

## **AGENDA**

### **Plans and Programs Policy Committee**

**January 18, 2012**

**12:00 p.m.**

#### **Location**

#### **SANBAG**

*Super Chief Conference Room*  
1170 West 3<sup>rd</sup> Street, 2nd Floor  
San Bernardino, CA

### ***Plans and Programs Committee Membership***

#### **Chair**

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

#### **East Valley Representatives**

*Larry McCallon, Mayor*  
*City of Highland*

*Patrick Morris, Mayor*  
*City of San Bernardino*

*Dick Riddell, Mayor*  
*City of Yucaipa*

#### **West Valley Representatives**

*Paul Eaton, Mayor*  
*City of Montclair*

*Alan Wapner, Council Member*  
*City of Ontario*

#### **Vice Chair**

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

#### **Mountain/Desert Representatives**

*Rick Roelle, Council Member*  
*Town of Apple Valley*

*George Huntington, Council Member*  
*Town of Yucca Valley*

**San Bernardino County**  
*Brad Mitzelfelt, Supervisor*

*Janice Rutherford, Supervisor*

*Neil Derry, Supervisor*  
*(Self Suspension - 5/3/2011)*

*Gary Ovitt, Supervisor*

*Josie Gonzales, Supervisor*

*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.*

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

**Plans and Programs Policy Committee**

**January 18, 2012  
12:00 p.m.**

**LOCATION:**

**SANBAG**  
*Super Chief Conference Room*  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA

*CALL TO ORDER - 12:00 p.m.*  
*(Meeting Chaired by Mayor Bill Jahn)*

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications – Mary Mayes

**1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of January 18, 2012 Pg. 6**

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

**Consent Calendar**

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

**Administrative Matters**

**2. Plans and Programs Attendance Roster Pg. 7**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

***Notes/Action***

**Discussion Items**

**Regional and Quality of Life Programs**

3. **City Participation in San Bernardino County Interagency Council on Homelessness and the Homeless Partnership** Pg. 9

Receive briefing on the Interagency Council and Homeless Partnership.  
**Ty Schuiling**

4. **High Speed Rail (HSR) Memorandum of Understanding (MOU)** Pg. 11

Approve execution of MOU C12197 as described below among SANBAG, the HSR Authority, and other Southern California transportation agencies. **Ty Schuiling**

5. **Request for Proposal (RFP) for Professional Services to Form and Implement a Property Assessed Clean Energy (PACE) Program** Pg. 19

Authorize and approve release of RFP 12-141 for professional services to assist in the formation and implementation of financing mechanisms for a Property Assessed Clean Energy (PACE) program in San Bernardino County. **Duane Baker**

6. **Request for Proposal (RFP) for Joint Solar Power Purchase Program and Site Assessments** Pg. 25

Authorize and approve the release of RFP 12-142 for professional services to provide solar power site assessments, economic feasibility and financing analysis of candidate solar power sites. **Duane Baker**

7. **Initial Observations on the Draft 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)** Pg. 29

- 1) Receive information on SANBAG staff observations regarding the Draft 2012 Regional Transportation Plan/Sustainable Communities Strategy and Program Environmental Impact Report (PEIR) released in December 2011 by the Southern California Association of Governments (SCAG).
- 2) Provide direction to staff to bring any recommended SANBAG comments on the RTP/SCS directly to the SANBAG Board of Directors on February 1. **Steve Smith**

**Subregional Transportation Planning & Programming**

**8. Contract Amendment for Development of the San Bernardino County Transportation Analysis Model (SBTAM) Pg. 55**

- 1) Approve Amendment No. 2 to Contract No. C10194 with Parsons Brinkerhoff, Inc. for development of the San Bernardino County Transportation Analysis Model to extend the term until June 30, 2012 and add \$10,000 to the contract amount, for a new contract total of \$210,000.
- 2) Approve an amendment to the SANBAG Fiscal Year 2011-2012 budget, increasing Task 0202 \$10,000, from \$237,561 to \$247,561, to be funded with Measure I 1990-2010 Transportation Management and Environmental Enhancement (TMEE) funds. **Steve Smith**

**9. Jurisdiction Master Agreement Pg. 61**

1. Approve Jurisdiction Master Agreement C12012 with the City of Chino; and
2. Terminate Fiscal Year 2010/2011 Jurisdiction Master Agreement C10252 with the City of Chino. **Joe Walcek**

**Comments from Committee Members**

**Public Comment**

**ADJOURNMENT**

**Additional Information**

**Acronym List**

**Pg. 75**

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information, contact Mary Mayes at (909) 884-8276.

## Meeting Procedures and Rules of Conduct

### **Meeting Procedures**

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

### **Accessibility**

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

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

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

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

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

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

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

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

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

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

**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 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 would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

**Call for the Question**

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

**The Chair**

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



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

*Minute Action*

AGENDA ITEM:   1  

**Date:** January 18, 2012

**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 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. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
8	C10194-02	<b>Parsons Brinckerhoff, Inc.</b> <i>Douglas B. Sawyer</i>	

**Financial Impact:** This item has no direct impact on the budget.

**Reviewed By:** This item is prepared monthly for review by the Board of Directors and Policy Committee members.

\*

*Approved*  
*Plans and Programs Committee*

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

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG	X	CTC	X	CTA		SAFE		CMA	
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Check all that apply.

