressed and more elements have been defined, the project team identified the need to complete an update to the RPRP Risk Assessment and Analysis. Risk assessments are a standard project delivery tool for major projects and in particular are a Federal Transit Administration (FTA) requirement for receiving federal funding for major projects. Risk Assessments provide project teams with action items to mitigate project risks and decision-makers more certainty on anticipated project funding and schedule expectations. The Risk Assessments also provide an anticipated total project cost by completing a “bottom-up” analysis of potential risks to specific unit and activity costs and schedules, rather than making use of traditional cost contingency markups applied to the entire project.

The original RPRP Risk Analysis was completed in April 2014 when the project was at a 30% design level and therefore several items related to how the future service would be implemented and operated had not yet been developed or determined. As a result, SANBAG’s 2014 Update to the Ten-Year Delivery Plan identified a RPRP estimated cost of \$242 million.

Since the 2014 Delivery Plan Update, the project design has progressed towards a 60% design level milestone. At this milestone, the ultimate project has become clearer through the project team addressing unanswered questions and concerns from the 30% design level, making revisions and modifications as necessary.

Motivated by these revisions, refinements, and modifications, the RPRP team recently completed an update to the RPRP Risk Assessment. The Assessment revealed both cost savings and cost additions to the project as specific items were mitigated and/or realized. Collectively, an overall increase to the project cost was determined, with the estimated project cost now totaling \$280.5 million.

There are several key factors that have contributed to the increase of the estimated project cost. The first being the Board’s decision in March 2015 to procure DMUs instead of rehabilitated locomotive hauled coaches (LHCs) as a way to mitigate public concerns identified in the RPRP environmental process. DMUs are cleaner, quieter, and cheaper to operate; however, their initial one-time capital cost is greater than LHCs.

Another key cost driver was the determination that Positive Train Control (PTC) must be implemented for the RPRP service. PTC is a safety system that eliminates train to train collisions, derailments from over-speeding, and intrusions of trains into designated work zones along the railroad corridor. At the initial project development stages, it was anticipated that the RPRP service could be operated in a “closed” system, thus not requiring PTC. After the project team began coordination with the FRA, it was identified that PTC would be required in any operating scenario along the Redlands corridor. This was an unanticipated cost at the development of the 2014 Delivery Plan Update.

The addition of a siding track to accommodate the Metrolink express train-overlay service serving the Downtown Redlands Station was also realized, increasing costs. This siding location was positioned in an area with little residential development as opposed to turning the train further to the east closer to residential neighborhoods.

It should be noted, however, that not all modifications resulting from the updated Risk Assessment were cost increases to the project, some resulted in cost savings. For instance, as a result of further analyzing the initial and future operating scenarios of RPRP, it was determined that the need to design and build double track structures throughout the entire project corridor was unwarranted as headways up to 20 minutes could be met with the current planned track infrastructure. The need for service more frequent than 20 minutes is not anticipated for the next 25 years, thus there is no reason to expend today’s capital dollars on double track structures to accommodate double track infrastructure that will not be implemented or utilized for several decades. Another cost savings was realized after analyzing flood risk along the corridor and determining that rather than spending millions on flood protection infrastructure improvements, it was more cost effective to complete minor rehabilitation repairs along the rail corridor after a flood event.

The other key aspect of completing an updated Risk Assessment near the 60% design milestone is to identify and allocate adequate cost and schedule contingency for project specific items. By re-analyzing the project components, specific risk items are identified allowing the RPRP team to determine mitigation efforts to address those risks. This helps ensure that there is a 70% likelihood RPRP will be delivered at or below a cost of \$280.5 million. The top risks identified where use of contingency could be realized are: unknown or unforeseen utility relocations; and interfacing with SCRRA for design reviews and approvals of construction and operating plans. The RPRP team has identified mitigation strategies for these top risks, which include implementing an early utility relocation construction package that would be completed before construction of the major railroad infrastructure begins. This allows for the relocation or modification of known utilities and a greater probability that unknown utilities will be discovered, thus reducing the risk of delaying and incurring additional cost to the construction of the mainline rail infrastructure. To address potential coordination issues and associated delays with SCRRA, the RPRP team has decided to primarily follow SCRRA’s industry proven railroad design standards. In addition to further facilitate coordination, a cooperative agreement is being executed with SCRRA providing funding to allow them to allocate resources to review and coordinate on RPRP design and operational plans. Several coordination meetings have already occurred and will continue to take place with SCRRA technical staff and executive leadership to ensure SCRRA’s concerns are met and progress on the project continues.

Transit Committee Agenda Item

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As a result of the updated RPRP Risk Assessment, the 2017 Update to the Ten-Year Delivery Plan will reflect the revised project cost estimate of \$280.5 million and a potential funding plan taking into account eligible fund sources and other project needs. It is important to note that RPRP has recently been awarded funding from two competitive grants: \$8.68 million from the FTA Transportation Investment Generating Economic Recovery (TIGER); and \$9.2 million from the State Cap and Trade Grant Program. Additional grant funding sources are also currently being pursued including a FRA PTC grant, which could fund a majority of the PTC implementation costs and a FTA Small Starts Grant, which could fund approximately half of the mainline railroad construction costs. Other funding opportunities, as they arise will be pursued.

Financial Impact:

There is no specific budget impact associated with this item. The overall funding plan for RPRP, including the revised project cost will be included in the 2017 Update to the Ten-Year Delivery Plan.

Reviewed By:

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

Responsible Staff:

Justin Fornelli, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: October 13, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 5

Date: *October 13, 2016*

Subject:

Redlands Passenger Rail Project Station Determination in San Bernardino

Recommendation:

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

- A. Provide direction to SANBAG staff to proceed with the implementation of the Tippecanoe Avenue Station in lieu of the Waterman Avenue Station, both within the City of San Bernardino, as part of the Redlands Passenger Rail Project, contingent upon the Federal Transit Administration confirmation that no grant funds will be forfeited with this change.
- B. Contingent upon approval of Recommendation A, authorize the Executive Director or his designee to execute a change order to Contract No. 15-1001093 with HDR Engineering, Inc. to modify the scope of work to replace the implementation of the Waterman Avenue Station with the Tippecanoe Avenue Station and use existing Contract No. 15-1001093 contingency to fund any additional cost associated with this change.

Background:

SANBAG staff is requesting guidance from the SANBAG Board of Directors regarding the preferred location of one of two Redlands Passenger Rail Project (RPRP) stations within the City of San Bernardino. RPRP was cleared environmentally by the Federal Transit Administration (FTA) and SANBAG in March 2015. The RPRP environmental document cleared six stations located at: the San Bernardino Transit Center (SBTC), Waterman Avenue, and Tippecanoe Avenue in the City of San Bernardino; and New York Street, Orange Street, and University Street located in the City of Redlands. The project budget only accounts for five stations to be implemented. Throughout the development of RPRP, SANBAG staff has identified building either the Waterman Station or the Tippecanoe Station, but not both as the stations are approximately one mile apart and would serve generally the same areas in the City of San Bernardino.

SANBAG staff had originally identified the Waterman Avenue location as a preferred station location and included the design of this station in the scope of work for Contract No. 15-1001093 with HDR Engineering, Inc. for the final mainline design of RPRP. The Waterman Station location was chosen primarily due to the close proximity of the Inland Regional Center (IRC). The IRC is a nonprofit, private community-based agency that serves individuals with developmental disabilities in San Bernardino and Riverside Counties. Based on the fact that a large number of the developmentally disabled are transit dependent, staff made the assumption in originally identifying the Waterman Station that a large number of the IRC's constituents could use RPRP to access the IRC. In addition, at the time of staff's decision, there was ample land

Entity: *CTC*

identified for future Transit Oriented Development (TOD) in the area that offered opportunity for ridership growth in the future.

SANBAG initiated an updated and revised ridership forecast of the RPRP system for the opening year of service in 2020 and a horizon year of 2040, which was recently completed. The revised forecast differed from a previous ridership forecast completed in 2013 by taking into account transit connections to fixed-route bus services, bus rapid transit, and Metrolink commuter rail service. Another aspect of the revised forecast was a comparison of potential boardings between the Waterman and Tippecanoe Station locations. The analysis examined the current and projected population and employment in the primary market areas of both stations. As shown in Table 1 below, the analysis indicated that the Tippecanoe Station would draw approximately 150 more daily boardings than the Waterman Station in the opening year and 200 more daily boardings in 2040.

Table 1: Ridership Comparison (Waterman versus Tippecanoe Stations)

	2020 Daily Boardings	2040 Daily Boardings
Waterman Station	220	275
Tippecanoe Station	375	480
Difference	155	205

Source: SANBAG Redlands Passenger Rail Ridership Forecasts Update, June 2016

Similar to the 2013 ridership forecast, the revised forecast also accounted for ridership impacts associated with future TOD around the proposed RPRP station locations. Assuming TODs around the station areas resulted in a 25 percent increase in the ridership demand on the Redlands Corridor in 2040.

In August 2016, the City of San Bernardino notified SANBAG that a private developer had completed the entitlement process to construct a 25 acre warehouse facility adjacent to the Waterman Station, severely limiting the TOD potential around the Waterman Station area due to the large size of the facility and the limited number of transit users generated by the new warehouse facility.

Furthermore, SANBAG staff was informed that the IRC made significant changes to their operations following the December 2nd tragedy at their facility. Following the incident, the IRC facility is no longer used for travel training or any unscheduled business. The clientele are required to make scheduled appointments for in office visits and IRC case workers are now typically making arrangements outside of the facility to make it easier on the clients they serve. This significantly reduces the number of visitors to the IRC facility. Coupling the research for the new ridership study with the operational changes at IRC and eminent land use decisions that do not favor transit use, a change in locations to the Tippecanoe Station is warranted.

SANBAG's design consultant has started preliminary design efforts on the Waterman Station; however SANBAG has directed the consultant to stop work on this station until a decision has been made on which station to implement. If the Tippecanoe Station is approved, the design work associated specifically with the Waterman Station location will no longer be used. However, there are some design elements of the Waterman Station such as general platform layout and amenities that are transferable. The remaining design budget allocated for the

Waterman Station would be transferred to complete the Tippecanoe Station. Additional design budget will need to be allocated from the current contract contingency to complete the Tippecanoe Station design. These costs have not been estimated at this time, however they are considered to be minor. The one-time cost of this modification will have long-term benefits to future riders of the system. No significant additional construction costs are anticipated with the change to the station location. No impacts to the schedule are anticipated with the change to the station location. Design of the other major project elements are continuing to progress independent of the station design.

SANBAG was recently awarded two grants for the implementation of RPRP; State 2016 Transit & Intercity Rail Capital Program (TIRCP) and the Federal 2016 Transportation Investment Generating Economic Recovery (TIGER) Grant. Both grant applications identified the Waterman Station. SANBAG staff has already confirmed with the California State Department of Transportation that there are no issues with modifying the station location to Tippecanoe Avenue due to the potential for increased ridership and thus reduced green-house gas emissions, which is a major component of the TIRCP Grant. SANBAG staff is currently in discussions with the FTA to determine if TIGER funding would be in jeopardy if the station location is changed. If the FTA determines that TIGER funds would be forfeited, no change to the station location will be implemented and staff will move forward with the Waterman Station location.

Financial Impact:

Any financial impacts associated with this item will be covered using contingency from Contract No. 15-1001093, which is consistent with the SANBAG Fiscal Year 2016/2017 Budget.

Reviewed By:

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

Responsible Staff:

Justin Fornelli, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: October 13, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 6

Date: *October 13, 2016*

Subject:

Cooperative Agreement with the Southern California Regional Rail Authority for Design Services of the Redlands Passenger Rail Project

Recommendation:

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

A. Approve and authorize the Executive Director or his designee to execute Cooperative Agreement No. 17-1001587 with the Southern California Regional Rail Authority, to provide design services and coordination for the implementation of the Redlands Passenger Rail Project in an amount of \$1,069,500.00 to be funded with Measure I Valley Metrolink/Passenger Rail Program funds.

B. Authorize the Executive Director or his designee to release contingency in an amount not-to-exceed \$106,950.00 to be funded with Measure I Valley Metrolink/Passenger Rail Program funds.

Background:

In order to progress with the design and implementation of the Redlands Passenger Rail Project (RPRP), coordination and design services provided by the Southern California Regional Rail Authority (SCRRA) are needed. The SANBAG Board of Directors previously provided direction for SCRRA to provide maintenance-of-way and dispatching services for the new passenger rail service. In addition, it is anticipated that SCRRA will provide up to two roundtrip Metrolink trains each weekday serving the Downtown Redlands Station as identified in the Final Environmental Impact Statement and Record of Decision/Environmental Impact Report presented to and certified by the Board in March 2015. Further, SANBAG staff has identified a potential cost and time savings by using SCRRA's existing Positive Train Control (PTC) system on the new passenger rail service. Implementation of PTC on passenger rail systems is a requirement of the Federal Railroad Administration.