**AGENDA ITEM: 2**

**PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2011**

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Rick Roelle</b> Town of Apple Valley	X	X	X	X	X		X	X	X	X	X	X
<b>Bill Jahn</b> Big Bear Lake	X	X	X	X	X	X	X	X	X	X	X	X
<b>Larry McCallon</b> City of Highland			X	X	X				X	X	X	X
<b>Paul Eaton</b> City of Montclair		X		X		X		X	X		X	X
<b>Alan Wapner</b> City of Ontario	X	X	X	X	X	X	X	X	X	X	X	X
<b>L. Dennis Michael</b> City of Rancho Cucamonga			X	X	X	X	X	X		X	X	X
<b>Diane Williams</b> City of Rancho Cucamonga		X										
<b>Patrick Morris</b> City of San Bernardino	X	X	X	X	X		X	X	X	X	X	X
<b>Dick Riddell</b> City of Yucaipa	X	X	X	X	X	X	X	X	X	X	X	X
<b>George Huntington</b> Town of Yucca Valley	X	X	X	X	X	X	X	X	X	X	X	X
<b>Neil Derry</b> Board of Supervisors	X	X	X		Self Suspension as of 5/3/2011							
<b>Josie Gonzales</b> Board of Supervisors	X		X	X	X		X	X	X			
<b>Brad Mitzelfelt</b> Board of Supervisors	X	X	X		X	X	X	X		X	X	
<b>Gary Ovitt</b> Board of Supervisors	X	X	X		X	X	X	X	X	X		X
<b>Janice Rutherford</b> Board of Supervisors		X	X			X	X	X	X	X	X	X

X = Member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2010

Name	*Jan	Feb	March	April	*May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Richard Riddell</b> City of Yucaipa		X	X	X		X	X	X	X	X	X	X
<b>Bea Cortes</b> City of Grand Terrace		X	X	X		X	X	X	X	X		X
<b>Larry McCallon Chair</b> City of Highland			X	X		X	X		X	X	X	X
<b>Paul Eaton</b> City of Montclair		X		X		X	X	X	X	X	X	X
<b>Mark Nuaimi</b> City of Fontana			X	X			X	X	X	X	X	X
<b>Diane Williams</b> City of Rancho Cucamonga		X	X	X		X	X	X	X	X	X	X
<b>Alan Wapner</b> City of Ontario		X	X	X		X	X	X	X	X	X	X
<b>Bill Jahn Vice Chair</b> Big Bear Lake		X				X		X		X	X	X
<b>Rick Roelle</b> Town of Apple Valley		X	X	X		X	X	X	X	X	X	X
<b>William Neeb</b> Town of Yucca Valley		X	X	X		X		X	X	X	X	X
<b>Gary Ovitt</b> Board of Supervisors		X		X			X					X
<b>Josie Gonzales</b> Board of Supervisors		X	X			X		X	X			X
<b>Neil Derry</b> Board of Supervisors			X	X		X	X	X	X	X	X	X
<b>Paul Biane</b> Board of Supervisors		X	X	X			X	X	X	X		X
<b>Janice Rutherford</b> Board of Supervisors		X	X	X			X	X	X	X	X	X
<b>Brad Mitzelfelt</b> Board of Supervisors			X	X				X	X	X		X

X = Member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time.  
 \*The Plans and Programs Policy Committee did not meet in January and May



- 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:** January 18, 2012

**Subject:** City Participation in San Bernardino County Interagency Council on Homelessness and the Homeless Partnership

**Recommendation:\*** Receive briefing on the Interagency Council and Homeless Partnership.

**Background:** The San Bernardino County Office of Homeless Services was established in 2007 by the Board of Supervisors to address the issue of homelessness in San Bernardino County. The County Office of Homeless Services collaborated with County Agencies serving the homeless population, as well as Cities, and homeless service providers to develop the San Bernardino County 10 Year Plan to end Homelessness. The annual grant submission to Housing and Urban Development (HUD) for the federal homeless continuum of care dollars through the San Bernardino County Homeless Partnership is developed through that ongoing collaboration.

The Interagency Council on Homelessness (ICH) is the policy making body for the San Bernardino County Homeless Partnership. ICH works to ensure that the recommendations listed in the County's 10-Year Strategy to End Homelessness are realized. ICH Membership is composed of elected officials, state and local representatives, community and faith-based organizations, and corporate advocates.

*Approved*  
*Plans and Programs Committee*

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

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG	X	CTC		CTA		SAFE		CMA	
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Check all that apply.  
 PPC1201b-ty

The ICH currently has vacancies for public and elected officials to serve as voting members. This item is to detail the purpose of the Partnership, the responsibilities of the ICH, and the importance of city participation in helping to address homelessness and homeless recidivism within the County.

***Financial Impact:*** There is no financial impact associated with this item.

***Reviewed By:*** This item will be received by the Plans and Programs Committee on January 18, 2012.

***Responsible Staff:*** Ty Schuiling, Interim Executive Director



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

*Minute Action*

AGENDA ITEM: 4

**Date:** January 18, 2012

**Subject:** High Speed Rail (HSR) Memorandum of Understanding (MOU)

**Recommendation:**\* Approve execution of MOU C12197 as described below among SANBAG, the HSR Authority, and other Southern California transportation agencies.

**Background:** The California High Speed Rail Draft Business Plan released on November 1, 2011 was presented and discussed at the Plans and Programs Policy Committee on December 21, 2011. The Draft Business Plan recognizes that the success of the HSR project will depend on improvements to feeder rail systems such as Metrolink and LOSSAN, and funding for such improvements may be provided pursuant to a Memorandum of Understanding between the HSRA and Southern California transportation agencies, including SANBAG.

Also in December, the Southern California Association of Governments (SCAG) Regional Council directed that in order for the HSR to be included in the constrained element of the 2012 Regional Transportation Plan, HSR shall execute a Memorandum of Understanding that commits HSR funds up to \$1.5 billion toward the development, expansion, and improvement of Amtrak San Diego to San Luis Obispo (LOSSAN) and Metrolink corridors where common interest between the parties exist. As recommended by the Plans and Programs Committee, the SANBAG Board on January 4, 2012 directed staff to continue participation in development of the MOU among the HSRA and the Southern

\*

*Approved*  
*Plans and Programs Committee*

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

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

COG		CTC	X	CTA	X	SAFE		CMA	X
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Check all that apply.

PPC1201a-ty

Attachments: C12197

California transportation agencies for use of HSR funds to improve the Region's passenger rail systems in ways that support the HSR project.

The proposed MOU is attached. It is not a contract for actual transfer or payment of funds at this time, but instead establishes a commitment for funding in the future, establishes eligibility for HSR funding of selected regional rail improvement projects, and specifies criteria for selection of those projects. Attachments to the final MOU will include a list of candidate projects and selection criteria. Both are still under development and may be provided at the meeting.

**Financial Impact:** This action does not affect the approved Fiscal Year 2011-2012 SANBAG Budget. However, it may result in the availability of capital for important passenger rail improvements such as double tracking of additional segments of the Metrolink San Bernardino Line and provision of service within the right-of-way of the High Desert Corridor.

**Reviewed By:** This item will be reviewed by the Plans and Programs Policy Committee on January 18, 2012. This item is currently under review by SANBAG Counsel and SANBAG Contracts Manager.

**Responsible Staff:** Ty Schuiling, Interim Executive Director

## CONTRACT SUMMARY SHEET

Contract No. C 12197 Amendment No. \_\_\_\_\_

By and Between

San Bernardino Associated Governments and California High Speed Rail Authority and Southern California Transportation Agencies

Contract Description MOU for the preparation of study, design and construction of High Speed Rail through the Southern California Region.

**Board of Director's Meeting Date:** February 1, 2012  
**Overview of BOD Action:** Approve MOU for the preparation of study, design and construction of High Speed Rail through the Southern California Region.

Is this a Sole-Source procurement?  Yes  No

### CONTRACT OVERVIEW

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

<b>Contract Start Date</b> After Execution of All Parties	<b>Current Contract Expiration Date</b> None	<b>Revised Contract Expiration Date</b>
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Has the contract term been amended?  No  Yes - please explain.

### FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. \_\_\_\_\_.

A Budget Amendment is required.

How are we funding current FY? N/A

Federal Funds  State Funds  Local Funds  TDA Funds  Measure I Funds

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

N/A

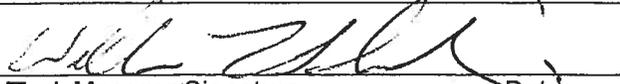
Payable  Receivable

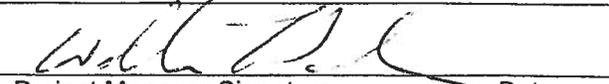
### CONTRACT MANAGEMENT INFORMATION

**Check all applicable boxes:**

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

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

  
Task Manager Signature \_\_\_\_\_ Date 11/10/12

  
Project Manager Signature \_\_\_\_\_ Date \_\_\_\_\_

Chief Financial Officer Signature \_\_\_\_\_ Date \_\_\_\_\_

Contracts Manager Signature \_\_\_\_\_ Date \_\_\_\_\_

*mm  
11/10/12*

## DRAFT MOU

MEMORANDUM OF UNDERSTANDING CONTRACT # XXXXXX

BY AND BETWEEN

CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA);

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG);

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (Metro);

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA);

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC);

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG);

SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG); and

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK),

COLLECTIVELY REFERRED TO HEREIN AS THE "PARTIES", FOR THE PREPARATION OF STUDY, DESIGN AND CONSTRUCTION OF HIGH-SPEED RAIL THROUGH THE SOUTHERN CALIFORNIA REGION, INCLUDING IDENTIFIED HIGH-SPEED RAIL CORRIDORS SOUTH OF BAKERSFIELD.

### RECITALS:

**Whereas**, the California High-Speed Rail Authority (CHSRA) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system, providing more than 600,000 jobs and improved mobility through the development of safe, clean, reliable rail technology; and

**Whereas**, CHSRA, in partnership with the Federal Railroad Administration has completed and certified a Program EIR/EIS for a proposed California High-Speed Train (HST) network linking the major metropolitan areas of the State of California, and the HST system approved by the CHSRA includes corridors into and through Southern California; and

**Whereas**, the CHSRA's responsibility for planning, construction and operation of high-speed passenger train service in California is exclusively granted to CHSRA by PUC Section 185032.a.2; and