Based on all of these factors, SANBAG has requested SCRRA provide railroad related design, construction, operation, and management services and expertise to support SANBAG's efforts in implementing RPRP. Cooperative Agreement No. 17-1001587 between SANBAG and SCRRA specifies the roles and responsibilities and allocates funding to SCRRA for their staff and consultants to provide design, coordination, and support services to implement the RPRP while design work is underway. SANBAG anticipates amending Cooperative Agreement No. 17-1001587 in the future to support construction of the RPRP and entering into separate agreements for ongoing operations of the new passenger rail service.

Entity: CTA

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The estimated cost, including contingency, for SCRRA services during the design phase is \$1,176,450 to be funded with Measure I Valley Metrolink/Passenger Rail Program funds.

Financial Impact:

This item is consistent with the SANBAG Fiscal Year 2016/2017 Adopted Budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Procurement Manager have reviewed and approved the Cooperative Agreement No. 17-1001587.

Responsible Staff:

Justin Fornelli, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: October 13, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 17-1001587 Amendment No.: _____ Vendor No.: 02003
 Vendor/Customer Name: Southern Californian Regional Rail Authority Sole Source? Yes No
 Description: RPRP Design Services
 Start Date: 11/02/2016 Expiration Date: 12/31/2019 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 1,069,500.00	Original Contingency	\$ 106,950.00
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 1,069,500.00	TOTAL CONTINGENCY VALUE	\$ 106,950.00
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 1,176,450.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 11/02/2016
 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: _____

Attachment: Contract Summary Sheet (3037 : Cooperative Agreement with the SCRRA for Design Services of the Redlands Passenger Rail

COOPERATIVE AGREEMENT NO. 17-1001587
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
REDLANDS PASSENGER RAIL PROJECT RAILROAD DESIGN SERVICES
REDLANDS SUBDIVISION MILE POST 0.9 TO MILEPOST 10.1

This Cooperative Agreement (“AGREEMENT”) is effective this ____ day of _____ 2016, by and between the SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, 1170 W. 3rd Street, San Bernardino, CA 92410, (hereinafter referred to as “SBCTA”), and the SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY, One Gateway Plaza, 12th Floor, Los Angeles, California 90012 (hereinafter referred to as “SCRRA”). Herein SANBAG and SCRRA are sometimes individually referred to as “PARTY”, and collectively referred to as “PARTIES”.

RECITALS

WHEREAS, SCRRA is a five-county joint exercise of powers authority, created pursuant to California Public Utilities Code Section 130255 and California Government Code Section 6500 et seq., to build, maintain, administer, and operate the “METROLINK” commuter train system on railroad right-of-way owned by the agencies that are members of the Joint Exercise of Powers Agreement, and through other shared use and joint operation agreements. The Member Agencies are comprised of the following: Los Angeles County Metropolitan Transportation Authority (“MTA”), Ventura County Transportation Commission (“VCTC”), Orange County Transportation Authority (“OCTA”), San Bernardino Associated Governments (SANBAG), and Riverside County Transportation Commission (“RCTC”); and

WHEREAS, by operation of law, San Bernardino County Transportation Authority (SBCTA) is the successor to the interests of SANBAG under the METROLINK JPA pursuant to Senate Bill 1305 effective January 1, 2017; SANBAG is the owner of a portion of the property comprising the railroad right-of-way in San Bernardino County on which SCRRA operates Metrolink

commuter rail service, and is a Member Agency signatory to the Joint Exercise of Powers Agreement; and

WHEREAS, SCRRA (through the Joint Exercise of Powers Agreement), and the BNSF Railway, operate trains and rail equipment on portions of the right-of-way owned by SANBAG, in accordance with easements, Shared Use Agreements, and the “Intercity Agreement” between SCRRA, the Member Agencies, BNSF, and AMTRAK; and

WHEREAS, the tracks on which SCRRA and the BNSF operate are part of the General System of Railroad Transportation, and SCRRA is responsible for compliance with all federal and state regulations governing the General System of Railroad Transportation; and

WHEREAS, SANBAG desires to enhance rail service in San Bernardino County by advancing a special project, the Redlands Passenger Rail Project (“RPRP” or “PROJECT”), located between Mile Post (MP) 0.9 and 10.1 of the existing Redlands Subdivision, owned by SANBAG, and upon which SCRRA currently controls, administers, dispatches, operates, and maintains the railroad track, structures, signals, communication systems, and appurtenances between MP 0.9 and MP 4.40; and

WHEREAS, SANBAG is the owner of the PROJECT and is responsible for delivering a safe, functional and regulatory compliant infrastructure, including the design, construction, testing and systems integration of the RPRP with the existing SCRRA infrastructure; and

WHEREAS, SANBAG desires to utilize SCRRA’s experience in the development of the PS&E and bid support of the PROJECT until the award of the construction contracts, pursuant to this agreement; and

WHEREAS, consistent with Section 130255 of the Public Utilities Code and in order to manage the railroad operating environment in accordance with Federal Railroad Administration’s Safety and Operating Rules for both the RPRP and an anticipated Metrolink extension to the station located at Orange Street in the City of Redlands, SANBAG has requested SCRRA to provide railroad related design, construction, operation, and management services and expertise to support the RPRP undertaken by SANBAG for which funding is not included in the SCRRA Annual Operating Budget, which will be provided for in a subsequent agreement between the Parties; and

WHEREAS, the PROJECT preferred alternative has been approved per the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) and SANBAG is proceeding to complete RPRP design and preparing Plans, Specifications, and Estimates (PS&E) for construction bid documentation; and

WHEREAS, SANBAG and SCRRA desire to cooperate for the purpose of advancing PROJECT and define the scope of SCRRA's involvement in the coordination, review, and assistance in completing the design of the PROJECT and to acknowledge other necessary steps SANBAG and SCRRA must follow to implement the PROJECT; and

WHEREAS, SANBAG and SCRRA entered into Contract No. 15-1001125, a Cooperative Agreement defining the roles and responsibilities for each party when SCRRA provides support activities for SANBAG rail corridor improvements in San Bernardino County on a work order basis, but limits each work order to a cost of \$100,000, a limit that would be exceeded by the estimated cost of SCRRA support activities for PROJECT;

NOW, THEREFORE, it is mutually understood and agreed by SANBAG and SCRRA as follows:

ARTICLE 1. DEFINITIONS

- A. "Operating Railroads" means any passenger or freight-related railroad company(s) operating on SCRRA operated track(s), including the BNSF Railway Company (BNSF).
- B. "PROJECT" covers a distance of approximately 9 miles, providing passenger rail service using Diesel Multiple Unit (DMU) rail vehicles between the existing San Bernardino Transit Center (SBTC) at the intersection of Rialto and E Streets in the City of San Bernardino, extending east to the University of Redlands, in the City of Redlands, with four new stations along the route located at Waterman Avenue or Tippecanoe Avenue in the City of San Bernardino, New York Street, Orange Street and University Street in the City of Redlands, as depicted in Attachment A. Existing railroad roadbed, tracks and ties will be replaced, existing bridge structures reconstructed or rehabilitated, a new DMU train layover facility will be constructed at the Inland Empire Maintenance Facility site and auxiliary improvements made to at-grade roadway crossings, safety improvements, new parking facilities and improvements to pedestrian access. The DMUs will operate an all station stopping service between San Bernardino and Redlands. SCRRA will operate

up to two morning and two evening Metrolink commuter rail trains serving only the station located at Orange Street and the SBTC within the PROJECT. SCRRA will additionally dispatch all rail services, and maintain all track and signal systems, and associated infrastructure including Positive Train Control systems, throughout the limits of the PROJECT, which will be memorialized in a separate agreement. The BNSF will continue to operate freight services between MP 0.9 and MP 4.4 of the Redlands Subdivision. Construction is planned to commence in 2018, with operations in 2020.

- C. “SCRRA operated right-of-way” is that portion of the Redlands Subdivision SCRRA currently controls, administers, operates, and/or maintains the railroad track, structures, signals, communication systems, and appurtenances between MP 0.0 and MP 4.4, inclusive of the Inland Empire Maintenance Facility.
- D. “RAILROAD DESIGN SERVICES” are the RPRP support activities performed by SCRRA during the PROJECT design phase to assist SANBAG in completing PROJECT design and bid documents.

ARTICLE 2. SCOPE OF SERVICES

- A. This AGREEMENT defines the scope of SCRRA’s involvement during the design phase of the PROJECT in the coordination, review and assistance in completing the design of the PROJECT.
- B. SANBAG will provide all PROJECT coordination with affected Operating Railroads, with the exception of coordination with the BNSF Railway for implementation of positive train control (PTC) systems which will be performed by SCRRA.

ARTICLE 3. DELEGATED AUTHORITY

The actions required to be taken by SCRRA in the implementation of this AGREEMENT are delegated to its Chief Executive Officer or his or her designee, and the actions required to be taken by SANBAG in the implementation of this AGREEMENT are delegated to its Executive Director or his or her designee, subject to the limitations set forth in Article 7 “Maximum Obligation”.

ARTICLE 4. OBLIGATIONS OF SANBAG

SANBAG agrees:

- A. To manage, administer, and schedule the development of the design for the PROJECT, excepting work performed by SCRRA in support of the PROJECT.
- B. To fund one hundred percent (100%) of all RAILROAD DESIGN SERVICES, including those identified in Attachment B. The costs associated with the line items in Attachment B are only estimates and may vary, not relieving SANBAG of the responsibility to fund one hundred percent (100%) of all RAILROAD DESIGN SERVICES costs incurred by SCRRA.
- C. Upon execution of this AGREEMENT, to provide a deposit to SCRRA in an amount of \$181,815.00, or seventeen percent (17%) of the amount of the total estimate of \$1,069,500.00 contained in Attachment B, SCRRA Scope of Design Services and Estimate.
- D. To reimburse SCRRA within 30 days following receipt of properly formatted quarterly SCRRA invoices for RAILROAD DESIGN SERVICES expenditures, in addition to the deposit, until the total AGREEMENT amount remaining to be paid is equivalent to the deposit, after which the deposit shall satisfy SANBAG reimbursement requirements.
- E. To fund any other SCRRA costs associated with obtaining right-of-way, encroachments, easements and other entitlements necessary prior to construction of the PROJECT.
- F. To prepare PS&E, bid documents and issue construction contracts for the PROJECT.
- G. To prepare and submit electronic files or, at the request of SCRRA, up to 5 (five) half-size paper copies of the various design milestone submittals for the PROJECT for SCRRA review at 60%, 90% and 100% completion stages and upon interim documentation as required.
- H. To incorporate into the PROJECT design, unless site specific considerations require a deviation, in which case SANBAG will provide a justification to SCRRA, the most current SCRRA design manuals, standards, guidelines and other documents in effect at each submittal phase, called for herein. If the Notice to Proceed (NTP) of a construction

contract exceeds 24 months from the time of final submittal, SANBAG will revise the design to incorporate SCRRRA standards in effect at that time, subject to site specific considerations.

- I. To identify and locate all SCRRRA signal and communication, and PTC facilities in the project area. Signals determined to be obscured and or signals and communication facilities determined to be in conflict with construction will be relocated, if necessary, as part of SANBAG prepared PROJECT design. SCRRRA facilities that cannot be relocated because of operational or other constraints may require SANBAG to alter their design or construction procedures.
- J. To include in the PS&E package for submittals as set forth herein all Third Party facilities in the PROJECT. In the event that any utility work needs to be undertaken for any existing public and/or private utility during the preliminary engineering phase of the PROJECT, SANBAG will make all necessary agreements with the owners for the protection, relocation or removal of said facilities. SANBAG will ensure that all work undertaken by utility companies within the SCRRRA operated right-of-way will be in compliance with SCRRRA right-of-entry procedures.
- K. To notify SCRRRA of any additional or new easement(s) SANBAG obtains to facilitate the work required to construct the PROJECT and for other features as may be required.
- L. To execute and comply with any necessary Right of Entry forms (Form 5, 6, 37) from SCRRRA prior to the performance of PROJECT work by SANBAG, its consultants and contractors that requires entry onto SCRRRA operated right-of-way between MP 0.9 and MP 4.4.
- M. To notify SCRRRA, and ensure compliance with any and all necessary approvals, real estate permits, licenses or easements and other authorizations obtained by SANBAG and required by applicable laws, regulations, rules, or ordinances, prior to commencement of any work within railroad right-of-way operated by SCRRRA.