**Whereas**, the CHSRA is charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources (PUC section 185034(4)); and

ATTACHMENT I

**Whereas**, the CHSRA DRAFT 2012 Business Plan proposes to incrementally develop the HST utilizing a blended system and blended operations involving coordinated passenger rail system development and operations with existing passenger rail systems, and this emphasis reflects the recognition that a key to success in developing the statewide rail network, including the high-speed system, is in coordinated infrastructure development that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

**Whereas**, this blended approach requires a series of incremental investments in local rail corridors to prepare for integrated service and operations and the CHSRA recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors, that increase speed, improve safety and efficiency, and create linkages between HST and local passenger rail service; and

**Whereas**, local transportation improvement projects are required to be included in a Regional Transportation Plan (RTP) and both the Southern California Association of Governments (SCAG) and the San Diego Association of Governments (SANDAG) are each charged with developing a RTP every four years for their respective regions to provide guidance for transportation investments within each region, and development of regional transportation strategies to address the regions' mobility needs; and

**Whereas**, SCAG adopted the 2008 RTP to identify the facilities, services and programs necessary to meet the SCAG region's travel needs through the year 2035, and that document recognizes the need for HSR ground transportation to serve these needs; and

**Whereas**, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires subsequent RTPs to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and regional transportation system to improve access to jobs, education, healthcare, and regional amenities in ways that improve the overall quality of life in the region; and

**Whereas**, the DRAFT 2012 SCAG RTP identifies Phase 1 of the California High-Speed Rail program in the constrained plan to facilitate the development of HSR early investment projects in passenger rail corridors in the SCAG region and that the HST development objectives are consistent with achieving SB 375 goals to reduce greenhouse gas emissions by 8 percent per capita by 2020 and 16% by 2035; and

**Whereas**, SANDAG adopted the 2050 RTP on October 28, 2011, including a SCS, with similar transportation goals and including the Authority's Phase 2 Los Angeles to San Diego via Inland Empire HST corridor in its constrained plan and extensive capital and operations improvements along the San Diego segment of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, the nation's second busiest passenger rail corridor, and

**Whereas**, the CHSRA already had an MOU in place with SCAG, Metro , OCTA , RCTC, SANDAG, SANBAG , California Department of Transportation, Division of Rail, and the San Diego County Regional Airport

ATTACHMENT I

Authority that guide discussion and participation in the collaborative development of technical studies, sharing of technical information, and regional outreach coordination; and

**Whereas**, Metro, OCTA, SANDAG, SANBAG, RCTC and Metrolink are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in Los Angeles/Orange/Riverside/SANBAG/San Diego counties and are considering intermodal service integration, including linkages to the proposed HST service; and

**Whereas**, it is the intent and purpose of this MOU to strengthen the working relationship between CHSRA and the Parties to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HST corridors for eventual HST operation to achieve region-wide systems integration of rail service in Southern California; and

**Whereas**, the PARTIES also intend to communicate and coordinate with rail operators such as Metrolink, Amtrak, Burlington Northern & Santa Fe, Union Pacific Railroad and Caltrans' Division of Rail in the development and implementation of rail improvements and enhancements; and to include them in the California State Rail Plan.

**Now, THEREFORE**, it is mutually understood and agreed to by the PARTIES as follows:

1. To collaboratively agree to the statement of purpose of the MOU in order to identify and move forward with a program of early investments in the regional and local rail systems to facilitate the blended approach as described in Chapter 2 of the CHSRA Draft 2012 Business plan regarding coordination of increasing interregional connectivity of the existing systems (rail, bus, airports, and highways).
2. Parties to this MOU agree to support improved rail operations in Southern California in a manner that is in keeping with the statutory requirements of Proposition 1A, and that prioritized projects supported by this MOU will emphasize the need to improve speed and operations into Southern California.

Parties to the MOU agree to collaboratively partner in delivering the California High-Speed Rail project to Southern California as a whole by supporting efforts to obtain funding, enhance stakeholder support, secure environmental clearance and all other aspects that will move the implementation of Proposition 1A and all its endeavors to achieve.

4. Parties to this MOU agree to collaboratively improve and increase community outreach in Southern California to improve community understanding and support of the HSRA Business Plan and proposed projects in Southern California.
5. This MOU establishes a framework for the recommendation of candidate improvement projects for consideration for funding and implementation. The framework includes the application of performance-based criteria to prioritize candidate projects, select projects for funding consideration, and a process for the Parties to achieve regional consensus on the projects to be recommended to CHSRA for funding. A subsequent project level MOU (or other agreement(s)

may be developed to specify the details of approved projects that implement the goals of this MOU.

6. The PARTIES agree to work together through the Southern California Passenger Rail Planning Coalition to develop, refine and update the project development and selection process for projects that may be funded in whole or in part by the CHSRA that will be reviewed and approved by the Regional Chief Executive Officer's Group, which is comprised of parties to this MOU.
7. The PARTIES have developed a list of candidate rail improvement and enhancement projects attached hereto as Attachment A. This list of projects will be further refined to prioritize these projects both according to their utility and extent that they achieve the goals identified in the CSHRA's 2012 Business Plan in implementing projects related to the "Blended Systems and Blended Operations" concept. The projects are consistent with the CHSRA's phased implementation strategy for developing the statewide High-Speed System. The candidate project list will be used to develop a "Prioritized Rail Improvement List "(PRIL) for a region-wide series of rail improvements and enhancements, including work on Phase 1 High-Speed Rail corridors and on feeder rail corridors that support the Blended Systems/Blended Operations model.
8. Attachment B details the performance criteria that will be used to review the candidate rail project list and refine the list through collaboration with the PARTIES to develop the PRIL. The PRIL will be completed, including approval of said list by all respective participating governing Boards of the PARTIES, by June, 2012.
9. The PRIL is intended to be incorporated into the California State Rail Plan as applicable.
10. PARTIES will utilize the PRIL to develop a specific funding plan, including investment by the California High-Speed Rail Authority, State and, and federal matching funds based upon an agreed strategy.
  - a. CHSRA will work with the other parties to the MOU to seek early approval and release of the \$950 million already committed to interregional service statewide.
  - b. CHSRA will commit an additional \$1 billion in unallocated Prop 1A funds to implement the PRIL projects that meet the performance criteria identified in Attachment B by 2020.
  - c. CHSRA will work with necessary funding partners (state, private, and federal) to assist in seeking and releasing the funds necessary to implement the PRIL projects. Local agencies may provide local funds, real property or in-kind resources as matching funds where matching funds are required to qualify for grant funding. PARTIES agree to work together to identify appropriate amounts and types of local resources that may be used to support a specific PRIL project.
  - d. CHSRA and appropriate local agencies will coordinate to obtain federal and private funding using a mutually agreed upon strategic approach. In the event that funding for the HST program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the CSHRA shall

ATTACHMENT I

notify the Parties in a timely manner of same and provide a statement of impact of such change on the prioritized candidate list.

11. In the event that the funding provided for under this MOU is not approved by the CHSRA by 2020, the MOU is deemed to be terminated effective thirty (30) days upon notice by CHSRA.

12. Any non-CHSRA Party may withdraw from this MOU at any time prior to notice of a grant award for a PRIL project by giving notice to the other parties of the MOU of such termination (including the effective termination date) at least thirty (30) calendar days before the effective date of such termination.

13. If through any cause, the CHSRA shall fail to fulfill in a timely and proper manner its obligations under this MOU regarding approval of the prioritized candidate list or the PRIL, the other parties to the MOU shall thereupon have the right to withdraw from the MOU by giving not less than thirty (30) days written notice of the intent to terminate and specifying the effective date thereof.

DRAFT



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

*Minute Action*

AGENDA ITEM: 5

**Date:** January 18, 2012

**Subject:** Request for Proposal (RFP) for Professional Services to Form and Implement a Property Assessed Clean Energy (PACE) Program

**Recommendation:\*** Authorize and approve release of RFP 12-141 for professional services to assist in the formation and implementation of financing mechanisms for a Property Assessed Clean Energy (PACE) program in San Bernardino County.

**Background:** On November 2, 2011, the SANBAG Board of Directors directed staff to structure a regional energy efficiency and water conservation improvement loan program, as defined by Assembly Bill (AB) 811 and AB 474, and commonly referred to as a PACE Program.

Following the model recently used by Western Riverside Council of Governments (WRCOG), an RFP has been crafted to seek qualified firms that could provide a turnkey program from structuring and securing investment to developing program manuals, applications and providing application processing (see Scope of Work Attachment A). SANBAG would solicit all of its member agencies for interest in opting in to the program. SANBAG would also seek technical assistance from some of those agencies to serve on the panel to review and select the firm that will assist in the formation and operation of the program.

\*

*Approved*  
*Plans and Programs Committee*

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

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

COG	X	CTC		CTA		SAFE		CMA	
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Check all that apply.  
 PPC1201a-dab

One of the key elements of the RFP would be that firms would be contracting with SANBAG "at risk". This means that SANBAG would not pay for the services up front. Instead, the successful firm would agree to be paid once the program is operating.

After agencies have decided to opt in or not, a district would be formed encompassing the agencies that have opted in. The property owners in the district would be eligible to participate in the program. Final legal documents would be prepared and reviewed encompassing the financial arrangements between the investors and the district, the arrangements between property owners and the district and finally any necessary resolutions that need to be adopted. As these documents are prepared, they will be brought before SANBAG policy committees and the SANBAG Board of Directors for review and approval.

**Financial Impact:** This item will not have a negative impact on the adopted SANBAG budget. Any staff time expended is budgeted under Task 49012000 (Council of Governments – New Initiatives).

**Reviewed By:** This item will be reviewed by the Plans and Programs Committee on January 18, 2012.

**Responsible Staff:** Duane A. Baker, Director of Management Services

## ATTACHMENT A

### “SCOPE OF SERVICES”

The Consultant shall provide the following Professional Services:

#### FINANCIAL ADVISORY SERVICES FOR PROGRAM

- Develop a financing plan for the Program
- Make recommendations as to changes to the Program
- Recommend a method of bond sale which will result in the lowest borrowing cost for the Program
- Secure, review and evaluate funding sources and related criteria for the provision of funding for the Program
- Provide cash flow analysis and other related schedules for Program
- Perform functions to facilitate the marketing, placement and sale of Program bonds, including review of all funding agent and/or bond purchase or placement agreements for compliance and conformity with Program goals and guidelines
- Assist in the evaluation of all other consultants, including legal counsel, for the Program, including the review of such engagement agreements
- Assist in the development and preparation of bond sale documents
- Assist in the sale and closing of any bond issue for the Program
- Advise SANBAG as to the timing and terms of the bond sale including interest rate
- Attend finance team and Board meetings as needed.
- Advise SANBAG on financing alternatives, cash flow analysis, and market conditions