ARTICLE 5. OBLIGATIONS OF SCRRRA

SCRRRA agrees:

- A. To review the engineering documents (plans, specifications, estimates and supporting reports) for construction, operation and maintenance of the PROJECT, and provide written recommendations to meet SCRRA engineering standards, design criteria and safety, operational and maintenance of way requirements within thirty (30) calendar days. Reviews to be performed at 60%, 90% and 100% completion stages and upon interim documentation as required. If SCRRA review comments are not received within 30 calendar days, SANBAG may choose not to consider the comments in the next steps of the PROJECT's design development, provided that comments related to safety or regulatory compliance shall be considered at any time up to the release of any construction IFB.
- B. To provide specialist consultant support to advise upon the construction phasing impacts to SCRRA operations and passenger service, design development, system testing and commissioning for the PROJECT integration and operation into SCRRA's network of the track signal, communication, positive train control, security and dispatching systems, so as to ensure interoperability between SCRRA's systems and the proposed DMU system; advise upon system definition, FRA compliance requirements and supporting documentation; support system design reviews, and; assist SANBAG in coordination with system vendors.
- C. To review and provide support in the preparation of construction bid documentation, including provision of support through bidding process, contractor selection and contract award.
- D. To attend project development and coordination meetings, diagnostic meetings and coordinate preparation of all agreements pertaining to SCRRA involvement with the PROJECT.
- E. To provide guidance and support to SANBAG and SANBAG's consultants in the implementation of SCRRA's standards, criteria and requirements, including but not limited to the implementation of SCRRA's Positive Train Control system on the PROJECT.
- F. To provide Railroad protective and inspection services, including flagging, railroad safety training to SANBAG and its Consultant and Contractors working on the railroad right of

- way, and location and marking of all SCRRA signal and communications cables, on an as-needed basis.
- G. To prepare Contract Task Orders (CTOs) for SCRRA Engineering Consultants and Contractors and other tasks as may be required to manage and coordinate SCRRA interests.
- H. To provide SCRRA administrative support for the project necessary to assist SANBAG in the development of the PROJECT and including all interdepartmental support.
- I. To ensure any SCRRA-prepared design products comply with any and all necessary approvals, real estate permits, licenses or easements and other authorizations obtained by SANBAG and required by applicable laws, regulations, rules, or ordinances, prior to commencement of any work within railroad right-of-way operated by SCRRA.
- J. To submit to SANBAG quarterly invoices of costs incurred by SCRRA and its Engineering Consultants and Contractors for RAILROAD DESIGN SERVICES on the basis of items set forth in **Attachment B** and per guidelines required by funding sources identified in **Attachment C**. Invoices shall be delivered to SANBAG within 30 days of the end of the preceding quarter. The first quarter will begin the first day of the month that this AGREEMENT is executed. Invoices shall include detailed information including description, date of the expense, business purpose and amount. SCRRA shall attach supporting documents substantiating the invoice such as itemized receipts, paid consultant invoices or paid credit card statements. Invoices shall also contain a progress report detailing work accomplished for the invoice period consistent with the report template in **Attachment D**.

ARTICLE 6. MUTUAL OBLIGATIONS

- A. Both SANBAG and SCRRA agree that each will cooperate and coordinate with the other in the PROJECT covered by this AGREEMENT and any other supplemental agreements that may be required to facilitate purposes hereof;
- B. Review and acceptance of submittals by SCRRA shall not relieve SANBAG, its consultants and Engineer of Record, nor its contractors, of responsibility for the design and construction of the PROJECT, including responsibility for errors and omissions in submittals, and construction deviations from accepted design plans.
- C. The PARTIES agree that a separate construction agreement specifying responsibilities during PROJECT construction, system testing and commissioning shall be prepared by SANBAG in coordination with SCRRA for execution by the PARTIES by January 1, 2018, or prior to the start of construction of rail infrastructure within the Project and a separate agreement will be executed by January 1, 2020 or prior to the start of revenue service for the continued maintenance and operations of the PROJECT;
- D. SANBAG and SCRRA agree to comply with all applicable federal, state, and local laws, statutes, ordinances, and regulations of any governmental authority having jurisdiction over the PROJECT;
- E. SANBAG and SCRRA agree to work cooperatively to advance the PROJECT within the estimated 18-month design and bidding phase and budget as set forth in Article 7 of the AGREEMENT, provided, however, that Federal Regulation and the General Orders of the California Public Utilities Commission take precedence;
- F. Neither party shall unreasonably withhold approval of any request or withhold submittal of any report nor other information required under this agreement;

ARTICLE 7. MAXIMUM OBLIGATION

Notwithstanding any provisions of this AGREEMENT to the contrary, SANBAG and SCRRA agree that SANBAG's maximum payment obligation per this AGREEMENT (including SCRRA's direct and indirect costs) shall not exceed \$1,069,500.00 for design and bid support unless this AGREEMENT is amended by PARTIES.

ARTICLE 8. AUDIT AND INSPECTION

SANBAG or its designee, shall have the right to conduct audits of SCRRA support activities for PROJECT. SCRRA shall establish and maintain proper accounting procedures, appropriate internal controls, and complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, SCRRA shall permit the authorized representatives of SANBAG to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of four (4) years after final close out of PROJECT. SANBAG shall also have the right to reproduce any such books, records and accounts. Contracts with SCRRA's contractors shall include the above provision with respect to audits. SCRRA shall reimburse SANBAG for any expenditure that is found not to be incurred in support of the AGREEMENT.

ARTICLE 9. INDEMNIFICATION

- A. SCRRA shall indemnify, defend and hold harmless SANBAG, its officers, directors, members, affiliated entities, employees, contractors and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by SCRRA, its officers, directors, employees, contractors or agents in connection with or arising out of the performance of this AGREEMENT.
- B. SANBAG shall indemnify, defend and hold harmless SCRRA, its officers, directors, member agencies, employees, contractors and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by SANBAG, its officers, directors, employees, contractors or agents in connection with or arising out of the performance of this AGREEMENT.
- C. Each PARTY will require that at every stage of the cooperative endeavor, there is adequate and appropriate insurance coverage for the PARTY to meet its defense and indemnification obligations as set out herein. Each PARTY will require that its'

consultants, contractors and subcontractors of any tier performing work pursuant to this AGREEMENT maintain appropriate and adequate commercial insurance, including without limitation, railroad protective liability coverage, where applicable or prudent, and to have the other PARTY and the Operating Railroads named as additional insureds on all such insurance coverage.

- D. The indemnification and defense obligations of this AGREEMENT shall survive its expiration or termination.

ARTICLE 10. ADDITIONAL PROVISIONS:

- A. This AGREEMENT shall continue in full force and effect through December 31, 2019, unless modified or terminated earlier by mutual written consent by both PARTIES. The term of this AGREEMENT may only be extended upon mutual written agreement by both PARTIES.
- B. Either PARTY may initiate proceedings to terminate this AGREEMENT by giving thirty (30) days written notice; however, this AGREEMENT shall not be terminated without mutual agreement of both PARTIES.
- C. SANBAG's and SCRRA's signatories hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTIES and that, by so executing this AGREEMENT, the PARTIES hereto are formally bound to the provisions of this AGREEMENT.
- D. This AGREEMENT may be amended in writing at any time by the mutual consent of both PARTIES. No amendment shall have any force or effect unless executed in writing by both PARTIES.
- E. Notices: Any notices, requests or demands made between the PARTIES pursuant to this AGREEMENT should be sent via email or hard copy to be directed as followed:

To SCRRA: 2558 Supply Street

Pomona, CA 91767

Attention: Ms. Patricia Watkins

Interim Director of Engineering & Construction

Email: WatkinsP@scrra.net

Telephone: (909) 593-4291

To SANBAG: 1170 W. 3rd Street, 2nd Floor

San Bernardino, CA 92410

Attention: Mr. Justin Fornelli

Chief of Transit and Rail Programs

Email: jfornelli@sanbag.ca.gov

Telephone: (909) 884-8276

- F. The headings of all sections of this AGREEMENT are inserted solely for the convenience of reference and are not part of and not intended to govern, limit or aid in the construction or interpretation of any terms or provision thereof.
- G. The provisions of this AGREEMENT shall bind and inure to the benefit of each of the PARTIES hereto and all successors or assigns of the PARTIES hereto.
- H. If any term, provision, covenant or condition of this AGREEMENT is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this AGREEMENT shall not be affected thereby, and each term, provision, covenant or condition of this AGREEMENT shall be valid and enforceable to the fullest extent permitted by law.
- I. This AGREEMENT may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same agreement. Facsimile signatures will be permitted.
- J. Either PARTY shall be excused from performing its obligations under this AGREEMENT during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to; any incidence of fire, flood; strikes, weather, acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other PARTY; when satisfactory evidence of such cause is presented to the other PARTY, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the PARTY not performing.

- K. Neither this AGREEMENT, nor any of the PARTIES rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to give or withhold consent to such subsequent assignment.
- L. Nothing herein shall be deemed nor construed to authorize or require any PARTY to issue bonds, notes or other evidences of indebtedness under the terms, of this Cooperative Agreement, or for any other purpose.
- M. This AGREEMENT shall be construed and interpreted under the laws of the State of California.
- N. Disputes must be resolved in accordance with the procedure set forth in the SCRRA Joint Exercise of Powers Agreement. Should litigation arise out of this AGREEMENT for the performance thereof, each PARTY shall be responsible for its own costs and expenses, including attorney's fees.
- O. This AGREEMENT, including any exhibits and documents incorporated herein and made applicable by reference, constitute the complete and exclusive statement of the terms and conditions of this AGREEMENT between SANBAG and SCRRA concerning SCRRA's participation in the design of the PROJECT.
- P. Attachment A (Project Location and Project Overview Plan), Attachment B (SCRRA Scope of Design Services and Estimate), and Attachment C (Funding Sources/Requirements) are attached to and incorporated into this AGREEMENT by this reference.

This AGREEMENT shall be made effective upon execution by both PARTIES.

SIGNATURES ON THE FOLLOWING PAGE:

IN WITNESS WHEREOF, the PARTIES hereto have caused this AGREEMENT to be entered into as of the date set forth above.

SOUTHERN CALIFORNIA REGIONAL
RAIL AUTHORITY

SAN BERNARDINO ASSOCIATED
GOVERNMENTS:

By: _____
Art Leahy
Chief Executive Officer

By: _____
Raymond Wolfe, PhD
Chief Executive Officer

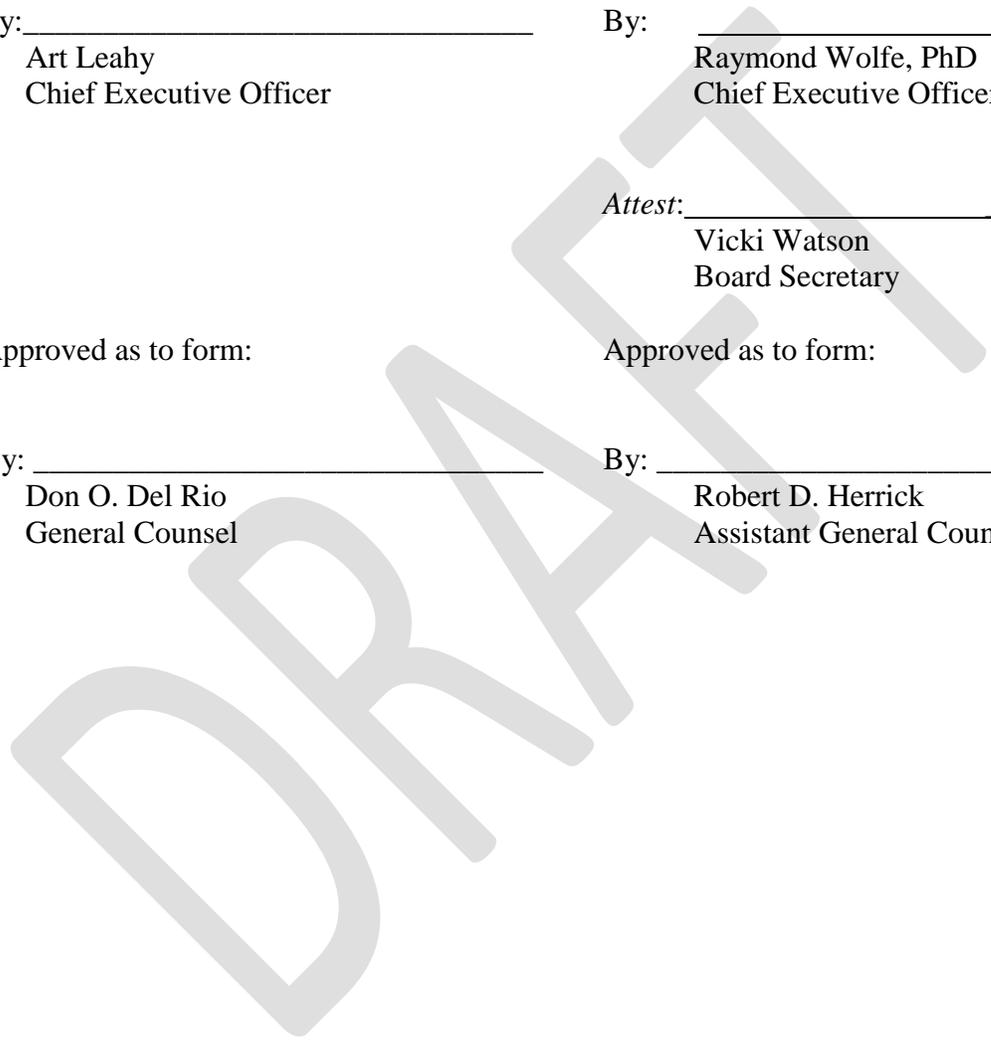
Attest: _____
Vicki Watson
Board Secretary

Approved as to form:

Approved as to form:

By: _____
Don O. Del Rio
General Counsel

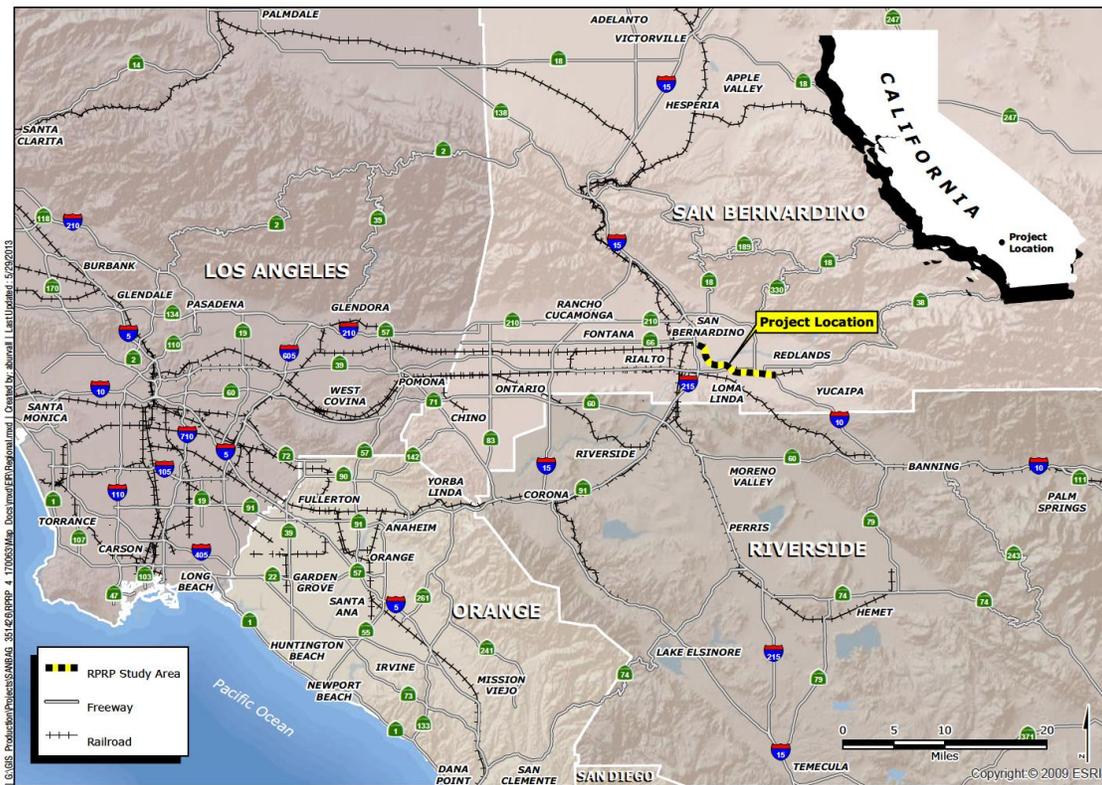
By: _____
Robert D. Herrick
Assistant General Counsel



ATTACHMENT A

Project Location and Project Overview Plan

DRAFT



HDR
 ONE COMPANY | Many Solutions™

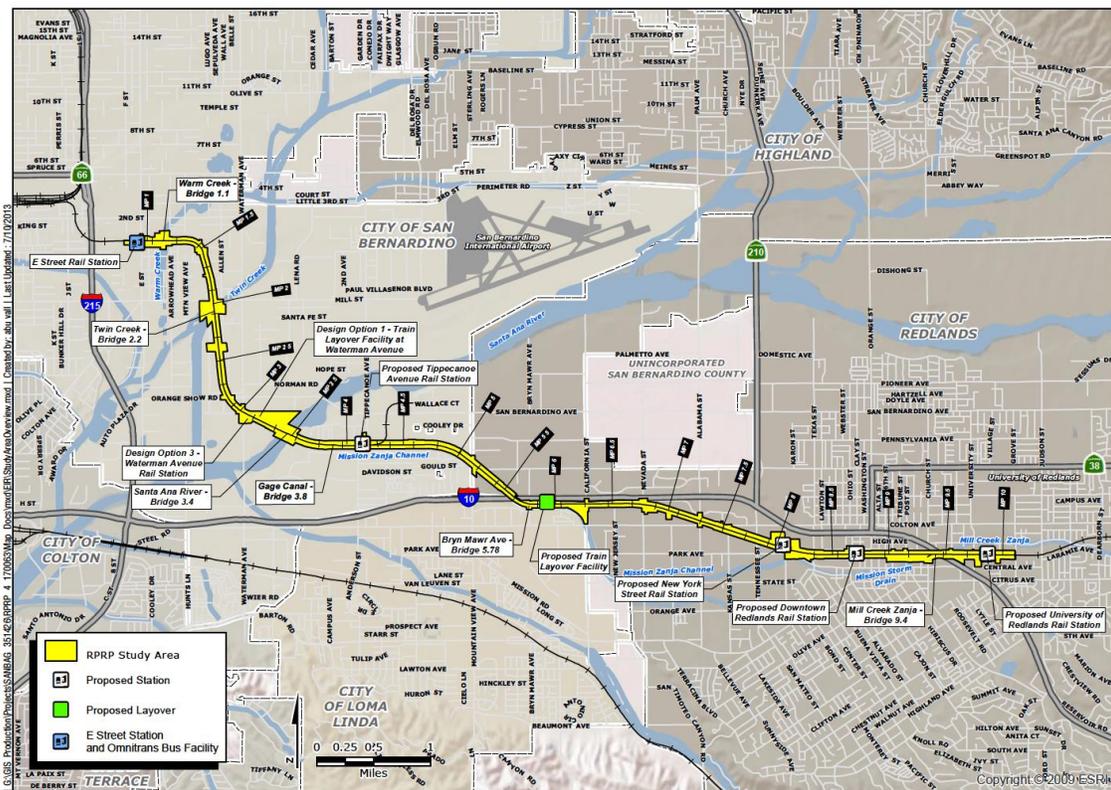
Regional Location Map

Figure ES-1

FTA/SANBAG | Redlands Passenger Rail Project | EIS/EIR

Project Location

Attachment: Final Agreement - RPRP - SANBAG SCRRA DSA 160921-rdh rev160928 JRF [Revision 1] (3037 : Cooperative Agreement with the



RPRP Study Area Overview
 Figure ES-2
 FTA/SANBAG | Redlands Passenger Rail Project | EIS/EIR

HDR
 ONE COMPANY | Many Solutions™

Project Overview Plan

Attachment: Final Agreement - RPRP - SANBAG SCRRA DSA 160921-rdh rev160928 JRF [Revision 1] (3037 : Cooperative Agreement with the

ATTACHMENT B

SCRRA Scope of Design Services and Estimate

Date	15-Jun-16									
SANBAG Design Services Agreement										
SCRRA Project No.	TBD									
Project Name	Redlands Passenger Rail Project (RPRP)									
Schedule	June 2016 - November 2017									
NO.	ITEM	QUANTITY					UNIT	UNIT COST	TOTAL COST	
		No. of Months	Meeting per Month	Hours	No. of Persons	Total				
1	Scope of Work									
1.1	Meetings									
a	PDT Meetings	18	1	4	4	288	HR	\$200.00	\$57,600.00	
b	Inter-Departmental Meetings	18	2	3	4	432	HR	\$200.00	\$86,400.00	
	Sub-Total					720	HR		\$144,000.00	
1.2	Project Management and Administration									
a	Progress reports, schedules, budgets	18	1	2	1	36	HR	\$200.00	\$7,200.00	
b	General PM coordination	18	1	8	1	144	HR	\$200.00	\$28,800.00	
c	SCRRA Administration	18	1	2	2	72	HR	\$200.00	\$14,400.00	
	Sub-Total					180	HR		\$50,400.00	
1.3	Document Review/Design Support									
a	Review Design Documents by Engineering, Signal & Communications (S&C), Safety, Operations, incl. comment review meetings									
	60%			60	4	240	HR	\$200.00	\$48,000.00	
	90%			60	4	240	HR	\$200.00	\$48,000.00	
	100%			40	4	160	HR	\$200.00	\$32,000.00	
b	Site Visits	4		8	2	64	HR	\$200.00	\$12,800.00	
c	CPUC Site Diagnostic Meetings	6		8	3	144	HR	\$200.00	\$28,800.00	
d	Specialist Consultant Support									
	i) Signal System Design & Coordination	15		100	1	1,500	HR	\$250.00	\$375,000.00	
	ii) Communications System Design & Coordination	15		40	1	600	HR	\$250.00	\$150,000.00	
	iii) PTC / Dispatch System Design & Coordination	15		40	1	600	HR	\$250.00	\$150,000.00	
	Sub-Total					848	HR		\$844,600.00	
1.4	Flagging Services									
a	Administrative Fees						LS	\$5,000.00	\$5,000.00	
	Safety Training by SCRRA Consultant: Safety Training is provided by SCRRA Contractor or consultant. Class size up to 20-						LS	\$5,000.00	\$5,000.00	
	b participants.									
c	SCRRA C&S Markings						LS	\$2,500.00	\$2,500.00	
d	Flagging Services (Assumed 15 Days)					15	DAY	\$1,200.00	\$18,000.00	
	Sub-Total								\$30,500.00	
	TOTAL ESTIMATED COST									\$1,069,500.00
Notes:										
1	The cost of the SCRRA services shown is an estimate only and SANBAG will reimburse SCRRA on the basis of actual costs and									
2	SANBAG shall reimburse SCRRA the actual costs and expenses incurred by SCRRA and its contractors and consultants for all services work performed in connection with this project, including an allocated overhead representing SCRRA's costs for administration and management.									

ATTACHMENT C

Funding Sources/Requirements

SCRRA's consultants and contracts used on RPRP must meet Federal procurement guidelines and requirements. The project funding sources are identified below.

Fund Source	Amount (in \$1,000)
San Bernardino County Measure I	\$ 92,771
Fiscal Year 2016 State Cap-Trade Grant	\$ 9,204
State Transit Assistance Funds	\$ 15,000
Proposition 1B PTMISEA	\$ 16,372
Proposition 1B Transit Security	\$ 4,793
Federal Transit Administration (FTA) 5307	\$ 47,960
Federal CMAQ	\$ 6,535
Fiscal Year 2016 FTA TIGER Award	\$ 8,678
Private Contributions from University of Redlands & Esri	\$ 4,836
Pending Allocation*	\$ 74,379
TOTAL	\$ 280,528

*SANBAG is currently updating its Ten-Year Project Delivery Plan and will identify potential funding resources.

ATTACHMENT D

Invoice Progress Report Template



PROGRESS REPORT

Contract No.: XXXX		Reporting Period:			Page of	
Description: RPRP -			SCRRRA Project No.:			
Project Manager:						
Total Contract Amount: \$ 1,069,500.00		Tasks	Description	Amount	Date	Status % complete
			TOTAL AUTHORIZED		Complete	
Key Milestones:						
	Description	Scheduled	Comments		Actual	
1						
2						
3						
4						
5						
6						
7						
8						
9						
Progress during Reporting Period:						
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
Projected Activities for Upcoming Period:						
1						
2						
3						
4						
5						
6						
7						
8						
Changes in Scope:						
1						
Actions Required by SCRRRA:						
1						
2						
3						
4						

By: _____
Date: _____

Minute Action

AGENDA ITEM: 7

Date: *October 13, 2016*

Subject:

Amendment 1 to Contract No. 16-1001363 with Kaplan Kirsch & Rockwell LLP

Recommendation:

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission, approve Amendment No. 1 to Contract No. 16-1001363 with Kaplan Kirsch & Rockwell LLP for legal services to support the Redlands Passenger Rail Project, increasing the contract amount by \$100,000, to be funded with Measure I 2010-2040 Valley Metrolink/Passenger Rail Program funds, for a new contract amount of \$200,000.