#### PROGRAM MANAGER SERVICES FOR PROGRAM

##### General

- Team Strategy - Assist, as necessary, with the establishment and implementation of financing mechanisms for the Program, including attendance at meetings to discuss the proposed approach, responsibilities, and timeline for forming or modifying the District.
- District Formation Documents – Assist SANBAG in forming a Contractual Assessment District (the “District”); create all necessary legal documents and resolutions required for formation; assist with any modifications required to streamline or facilitate financing, including review of legal and engineering documents circulated in connection with the Program and the preparation of timelines
- Other Consultants - Assist in obtaining consultants to assist with Program administration and Program financing; including, but not limited to: origination platform for Program administration, assessment administrator, trustee, and renewable energy/verified energy emission reduction credit broker(s).
- Participating Members - Assist with participating political subdivisions.

- Future Participation Procedures - Work with SANBAG to develop a streamlined process for future political subdivisions' participation in the Program, as may be applicable in the future.
- Application Review - In collaboration with Program Administrator(s), for each application, monitor review of the application and verifying data. Upon final approval of application, calculate the assessments and provide a repayment schedule for each Assessor's Parcel.
- Processing - In collaboration with Program Administrator(s), prepare standardized sequence of events and responsibilities related to each Contractual Assessment, including, but not limited to, petition filing, public noticing, recording of documents.
- Monitor and Coordinate Program Administration - Monitor and coordinate all components of the Program related to the development and ongoing management of the funding components as set forth in Attachment A-1.

#### Annual Administration

- Data Management - Review of updated automated parcel database to include all parcels within the Program. Data items will include Assessor Parcel Number and assessment amount.
- Financial Analysis - Verify Assessment Administrator's annual repayment amount calculation for each parcel within the District. Assist the Assessment Administrator with determination of the annual administrative costs to be added to the annual assessment. Report Review - Review of the Annual Assessment Report containing the findings of the financial analysis for the Program assessments.
- Monitoring of Submittal of Assessments to County Auditor - Monitor the submittal by the Assessment Administrator of assessments for the Program each year to the County for inclusion on the consolidated property tax bills.
- Other Tasks - Monitor Assessment Administrator's tracking of payments of assessment installments, preparation of delinquency reports, preparation and mailing of delinquency notices, and provision of administrative data. Provide appropriate administrative data to bondholders upon request, and responding to property owner inquiries.
- SANBAG Annual Report - Work with SANBAG staff to identify relevant Program components for reporting and public relations purposes. Provide annual report of annual Program results for submission to SANBAG Board of Directors. Support SANBAG efforts to utilize data for solicitation of additional local governments' participation in the Program.

#### EXTRA WORK

- Monitor Additional Revenue Generating Incentive Opportunities - Assist SANBAG in identifying, aggregating, certifying and monetization of additional revenue generating incentives related to environmental benefits, ie, Verified Emission Reduction Credits (VERs), Renewable Energy Credits (RECs), and others as appropriate.
- Grants - Assist in identifying other sources of grant funds for the Program.

## **ATTACHMENT A-1 COMPONENTS OF PROGRAM**

Components of the Program are set forth below:

### **Program Design**

Design tasks relating to establishment of the Program origination and administrative platform that will allow for the financing of projects through the Program. Services include, but not limited to, review of district formation and financing structure provisions. Create the Program documents and provide advice thereon. SANBAG will approve progress throughout the design phase. Additionally, SANBAG will be responsible for approving any additional resolutions necessary for the Program. SANBAG's participating members may wish to amend their building permitting policies to expedite processing and/or lower permitting costs for Program participants.

### **Program Marketing and Customer Support**

Create a Program website. Provide training and materials for educational contractor, manufacturer and consumer meetings. Support SANBAG staff training to facilitate outreach meetings. Meet directly with large commercial property owners to discuss costs/benefits of Program participation.

### **Program Administration**

Establish website capacity to receive, process, and approve assessment funding applications. Establish process by which approved applications complete recording of Contractual Assessment and approve project for release of funding.

### **Program Financing**

Manage all Program financing components. This includes all tasks and documentation to record property assessments, issue a bond, underwrite the bond, and complete the necessary bond documentation, excluding any legal services. This also includes review of Funding Agents' performance and competitiveness to other funding alternatives. Upon direction of SANBAG, Program Manager will solicit and compare additional Funding Agents as may be desired by SANBAG.

### **Program Support**

Provide customer support through a call center and the website to all Program participants and contractors. Provide SANBAG with annual Program reports and will also provide SANBAG with ad hoc reports, as requested. The Consultant will also be available to attend key committee and council meetings, as needed. The County will be responsible for distributing semi-annual property tax bills and remitting collected assessment funds to the bond trustee.

### **Customer Support Plan**

Develop processes for responding to and properly addressing complaints, inquiries and requests made by the Program applicants and participants at all stages of the Program. Provide contractors, manufacturers, and consumers:

- Online access to general Program information, Program marketing materials, documents and forms, a list of frequently asked questions for both property owners and contractors, and other resources;
- Information related to Program eligible projects and materials;
- Online registration tool for contractors;
- An online application with online status updates for registered applicants and participants.

### **Customer Support Representatives**

Training of on-site representative(s) at SANBAG offices to assist prospective participants with information and Program materials, answer questions, direct prospective participants to the online application and website, and assist with completing the online application.