Background:

SANBAG originally procured the services of Kaplan Kirsch & Rockwell LLP (KK&R) in September of 2015 via an on-call contract to provide attorney services related to Federal and California state law and regulations affecting railroads and to provide legal advice and opinions and representation in litigation and administrative proceedings. Over the past year, SANBAG has tasked KK&R with reviewing and drafting agreements specifically for the Redlands Passenger Rail Project (RPRP). Most notably, KK&R has provided legal advice on meeting Federal Transit Administration (FTA) Buy America requirements for the purchase of rail vehicles to support RPRP and in drafting an agreement with Omnitrans for the operation and maintenance of the passenger rail vehicles for the future RPRP service.

Once the Omnitrans operating and maintenance agreement is complete, SANBAG anticipates using KK&R's expertise to draft an agreement with the Southern California Regional Rail Authority (SCRRA) to define the roles and responsibilities for the dispatching of trains on the RPRP system and provide maintenance-of-way services along the RPRP corridor. Since RPRP will be a separate system from the SCRRA Metrolink system, the existing Joint Powers Agreement does not apply and a new operating and maintenance agreement is required.

KK&R is approaching their existing maximum contract value of \$100,000, specified as part of the on-call legal contract services. In order to complete the operations and maintenance agreement with SCRRA, additional contract funding authorization is needed, thus SANBAG General Counsel and staff are requesting KK&R's contract be amended to increase the contract amount by \$100,000, for a total contract value of \$200,000.

Financial Impact:

This item is consistent with the SANBAG Fiscal Year 2016/2017 Budget.

Reviewed By:

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

Entity: *CTC*

Transit Committee Agenda Item
October 13, 2016
Page 2

Responsible Staff:

Justin Fornelli, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: October 13, 2016
Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 16-1001363 Amendment No.: 01 Vendor No.: 01190
 Vendor/Customer Name: Kaplan Kirsch & Rockwell LLP Sole Source? Yes No
 Description: RPRP - Legal Services
 Start Date: 09/11/2015 Expiration Date: 06/30/2019 Revised Expiration Date: N/A
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 100,000.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ 100,000.00	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 200,000.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 200,000.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 11/02/2016
 Board of Directors Action: Approve Amendment 1 to 16-1001363 with KK&R for RPRP Legal Services

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: Justin Fornelli

Attachment: Contract Summary Sheet [Revision 2] (2618 : Amendment 1 to KK&R Legal Contract)

AMENDMENT NO. 1 TO CONTRACT NO. 16-1001363

FOR

RAILROAD RIGHT OF WAY LEGAL SERVICES

(KAPLAN KIRSCH & ROCKWELL LLP)

This Amendment No. 1 to Contract No. 16-1001363 is made by and between the San Bernardino County Transportation Commission (“SANBAG”) and the firm of Kaplan Kirsch & Rockwell LLP (“ATTORNEY”):

RECITALS

- A. SANBAG, under Contract No. 16-1001363, engaged ATTORNEY to provide legal services relating to Federal and state law and regulations affecting railroads, including providing legal advice and opinions, and representation in litigation and administrative proceedings (“Contract”); and
- B. SANBAG and ATTORNEY desire to amend the Contract to increase its contract value by \$100,000.

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

1. Section 3.2 of ARTICLE 3. COMPENSATION is deleted and replaced in its entirety to read as follows:
 - “3.2 The total Not-To-Exceed Amount is Two Hundred Thousand Dollars (\$200,000) for Services to be provided under this Contract. SANBAG shall compensate ATTORNEY for Services performed pursuant to the rates set forth in Attachment “B” - Attorneys’ Fees and Charges, which is attached to and incorporated into and made part of this Contract. The hourly rates identified in Attachment “B” shall remain fixed for the term of this Contract and include ATTORNEY’s direct labor costs, indirect costs, and profit. All costs and expenses shall be reimbursed for the amounts identified in Attachment “B”. SANBAG will not reimburse for any expenses not shown in Attachment “B”.”
2. The Recitals set forth above are incorporated herein by this reference.
3. Except as amended by this Amendment No. 1, all other provisions of the Contract shall remain in full force and effect and are incorporated herein by this reference.
4. This Amendment No. 1 is effective upon execution by SANBAG.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 1 below.

KAPLAN KIRSCH & ROCKWELL LLP

SANBAG

By: _____

By: _____
Raymond W. Wolfe, Ph.D.
Executive Director

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

Date: _____

CONCURRENCE:

By: _____
Jeffery Hill
Procurement Manager

Date: _____

Attachment: 16-1001363.01_Kaplan Kirsch Amendment 1_Rail ROW Legal Services (2618 : Amendment 1 to KK&R Legal Contract)

Minute Action

AGENDA ITEM: 8

Date: *October 13, 2016*

Subject:

Redlands Passenger Rail Project Right-of-Way Acquisitions

Recommendation:

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

- A. Authorize staff to proceed with voluntary acquisition of property necessary for the Redlands Passenger Rail Project in accordance with SANBAG's Policies, including relocation assistance, demolition of existing structures, property management, disposal of excess property, environmental testing and remediation, and expending a not-to-exceed total amount of \$5,837,753.00 for right-of-way acquisition capital expenses; and
- B. Authorize the Director of Transit and Rail Programs to add or delete such parcels on Attachment "A" as the Director determines from time to time are necessary for the Redlands Passenger Rail Project.
- C. Allocate \$5,837,753.00 of Measure I Valley Metrolink/Passenger Rail Program funds to fund right-of-way acquisition activities for the Redlands Passenger Rail Project.

Background:

The purpose of this agenda item is to authorize the acquisition of property or property rights for the Redlands Passenger Rail Project (RPRP) and to establish a process for updating the acquisition parcel list. As final design of the RPRP advances the need to acquire parcels outside of the SANBAG owned right-of-way is imminent. Aside from one full property acquisition located east of E Street in San Bernardino, it is anticipated that the needed right-of-way will be partial acquisitions located primarily at the grade crossings and associated with the placement of safety infrastructure. The preliminary list of parcels anticipated to be affected is identified in Attachment "A" and is consistent with the property information provided in the Final Environmental Impact Statement and Record of Decision/Environmental Impact Report presented to and certified by the Board in March 2015.

The necessary property rights include full property acquisition, partial property acquisition, permanent easements, and temporary construction easements. In addition, the following items are included in the right-of-way capital expenditure budget: relocation assistance, demolition, property management, disposition of excess property and environmental testing and remediation. Staff is seeking authority to proceed with the acquisition of the required property or property rights. Right-of-way capital expenditures, excluding legal costs, are estimated at \$5,837,753.00 and are supported by Measure I Valley Metrolink/Passenger Rail Program funds.

From time to time, as the design progresses property right requirements change. Given this preliminary list of parcels support a 30% design plan, staff is requesting authority to make

Entity: CTC

Transit Committee Agenda Item

October 13, 2016

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modifications to the list of parcels as the design is refined. For the purposes of streamlining the process, staff recommends that the Board authorize the Director of Transit and Rail Programs to modify the parcel list as needed. Should any parcels be added to the list, the revised list will be published in the subsequent Transit Committee Agenda and Board Agenda as an informational item.

Financial Impact:

This item is consistent with the adopted SANBAG Fiscal Year 2016/2017 Budget.

Reviewed By:

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

Responsible Staff:

Theresa Armistead, Management Analyst II

Approved
Transit Committee
Date: October 13, 2016

Witnessed By:

ATTACHMENT A

Redlands Passenger Rail Project – Potential Property Impact List – 09/26/16

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-001	0136-121-33 0136-121-39	MIRANDA FAMILY HOLDINGS, LLC	JORGE MIRANDA	COMMERCIAL
RPRP-002	0136-122-89 0136-122-90	SAN BERNARDINO COUNTY FIRE PROTECTION DISTRICT	MARK A. HARTWIG FIRE CHIEF	COMMERCIAL
RPRP-003	0136-121-41	W & W REALTY LLC	-----	COMMERCIAL
RPRP-004	0136-111-02	JERALD CASILLAS AND MARY L. CASILLAS	JERALD CASILLAS MARY L. CASILLAS	COMMERCIAL
RPRP-005	0136-122-82	WESTBROOK FAMILY TRUST THE BOTTS FAMILY TRUST	HAROLD TRUITT WESTBROOK II PENNY K. WESTBROOK ROBERT E. BOTTS BEVERLY ANN BOTTS	COMMERCIAL
RPRP-006	-----	PUBLIC RIGHT OF WAY	-----	-----
RPRP-007	0136-033-26	SMITH ETAL.	DON R. SMITH BARBARA R. SMITH H. MARK BEGUELIN JR. ELLEN C. JOHNSTON EDWARD T. FLETCHER JR. MARY FLETCHER G. LOUIS FLETCHER JANET G. FLETCHER MARILYN LEIBERG KNUDSEN	INDUSTRIAL
RPRP-008	0136-033-14	JOHN H. GARDNER AND LARISA GARDNER	JOHN H. GARDNER LARISA GARDNER	COMMERCIAL
RPRP-009	0136-122-81	BANK OF SAN BERNARDINO	-----	COMMERCIAL
RPRP-010	0136-122-87	ENRIQUE RODRIGUEZ AND M. ROSA RODRIGUEZ	ENRIQUE RODRIGUEZ M. ROSA RODRIGUEZ	COMMERCIAL
RPRP-011	0136-042-08 0136-042-09 0136-042-10	VIDMAR ETAL.	BARBARA L. VIDMAR JOHN C. VIDMAR MARCIA VIDMAR JOHN R. VIDMAR DORIS N. VIDMAR	COMMERCIAL

Attachment: 2016-09-26 Updated SANBAG - ROW Property List [Revision 1] (2973 : Redlands Passenger

ATTACHMENT A

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-012	0136-041-10 0136-051-54	FAIRWAY INDUSTRIAL PARTNERS, LLC SLH INDUSTRIAL, LLC	MELANIE J. BROWN (FAIRWAY) BRADLEY D. HOWARD (SLH)	COMMERCIAL
RPRP-013	0136-051-14 0136-033-27 0136-122-78	CITY OF SAN BERNARDINO	-----	PUBLIC FACILITIES INDUSTRIAL PUBLIC FACILITIES
RPRP-014	0136-221-28	GARY G. WALBOURNE AND ISABELLA E. WALBOURNE	GARY G. WALBOURNE ISABELLA E. WALBOURNE	INDUSTRIAL
RPRP-015	0136-032-22 0136-033-23	TWENTY-SEVEN SAC SELF-STORAGE LIMITED PARTNERSHIP	-----	INDUSTRIAL
RPRP-016	0136-251-37	ERIC GRISHAM FAMILY TRUST	ERIC E. GRISHAM	COMMERCIAL
RPRP-020	0136-321-51	BURR GROUP LP	COLE BURR	COMMERCIAL
RPRP-021	0136-321-55	BURCHCO, LLC	JOHN D. MCALEARNEY	COMMERCIAL
RPRP-022	0136-321-04	SALVADOR ANAYA	SALVADOR ANAYA	INDUSTRIAL
RPRP-023	0136-401-65	E & W PROPERTIES, LLC	EDWARD BOYD	INDUSTRIAL
RPRP-024	0136-462-05	2743 LLC	JOHN C. OLIVER JR.	INDUSTRIAL
RPRP-025	0136-451-02	JOSE AND CLAUDIA GUERRERO LIVING TRUST	JOSE GUERRERO CLAUDIA GUERRERO	INDUSTRIAL
RPRP-026	0136-452-26	THE IRINEA BROCE SEPARATE PROPERTY TRUST	IRINEA BROCE	INDUSTRIAL
RPRP-029	0136-321-31 0136-321-38 0141-262-05 0141-281-05 0170-181-41 0281-021-17 0281-021-21 0281-021-26 0281-221-13	SAN BERNARDINO FLOOD CONTROL DISTRICT	KEVIN BLAKESLEE DEPUTY DIRECTOR	PUBLIC FACILITIES

ATTACHMENT A

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
	0292-031-21 0292-032-21 0292-032-23 0292-034-11 0292-034-15			
RPRP-030	0136-321-14	DIANNE L. LINCOLN AND RANDALL S. LINCOLN	DIANNE L. LINCOLN RANDALL S. LINCOLN	INDUSTRIAL
RPRP-032	0136-401-68	TUSTIN CONSTRUCTION CO., INC.	JOSEPH A. WALKER	INDUSTRIAL
RPRP-034	0136-431-14	RBI LANDSCAPE, INC.	ROBERT B. INGE	INDUSTRIAL
RPRP-035	0136-431-34	GREGORY M. ARIAS	GREGORY M. ARIAS	INDUSTRIAL
RPRP-039	0281-411-01	CALIFORNIA HOUSING FOUNDATION	STEVE VON RAJCS	COMMERCIAL
RPRP-041	0136-431-01	MARTIN ETAL.	WILLIE MARTIN, JR. MICHAEL MARTIN AALIYAH ABDULLAH GLENDA BURNETT CHARLEENA FAIRLEY	INDUSTRIAL
RPRP-043	0281-021-30	SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SAN BERNARDINO	OVERSIGHT BOARD: JIM MORRIS CAREY K. JENKINS MARY O'TOOLE DOUG HEADRICK MARGARET HILL JOHN LONGVILLE	INDUSTRIAL
RPRP-044	0281-041-29	FORD WHOLESALE CO., INC.	M L THOMAS	INDUSTRIAL
RPRP-045	0281-021-49 0281-301-19 0281-041-15	CITY OF RIVERSIDE	-----	INDUSTRIAL INDUSTRIAL INDUSTRIAL
RPRP-046	0281-041-36	REAGENT CHEMICAL & RESEARCH, INC.	C T CORPORATION SYSTEM VIVIAN IMPERIAL	ADMINISTRATIVE/ PROFESSIONAL
RPRP-047	0281-201-01	IAD HANHOUN AND SHEREEN HANHOUN	IAD HANHOUN SHEREEN HANHOUN	SINGLE FAMILY RESIDENTIAL

ATTACHMENT A

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-048	0281-102-11	COUNTY OF SAN BERNARDINO	----	INDUSTRIAL
RPRP-054	-----	CALTRANS	----	-----
RPRP-056	0292-035-01	DRC LAND CBC, LP	----	COMMERCIAL
RPRP-058	0169-281-19 0169-281-23 0169-362-08 0170-142-07 0170-181-44 0170-191-39 0292-034-02 0292-034-05 0292-034-08 0292-064-02	CITY OF REDLANDS	----	COMMERCIAL INDUSTRIAL INDUSTRIAL PUBLIC FACILITIES PUBLIC FACILITIES PUBLIC FACILITIES COMMERCIAL COMMERCIAL COMMERCIAL PUBLIC FACILITIES
RPRP-059	0292-034-17	MARTIROSIAN FAMILY TRUST ANDRE OHANIAN TRUST	MARTIN MARTIROSIAN ANGELA MARTIROSIAN ANDRE OHANIAN	COMMERCIAL
RPRP-060	0292-034-16	CHASE MANAGEMENT, INC.	H. TROY FARAHMAND	COMMERCIAL
RPRP-061	0292-064-22	STRICKLER COMMERCIAL, LLC	CORBIN STRICKLER	COMMERCIAL
RPRP-062	0169-271-44 0171-022-13	PROPERTY ONE, LLC	JOHN D. MCALEARNEY	INDUSTRIAL RESTRICTED
RPRP-063	0292-064-03 0292-064-04 0292-064-05	ROY L. TYRA LAWANNA JO TYRA TYRA FAMILY TRUST	ROY L. TYRA LAWANNA JO TYRA	COMMERCIAL
RPRP-064	0292-064-12	UNITED STATES POSTAL SERVICE	----	COMMERCIAL
RPRP-065	0167-401-11	MOUNTAIN VIEW INDUSTRIAL CENTER, LLC	NATIONAL CORPORATE RESEARCH, LTD. RICHARD AURTHUR	INDUSTRIAL
RPRP-066	0292-063-01	D.T.M. LAND COMPANY, LLC	DAVID A. MARVIN	COMMERCIAL
RPRP-067	0169-371-02	G & M GAPCO, LLC	HARRY O. SCHENIK	COMMERCIAL

Attachment: 2016-09-26 Updated SANBAG - ROW Property List [Revision 1] (2973 : Redlands Passenger

ATTACHMENT A

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-070	0169-391-03	NASSER RADPARWAR AND CAROLINE RADPARVAR	NASSER RADPARWAR CAROLINE RADPARVAR	COMMERCIAL
RPRP-076	0169-281-34 0169-281-39	SHOWPROP REDLANDS, LLC	GEORGE KRIKORIAN	COMMERCIAL
RPRP-077	0169-281-45	SPIRIT MASTER FUNDING X, LLC	-----	COMMERCIAL
RPRP-080	0169-281-43	LONGO FAMILY TRUST	BETTY JEANNE LONGO	COMMERCIAL
RPRP-081	0169-212-20 0169-212-27	ORANGE STREET PLAZA, LLC	NASEEM MOALEJ	COMMERCIAL
RPRP-082	0169-311-16	CENTENNIAL PLAZA, LLC	DONALD LAM	COMMERCIAL
RPRP-083	0169-312-01	AMCOR PROPERTIES, LLC	LOUIS T. BURCH	INDUSTRIAL
RPRP-084	0169-236-07	JAMES F. VER STEEG SR.	JAMES F. VER STEEG SR.	INDUSTRIAL
RPRP-085	0169-234-01 0169-234-04	TODD ETAL.	S. TODD ALLEN JOY A. ALLEN ANTHONY CINQUE JODI L. CINQUE RONDAL G. ALLEN MARILYN ALLEN	INDUSTRIAL
RPRP-090	0169-321-01 0169-321-02	REDLANDS FOOTHILL GROVES	MANUEL MARTINEZ	COMMERCIAL INDUSTRIAL
RPRP-091	0170-191-40	CATALINA GARDENS-RIVERSIDE, LLC	DONALD R. MARABELLA	SINGLE FAMILY RESIDENTIAL
RPRP-092	0170-151-28	UNIVERSITY OF REDLANDS	-----	PUBLIC FACILITIES
RPRP-095	0170-181-46 0170-181-49	UNION PACIFIC RAILROAD COMPANY	-----	PUBLIC FACILITIES

*As of 09/26/2016

Minute Action

AGENDA ITEM: 9

Date: *October 13, 2016*

Subject:

Transfer of Rail Property Title to San Bernardino County Transportation Authority

Recommendation:

That the Transit Committee recommend the Board:

A. Acting as the San Bernardino County Transportation Commission, authorize the Executive Director or his designee to execute such documents as are useful or necessary to transfer rail property title to the San Bernardino County Transportation Authority;

B. Acting as the San Bernardino County Transportation Authority, authorize the Executive Director or his designee to execute such documents as are useful or necessary to consent to the transfer of rail property title from the San Bernardino County Transportation Commission to the San Bernardino County Transportation Authority.

Background:

On July 2, 2014, the Board, acting in its capacity as the San Bernardino County Transportation Commission, adopted Policy No. 31602 authorizing the Executive Director to execute all documents necessary to transfer any rail property held in the name of any San Bernardino Associated Governments (SANBAG) entity to the San Bernardino County Transportation Commission (SBCTC). In May of this year, quitclaim deeds were executed and recorded transferring those rail properties held in the name of San Bernardino Associated Governments, San Bernardino County Transportation Authority, or any variation thereof, to SBCTC.

With the adoption of Senate Bill 1305, all existing transportation-related SANBAG entities will be consolidated into the San Bernardino County Transportation Authority (SBCTA) effective January 1, 2017. In order to provide clarity in the official real property records of San Bernardino County regarding legal title and ownership of the rail properties, staff requests authorization for the Executive Director, on behalf of SBCTC and SBCTA to execute and record quitclaim deeds, consents to the quitclaim deeds, and such other documents as convenient or necessary to transfer title to these rail properties from the San Bernardino County Transportation Commission to the San Bernardino County Transportation Authority.

Financial Impact:

This item has no financial impact on the adopted SANBAG Fiscal Year 2016/2017 budget.

Reviewed By:

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

Responsible Staff:

Theresa Armistead, Management Analyst II

Entity: CTA, CTC

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Approved
Transit Committee
Date: October 13, 2016
Witnessed By:

Minute Action

AGENDA ITEM: 10

Date: *October 13, 2016*

Subject:

Transit Fiscal Year 2016/2017 Department Budget Amendment

Recommendation:

That the Transit Committee recommend the Board approve:

A. A budget amendment to the SANBAG Fiscal Year 2016/2017 budget to increase Task No. 0312 General Transit by \$80,202 in State Transit Assistance Funds. This totals a net increase to the task in the amount of \$80,202.

B. A budget amendment to the SANBAG Fiscal Year 2016/2017 budget to increase Task No. 0313 Transit Right-of-Way Management by \$198,063 in Local Transportation Funds – Rail, \$23,307 in State Transit Assistance Funds – Rail, \$87,500 in Rail Assets Funds, and \$10,000 in Reimbursement Funds from City of Rancho Cucamonga as identified in Cooperative Agreement No. 16-1001524. This totals a net increase to the task in the amount of \$318,870.

C. A budget amendment to the SANBAG Fiscal Year 2016/2017 budget to increase Task No. 0314 Transit Operations by \$896,679 in Local Transportation Funds - Rail. This totals a net increase to the task in the amount of \$896,679.

D. A budget amendment to the SANBAG Fiscal Year 2016/2017 budget to decrease Task No. 0315 Transit Capital by \$5,726,414 in Federal Transit Administration 5307 – Congestion Mitigation and Air Quality Funds and increase \$54,274 in Local Transportation Funds – Article 3 Bicycle/Pedestrian Funds, \$2,766,023 in Local Transportation Funds – Rail, \$1,285,247 in State Transit Assistance Funds, \$1,394,942 in Federal Transit Administration 5307, \$1,648,086 in Public Transportation Modernization, Improvement and Service Enhancement Account Funds, \$300,000 in Measure I Valley Metrolink/Passenger Rail Program Funds, \$262,299 Measure I Valley Express Bus/Bus Rapid Transit Program Funds, \$10,000 in Reimbursement Funds with Inland Empire 66ers Cooperative Agreement, \$208,000 in Reimbursement Funds with Mountain Transit, and \$16,426 in Reimbursement Funds with the City of Fontana Cooperative Agreement 15-1001097. This totals a net increase to Task No. 0315 in the amount of \$2,218,883.

Background:

The Fiscal Year 2016/2017 budget was approved by the SANBAG Board on June 1, 2016. The budgeting process for the Fiscal Year 2016/2017 budget began in January 2016 with final expense figures due no later than April 2016. With this early preparation, staff must project anticipated expenses through the end of the existing fiscal year. This has a direct impact on the budget needed for projects in Fiscal Year 2016/2017 as staff is working with vendors to determine which fiscal year invoices will be captured in. Now that all expenses for Fiscal Year 2015/2016 have been incurred, the Transit Department has reviewed all projects and their respective budgets for Fiscal Year 2016/2017. Based on this review project managers have determined that some budget amendments are needed.

Entity: CTA, CTC

Transit Committee Agenda Item

October 13, 2016

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The majority of the requested budget increases are due to costs which were expected to be recognized in Fiscal Year 2015/2016 but are now being incurred in Fiscal Year 2016/2017. One exception is Sub-Task 0333 Mountain Transit Facility Upgrade. This project is new and was not anticipated during the Fiscal Year 2016/2017 budget process. Additionally, there were costs increases for Sub-Task 0330 associated with unanticipated track rehabilitation work that is more efficient to complete as part of Sierra Avenue and Juniper Avenue Metrolink Grade Crossing Pedestrian Improvements. There are also additional costs for Sub-Task 0360, Right-of-Way Property Management, associated with station survey and title work which will be partially funded through our agreement with the City of Rancho Cucamonga and Creative Housing Associates for the Milliken Station Transit Oriented Development. The Financial details for the budget increases are provided below.

- Task 0312 General Transit
 - Sub-Task 0353 Program Management \$14,856
 - Sub-Task 0354 Short Range Transit Plan \$65,346
- Task 0313 Transit Right of Way Management,
 - Sub-Task 0360 Right-of-Way Property Management \$268,870
 - Sub-Task 0362 Plan Reviews \$50,000
- Task 0314 Transit Operations
 - Sub-Task 0377 Metrolink Operating & Maintenance Subsidy \$896,679
- Task 0315 Transit Capital
 - Sub-Task 0311 sbX \$262,299
 - Sub-Task 0323 Downtown San Bernardino Passenger Rail Project. This is a net zero increase, however, SANBAG Policy does not allow for administrative budget adjustments over \$1 million dollars. This project is swapping fund sources in excess of \$1 million thus Board approval is required.
 - Sub-Task 0327 Shortway Quiet Zone \$92,637
 - Sub-Task 0330 Sierra Avenue Metrolink Grade Crossing Pedestrian Improvements \$304,350
 - Sub-Task 0330 Juniper Avenue Metrolink Grade Crossing Pedestrian Improvements \$266,350
 - Sub-Task 0333 Mountain Transit Facility Upgrade \$208,000
 - Sub-Task 0379 Metrolink Capital Subsidy \$1,085,247

Financial Impact:

This item is not consistent with the Fiscal Year 2016/2017 adopted budget. Recommendations A-D identify the necessary budget amendments by task, fund, and amount.