### **Self-Service Customer Support**

Assist property owners and contractors with easy to understand and thorough information, marketing materials, including detailed and transparent FAQs and Program Guidelines.

### **Application Components and Process**

Provide all services related to accepting, processing and approving applications and the related financing, including assessment origination, recordation of the assessment lien, and funding the assessment payments.

### **Program Scoping**

Provide information to prospective contractors, manufacturers, and property owners regarding eligible projects. Support efforts to expand SANBAG Program to additional local jurisdictions.

### **Direct Marketing**

For large commercial property owners, meet directly with potential Program participating property owners to explain Program and projects costs/benefits.

### **Program Sustainability**

Provide initial and ongoing analysis to assist SANBAG in determining availability of funding for its operations from Program operations along with costs/benefits of program expansion.



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

*Minute Action*

AGENDA ITEM:   6  

**Date:** January 18, 2012

**Subject:** Request for Proposal (RFP) for Joint Solar Power Purchase Program and Site Assessments

**Recommendation:**\* Authorize and approve the release of RFP 12-142 for professional services to provide solar power site assessments, economic feasibility and financing analysis of candidate solar power sites.

**Background:** On November 2, 2011 the SANBAG Board of Directors directed staff to structure a regional collaborative solar power procurement program. This direction came as a result of efforts by a number of member agencies to install solar photovoltaic cells at their facilities. These efforts are being done to help agencies set a "green" example, lower greenhouse gas emissions, and reduce energy costs. There is an opportunity for our member agencies to collaborate in these efforts and thereby create an opportunity to reduce energy costs even further and create a way for the up-front capital costs to be covered so as not to impact an agency's budget.

This RFP will solicit firms to provide technical expertise (see Scope of Services Attachment A) in evaluating potential solar sites and structuring solar power purchase deals. SANBAG would pay for this first phase that would include reaching out to public agencies to educate them on the program, compiling a list of potential solar sites, and completing an initial evaluation of these sites to create a list of candidate sites that could benefit.

\*

*Approved*  
*Plans and Programs Committee*

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

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG	X	CTC		CTA		SAFE		CMA	
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Check all that apply.  
 PPC1201b-dab

After this initial evaluation, agencies that wanted to continue to develop solar sites would contribute an amount for each site to fund the second phase. The amount per site would depend on how many total sites are identified. The total cost of the second phase is projected to be approximately \$150,000. The second phase would include a much more detailed evaluation of each site's suitability for a solar installation, an evaluation of the appropriate type of installation, bundling the sites into appropriate groups, identifying possible partners and then bidding the bundled solar sites and structuring the purchase agreements.

Staff recommends proceeding with this program as a possible way that our governments working together can accrue benefits that could not be achieved separately.

**Financial Impact:** This item is consistent with the Fiscal Year 2011/2012 budget for Task 49012000 (Council of Governments – New Initiatives). A total of \$64,437 was included in the budget for projects identified by the Board of Directors. It is recommended that \$30,000 be allocated from this Task for the first phase of this project.

**Reviewed By:** This item will be reviewed by the Plans and Programs Committee on January 18, 2012.

**Responsible Staff:** Duane A. Baker, Director of Management Services

## **Attachment "A"**

### **Scope of Services**

The Contractor shall provide the following Professional Services:

#### **PHASE I**

- 1) Assist SANBAG in conducting two workshops to educate agencies about applicable financing, project types, technologies and procurement process.
- 2) Assist in developing a questionnaire to be used by agencies to identify potential solar power sites.
- 3) Evaluate all potential solar power sites for feasibility. The evaluation should include a map of the solar intensity within the parcel boundary of each potential solar installation based on an on-site visit, as well as an analysis of the operational, facility, geological, and environmental challenges specific to that site that may require further detailed assessment or that may limit the range of options for solar electricity generation.
- 4) Conduct an initial economic and financing analysis of each feasible site and all likely sites in aggregate. The analysis should include:
  - a) The economic feasibility of each solar installation with realistic project costing forecasts.
  - b) Potential financing mechanisms including at a minimum:
    - i) Direct purchase
    - ii) Lease
    - iii) Debt financing
    - iv) Power Purchase Agreement (PPA) financing
  - c) Available state and federal rebate/incentive programs.
  - d) Applicable electricity rate schedules.
  - e) Allowances for any potential changes to rebate/incentive structures that may occur before installation.
- 5) Prepare an initial report that can be used by SANBAG and other agencies to make decisions about whether to proceed with further analysis and procurement.

#### **PHASE II**

- 1) Prepare a final report for each site ultimately selected for further analysis and procurement by agencies at conclusion of Phase I that includes the following:
  - a) Total generation potential, given available space.
  - b) Anticipated electrical and/or natural gas savings.
  - c) Potential CO<sub>2</sub> reductions.
  - d) Minimum and maximum recommended installation capacity.