Reviewed By:

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

Responsible Staff:

Monica Morales, Transit Analyst

Approved
Transit Committee
Date: October 13, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 11

Date: *October 13, 2016*

Subject:

SCAG Enhanced Infrastructure Financing Districts (EIFD) Pilot Project - Redlands Passenger Rail Project

Recommendation:

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

- A. Receive a presentation from the Southern California Association of Governments on their Enhanced Infrastructure Financing District Pilot Project for the Redlands Rail Corridor.
- B. Oppose the Southern California Regional Rail Authority, also known as Metrolink, taking any action on behalf of San Bernardino County related to Enhanced Infrastructure Financing District efforts.

Background:

On August 11, 2016 staff presented an item to the Transit Committee asking for direction on whether or not to analyze the potential for Value Capture along the Redlands Passenger Rail Project (RPRP) corridor. SANBAG staff presented information on tax increment financing through a joint powers authority model to fund operations or Enhanced Infrastructure Financing District (EIFD) for capital improvements, and assessment districts. The direction from the Transit Committee was to revise the scope of work for this effort to include projects throughout the entire San Bernardino Valley and return to the Transit Committee for further direction.

On August 23, 2016, SANBAG Transit Department staff became aware of a similar effort by the Southern California Association of Governments (SCAG) to study EIFD potential along the RPRP corridor as part of their EIFD/Community Revitalization and Investment Authority (CRIA) screening tool and pilot projects effort. Consistent with SCAG's current and past legislative priorities to support legislation and enhance economic development opportunities to local government, provide tools to help achieve further economic turnaround and growth, SCAG retained Kosmont Companies to advise on how SCAG can promote and facilitate the use of both EIFDs and CRIAs to achieve the goals of economic development through sustainable infrastructure investment and affordable housing construction. In addition, SCAG can provide data, GIS, and technical assistance to jurisdictions who are considering establishing an EIFD and/or CRIA. As such, the Kosmont Companies is tasked to help SCAG deliver sustainable infrastructure by identifying pilot projects that may benefit from city/county collaborations and using the frameworks provided by EIFDs/CRAs. To reach this end, the consultant team provided recommendations for SCAG's role in providing such technical assistance including the following:

Entity: CTA

Transit Committee Agenda Item

October 13, 2016

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1. Design and recommend a screening tool on which jurisdiction can apply to determine whether project areas are feasible to form an EIFD/CRIA to further facilitate infrastructure funding.
2. Identify information and technical assistance that SCAG can provide to power the screening tool. For example, SCAG's parcel level geographic information systems (GIS) land use, including general plan, existing land use, specific plan, high quality transit areas, transit priority project (TPP), etc., and socioeconomic information/database as required by the Senate Bill 628 and Assembly Bill 2 for EIFD and CRIA purposes.
3. Additional information/data SCAG may need to acquire, including property tax rates, EIFD/CRIA database (formed, established and/or under development).
4. Review the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to identify applicable regional sustainable pilot projects that may benefit from city/county financing collaborations with EIFDs and or CRIAs.

As part of the screening tool effort and review of the 2016 RTP/SCS, Kosmont Companies and SCAG identified three potential pilot projects: the Redlands Passenger Rail Project, the METRO Los Angeles Crenshaw Station Project, and the Santa Ana Regional Transportation Center Station Expansion Project/Santa Ana/Garden Grove Streetcar Project. Evaluation of the pilot projects is underway and pending outreach to affected jurisdictions.

Kosmont Companies will continue to advise SCAG about next steps in promoting and facilitating the use of EIFDs/CRIAs to finance sustainable infrastructure and affordable housing investment to achieve economic development goals. This includes completion of the pilot projects analyses and market materials, outreach to the pilot project local jurisdictions and partners, conducting workshops region-wide to introduce requirements of EIFDs/CRIAs, provide technical assistance and capabilities with the database and screening tool to facilitate the establishment of EIFDs/CRIAs, and identification of EIFD/CRIA applications with regional significance that SCAG can initiate and lead.

As a result of the work underway by SCAG and the screening process that was undertaken to identify appropriate pilot projects, staff is recommending that the effort to broaden the Value Capture effort to the wider San Bernardino Valley be delayed until the SCAG effort related to the RPRP corridor is fully realized.

Also related to EIFDs, there was discussion at the Southern California Regional Rail Authority (SCRRA) Board Workshop earlier this year regarding Metrolink taking a more active role in EIFDs. SANBAG staff is recommending the SANBAG Board oppose SCRRA Board taking action related to EIFD efforts affecting San Bernardino County. SANBAG staff does not believe it would be prudent to pursue EIFD efforts through SCRRA as SCRRA is an operating entity. Not only is SCRRA an operating entity representing five counties with varying land uses and demographics but decisions related to EIFD align more appropriately with the role and responsibilities of the local jurisdictions such as the cities, counties, or county transportation authorities.

Financial Impact:

There is no financial impact to the SANBAG Fiscal Year 2016/2017 Budget.

Reviewed By:

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

Transit Committee Agenda Item
October 13, 2016
Page 3

committee.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Transit Committee
Date: October 13, 2016
Witnessed By:

Minute Action

AGENDA ITEM: 12

Date: *October 13, 2016*

Subject:

Morongo Basin Transit Authority - Short Range Transit Plan

Recommendation:

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

- A. Receive and approve the Morongo Basin Transit Authority (MBTA) Short Range Transit Plan.
- B. Allocate \$25,985 in State Transit Assistance Funds - Population Share to MBTA in Fiscal Year 2016/2017 for a new total allocation of \$293,619.

Background:

San Bernardino Associated Governments (SANBAG), acting as the County Transportation Commission, requires each transit agency to prepare a short range transit plan (SRTP), which is a five-year operating and capital plan. This plan allows for SANBAG to review the operator's future transit projects and it provides important funding forecast information to ensure transit operators have the resources to operate over the next five years.

Operators typically update their SRTP every five years based on the funding projections given by SANBAG staff as well as performance trends analyzed through the SRTP process. Through the period of the SRTP, they will amend the plan to incorporate updated cost estimates and funding and to respond to changing needs. The SRTP is presented to the SANBAG Board for review and approval, and any updates necessary to account for actuals will be presented in conjunction with the annual funding allocations, at minimum.

The current MBTA SRTP focuses on the impact of the fare increase that was implemented in July 2012, performance trends, the proposed Joshua Tree National Park transit service, scheduling and reliability of their key route, Route 1, and lifeline services to the more rural areas of the Morongo Basin. The SRTP found that ridership is declining, which is in line with a national trend in declining bus ridership, as operating costs are increasing at a rate that outpaces the Consumer Price Index resulting in decreased farebox recovery and increased subsidies. The planned Joshua Tree National Park transit service is expected to improve performance such that a fare increase will not be necessary over the five-year period.

The following are the highlights of the resulting recommendations (the full outline is on pages 2 through 4 in the SRTP attached under separate cover):

Entity: CTC

FY2016/2017

- Implement Joshua Tree National Park (JTNP) service – With the National Park Service, MBTA staff, City of Twentynine Palms and SANBAG staff, it was determined that a bus service within the JTNP as well as to major retail locations would be beneficial to all parties. This would run during the peak season between November and April. The National Park Service will provide funding of \$200,000 to help with the cost of operating this service. Within the JTNP there will be 30 minute service and the bus from the JTNP to Twentynine Palms/Joshua Tree will have two hour service;
- Adopt a three-semester pilot program with Copper Mountain College to offer free fares in order to boost MBTA ridership and potentially help increase enrollment at Copper Mountain College;
- Implement changes to Route 1 which will include a time point at Walmart and improved class coordination with Copper Mountain College;
- Initiate discussion for a funding agreement with Reach-Out Morongo Basin to provide transit service to Pioneer Town and Johnson Valley for two days a week starting July 1, 2017;
- Purchase Automatic Vehicle Location (AVL/GPS) system to monitor schedule adherence and bus tracking starting with Route 1.

FY2017/2018

- Initiate service to Pioneer Town and Johnson Valley for two days a week starting July 1, 2017;
- Review and determine if the JTNP service should be expanded. If so implement those changes;
- Launch marketing campaign for Copper Mountain College students for free fare program;

FY2018/2019

- If AVL/GPS service is successful, purchase equipment for all other routes;
- Collaborate with the JTNP management to determine if the partnership should continue in FY2019/2020 and beyond;
- Evaluate the Copper Mountain College ridership and enrollment statistics with the administration of Copper Mountain College. Determine if the fare should be reinstated at \$.25 or \$.50 depending on the data collected from the free fare program.

FY2019/2020

- Place new buses into the JTNP service;
- Replace the FY 2010/2011 Goshen vehicles.

FY2020/2021

No new or major projects have been forecasted for this year; however, during this year MBTA will start their SRTP process again.

Additionally, staff is also requesting an additional allocation of \$25,985 of State Transit Assistance Funds to MBTA. During the SRTP process it was determined that MBTA needed additional dollars to help cover costs that had not been identified prior to the SRTP which were specifically for the JTNP Project. Table 1 shows the minor change to the funding allocation. This funding is available and does not impact cash flow for any other operator.

Table 1 – Revised Allocation to the MBTA

Fund Source	Original Allocation	Supplemental Allocation	Revised Allocation
Local Transportation Fund	\$3,431,487		\$3,431,487
State Transit Assistance - Op	\$25,342		\$25,342
State Transit Assistance - Pop	\$267,634	\$25,985	\$293,619
LCTOP - Op	TBD		TDB
Prop 1B Security	\$4,888		\$4,888
Measure I SD	\$128,698		\$128,698
FTA Section 5311	\$288,271		\$288,271
CMAQ	\$855,961		\$855,961
Total Allocation	\$5,002,281	\$21,373	\$5,023,654

Financial Impact:

This item is consistent with the Fiscal Year 2016/2017 budget.

Reviewed By:

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

Responsible Staff:

Nancy Strickert, Management Analyst III

Approved
 Transit Committee
 Date: October 13, 2016

Witnessed By:

Morongo Basin Transit Authority Focused Short Range Transit Plan

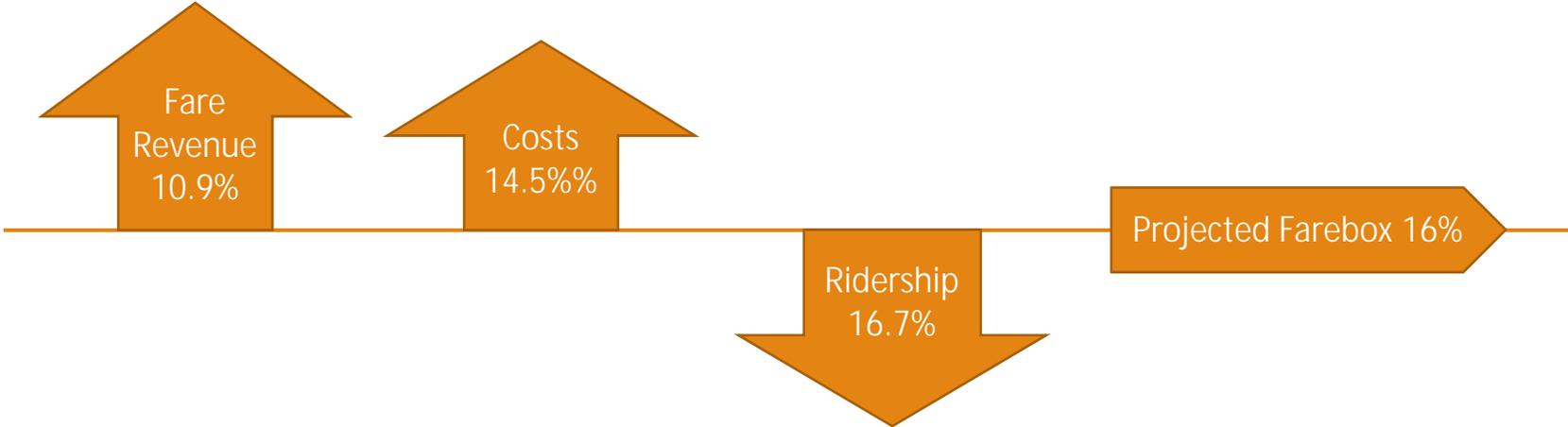
OCTOBER 13, 2016

Purpose of SRTP

- Blueprint for transit development in the Morongo Basin over the next five years.
- Focused SRTP concentrated on five main topics:
 - Review of Recent Performance
 - Fare Analysis
 - Joshua Tree National Park Service
 - Route 1 Analysis and Recommendations
 - Lifeline Service Analysis and Recommendations
- Establishes New Mission Statement, Goals and Performance Standards
- Recommends Five-Year Financial Plan

Areas of focus for today's presentation

MBTA Performance Trends: 12/13-15/16



Attachment: Attachment A Presentation (3002 : MBTA - SRTP)

Implications of Recent Trends

- Implement strategies to increase and build ridership
- Control operating costs
- Boost farebox recovery ratio with no fare increase over next five years
- Explore and implement new partnerships



Joshua Tree National Park Visitation Growth

- Ø Visitation has grown significantly over the past four years, with significant peaking from February to April.
- Ø Full parking lots full during peak months
- Ø 99.8% arrive by private auto with no alternatives other than tour buses.



Recommended Service Parameters: Joshua Tree National Park Transit Service

Based on consensus among the Joshua Tree National Park Service Superintendent and staff, MBTA General Manager, City of Twentynine Palms City Manager, and SANBAG staff.

START: January 1, 2017 (recently updated)
END: April 30, 2017 (likely to be extended until late May)

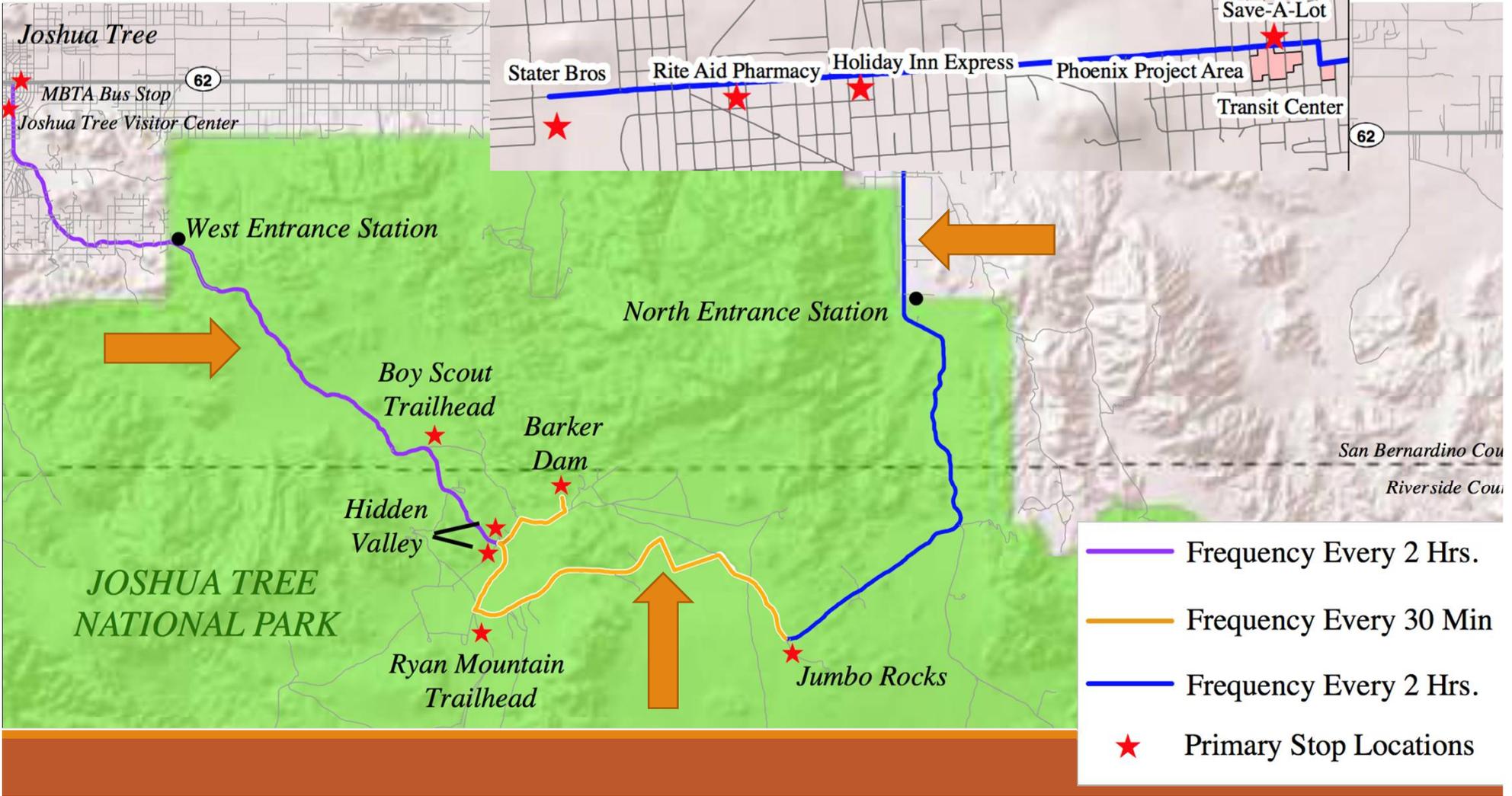
ROUTES: Two Gateways Routes – Joshua Tree and Twentynine Palms

Shuttle Route Among Key Destinations: Jumbo Rocks, Ryan Mtn. Trailhead, Hidden Valley and Barker Dam

FREQUENCY: Every 30 minutes for stops inside the park
Every 120 minutes to and from the two gateways



Recommended Route



Attachment: Attachment A Presentation (3002 : MBTA - SRTP)

Lifeline Analysis

- Lifeline services are mobility services provided in the Morongo Basin area to areas that are a distance from MBTA core services between Yucca Valley and Twentynine Palms.
- MBTA has strong foundation of lifeline services:
 - ü Ready Ride service 2-3 days a week to Lear, Wonder Valley and and Morongo Valley
 - ü MBTA's Transportation Assistance Grant Program (TAG): ten organizations have benefitted.
 - ü Participant in Transportation Reimbursement Escort Program (TREP)
 - ü Technical assistance to transportation programs at Hi-Desert Medical Center and Reach Out Morongo Basin.

Lifeline Service Recommendations

- Provide Direct Service to Pioneer Town and Johnson Valley
 - ü Service provided two days a week in a pilot program partnership.
 - ü Recommend contract with Reach-Out Morongo Basin to operate service for \$40,000. Can provide service at 54% of what it would cost for MBTA to operate.
- MBTA should apply for FTA 5310 funding to provide TREP services in the Morongo Basin
 - ü With VTrans consolidated into Omnitrans, it is important that MBTA retain local control over volunteer driver reimbursement program.
 - ü Consider utilizing third party vendor for back office mileage reimbursement fulfillment.
- Adopt a formal MBTA goal for mobility management

Financial Plan Overview

- Operating Costs
- Operating Revenues
- Capital Costs
- Capital Revenues



Operating Costs

	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Administrative	\$831,998	\$900,623	\$947,514	\$1,009,410	\$1,050,583
Maintenance	\$570,892	\$610,142	\$640,984	\$670,771	\$698,273
Operating	\$1,952,178	\$2,032,217	\$2,115,538	\$2,202,275	\$2,292,569
Total	\$3,355,068	\$3,542,982	\$3,704,036	\$3,882,456	\$4,041,425



Operating Revenues

	FY 2016/17 Budget Plus	FY 2017/18 Projected	FY 2018/19 Projected	FY 2019/20 Projected	FY 2020/21 Projected
Fares					
Fixed Route	\$373,846	\$387,803	\$429,200	\$434,751	\$430,015
Ready Ride	\$28,552	\$29,131	\$30,420	\$31,131	\$31,698
Subtotal, Fares	\$402,398	\$416,934	\$459,620	\$465,882	\$461,713
Local and State					
Local Transportation Fund	\$2,332,549	\$2,328,186	\$2,390,575	\$2,531,541	\$2,690,020
State Transit Assistance		\$34,339	\$35,442	\$36,558	\$37,690
Measure I	\$128,698	\$120,327	\$125,204	\$130,279	\$133,806
Other	\$3,152	\$3,152	\$3,152	\$3,152	\$3,152
Subtotal, Local and State	\$2,464,399	\$2,486,005	\$2,554,372	\$2,701,530	\$2,864,668
Federal					
National Park Service	\$200,000	\$225,000	\$275,000	\$300,000	\$300,000
FTA 5311	\$288,271	\$415,044	\$415,044	\$415,044	\$415,044
Subtotal, Federal	\$488,271	\$640,044	\$690,044	\$715,044	\$715,044
Total	\$3,355,068	\$3,542,982	\$3,704,036	\$3,882,456	\$4,041,425

Capital Costs

	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Vehicle Procurements					
Bus Replacements	\$1,025,275	\$859,175		\$158,845	
JTNP Bus Procurements				\$1,135,163	
Engine Overhauls	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Equipment and Security					
Office/Dispatch Equipment	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
AVL/GPS Equipment	\$6,000		\$85,000		
Shop Equipment		\$25,000		\$25,000	
Mobility Management		\$37,625	\$39,168	\$40,773	\$42,445
Passenger Amenities					
Bus Shelter Stop Imp.			\$70,000		\$70,000
JTNP Transit Marketing	\$70,035				
Signage	\$3,500	\$1,000	\$1,030	\$1,092	\$1,223
Bus Wraps	\$40,000			\$50,000	
Total	\$1,179,810	\$957,800	\$230,198	\$1,445,873	\$148,668

Capital Revenues

	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Local/State					
State Transit Assistance	\$318,961	\$61,000	\$191,030	\$111,392	\$106,223
PTMISEA		\$859,175		\$1,293,708	
Prop 1B CalEMA (Security)	\$4,888				
Federal					
CMAQ	\$855,961				
FTA 5310 (1)		\$37,625	\$39,168	\$40,773	\$42,445
Total	\$1,179,810	\$957,800	\$230,198	\$1,445,873	\$148,668

(1) In FY 2019/20, includes \$158,545 for one replacement bus and \$1,135,163 for five JTNP transit buses

(2) For TREP program, guidelines allow for capital expenditures for mobility management

Expected Performance

	FY 2014/15 Actual	FY 2015/16 Projected	FY 2016/17 Projected	FY 2017/18 Projected	FY 2018/19 Projected	FY 2019/20 Projected	FY 2020/21 Projected
Base Statistics							
Ridership	321,589	317,074	412,293	465,747	451,140	443,918	436,006
Service Hours	32,813	33,168	37,276	38,539	38,987	39,299	39,299
Fare Revenue	\$427,885	\$425,003	\$402,398	\$416,934	\$459,620	\$465,882	\$461,713
Local Contribution			\$200,000	\$225,000	\$275,000	\$300,000	\$300,000
Operating Costs	\$2,583,579	\$2,667,547	\$3,355,068	\$3,542,982	\$3,704,036	\$3,882,456	\$4,041,425
Performance							
Passengers/Hour	9.80	9.56	11.06	12.09	11.57	11.30	11.09
Average Fare	\$1.33	\$1.34	\$0.98	\$0.90	\$1.02	\$1.05	\$1.06
Farebox Recovery	16.6%	15.9%	18.0%	18.1%	19.8%	19.7%	18.8%
Cost/Hour	\$78.74	\$80.43	\$90.01	\$91.93	\$95.01	\$98.79	\$102.84
Cost/Trip	\$8.03	\$8.41	\$8.14	\$7.61	\$8.21	\$8.75	\$9.27
Subsidy/Trip	\$6.70	\$7.07	\$7.16	\$6.71	\$7.19	\$7.70	\$8.21

TRANSIT POLICY COMMITTEE ATTENDANCE RECORD – 2016

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Eaton City of Montclair	X	X	X	X		X						
James Ramos County of San Bernardino	X	X	X		X	X		X				
Jon Harrison City of Redlands	X	X	X	X	X	X		X	X*			
Bill Jahn City of Big Bear Lake	X	X	X	X	X	X		X	X			
Robert Lovingood County of San Bernardino	X	X	X		X			X				
Larry McCallon City of Highland	X			X	X	X		X	X			
L. Dennis Michael City of Rancho Cucamonga		X	X	X	X	X						
Ray Musser City of Upland	X	X	X	X	X	X		X	X			
Richard Riddell City of Yucaipa	X	X	X	X	X	X		X	X			
Alan Wapner City of Ontario	X	X	X	X	X	X		X	X			
Deborah Robertson City of Rialto		X										

X = Member attended meeting.

* = Alternate member attended meeting

Empty box = Member did not attend meeting.

Crossed out box = Not a member at the time.

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

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

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

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

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

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

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

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

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

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

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