- e) Comparison of actual electricity consumption at the site to the optimized system size and output.
  - f) Minimum and maximum recommended installation capacity, given expected energy usage.
  - g) Any suggested tree trimming/removal for recommended capacities.
  - h) Anticipated site specific challenges – especially potential CEQA concerns.
  - i) Electrical and structural analysis to determine feasibility of connecting solar system to the building's electrical system, as well as whether or not the building's rooftop is structurally adequate to support the projected load in compliance with the Uniform Building Code.
  - j) Compare the expected system output with the actual electricity consumption at the site to optimize system size for electricity generation, this should include a time of use load profile for the facility.
  - k) Provide recommendations on any necessary upgrades to electrical transfer switches or other infrastructure needed for interconnection.
- 2) Assist SANBAG in drafting RFP conditions, system designs and specifications.
  - 3) Assist SANBAG in drafting other procurement documents and agreements for use by each agency.
  - 4) Provide technical expertise throughout the procurement and assist in responding to vendor inquiries.
  - 5) Assist SANBAG in evaluating proposals by providing technical analysis on technology, price and performance.
  - 6) Assist with contract negotiations with vendor and assist with contract terms.
- Provide project management services for solar power installations including coordination between vendor and agency and contract compliance.



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

*Minute Action*

AGENDA ITEM: 7

**Date:** January 18, 2012

**Subject:** Initial Observations on the Draft 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

**Recommendation:** \*

- 1) Receive information on SANBAG staff observations regarding the Draft 2012 Regional Transportation Plan/Sustainable Communities Strategy and Program Environmental Impact Report (PEIR) released in December 2011 by the Southern California Association of Governments (SCAG).
- 2) Provide direction to staff to bring any recommended SANBAG comments on the RTP/SCS directly to the SANBAG Board of Directors on February 1.

**Background:** The draft 2012 RTP/SCS was released by SCAG on December 1, 2011, and appendices became available on December 20. The PEIR became available on December 30. The formal comment period for both documents closes on February 14, 2012. The RTP must be adopted by April 2012 to avoid a lapse in the Region's federal air quality conformity (conformity refers to the Region's federally required compliance with the State Implementation Plan for air quality).

The RTP/SCS has been a monumental effort for SCAG staff and all its stakeholder agencies. The body of the RTP/SCS consists of over 200 pages organized into the following chapters:

\*

*Approved  
 Plans and Programs Committee*

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

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

COG	X	CTC	X	CTA	X	SAFE		CMA	X
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*Check all that apply.*

PPC1201b-ss

Attachments: PPC1201b1-ss; PPC1201b2-ss; PPC1201b3; PPC1201b4-ss

Executive Summary

1. Vision
2. Transportation Investments
3. Financial Plan
4. Sustainable Communities Strategy
5. Measuring Up
6. Public Participation
7. Strategic Plan

In addition to the body of the Plan, the RTP contains over 40 appendices with more detailed technical information.

The PEIR contains approximately 400 pages of material in the body of the report, plus appendices. The Executive Summary of the PEIR contains a long list of mitigation measures that must be reviewed regarding the potential obligations that could be incurred for regional and local agencies, including SANBAG. Thus, the RTP/SCS and PEIR represent not only a daunting effort for SCAG to have produced, but are also daunting for the stakeholder agencies to review. SANBAG staff has been working diligently with SCAG staff since the initiation of the 2012 RTP/SCS process, allowing staff to become familiar with the issues, but the review is a major effort, nonetheless. The 10-page Executive Summary is attached, providing an overview of the RTP/SCS.

It is important to note that the development of the SCAG region's RTP/SCS takes place in the context of the largest and most geographically and demographically diverse metropolitan area in the United States. The SCAG region has over twice the population (over 18 million) of the San Francisco Bay Area, over five times the population of the San Diego Region, and over seven times that of the Sacramento region. Our region is the only one in the country to be in the "extreme" non-attainment category for air quality, carrying with it additional responsibility and expectations. San Bernardino County is, in effect, "ground zero" for air quality concerns, being home to some of the most polluted areas in the region.

The SCAG region is a focal point for goods movement and industry. The region's ports handle more than five times the container volume as those of the Bay Area, with commensurate train and truck impacts. Southern California's manufacturing output exceeds that of all other parts of the state, combined, and represents almost six percent of the nation's manufacturing employment. Our six major commercial airports carry 81 million national and international passengers per year. The region now has 470 miles of passenger rail lines, between commuter rail, heavy rail, and light rail, and almost 22,000 miles of highways and

arterials. Although the geographic, demographic, and institutional scope of the region present enormous challenges, the continued growth of the region can also be viewed as some measure of success, given the number of people who have seen fit to live and work here and to enjoy many aspects of the Southern California lifestyle.

A region this large with this many challenges requires big plans as well. The RTP/SCS demonstrates the magnitude of the problems if the region takes a “business as usual” approach. Exhibit 5.2 from the Plan (Attachment 2) shows the levels of congestion forecast to occur under the RTP “baseline” alternative. A major component of the RTP is its financial plan, which includes several financial initiatives that can be viewed as bold, but necessary, if we are to maintain a world-class transportation system so as to keep Southern California competitive with other regions.

There are so many topics covered in the RTP/SCS that this agenda item can focus on only a few. Several topics are selected for highlighting and comment. Among these include the financial plan, freight strategy, Sustainable Communities Strategy, SCAG’s proposed High Occupancy Toll (HOT) lane network, and the PEIR.

### **Financial Plan**

One of the most critical elements of the RTP/SCS is the financial plan. The RTP is required to be financially constrained, meaning that project costs must be matched with “reasonably available” revenues.

The 2012 RTP acknowledges the considerable challenges associated with financing transportation investments. The Plan highlights the importance of finding new and innovative ways to pay for transportation, including the ever-expanding backlog of investment needs just to maintain the existing system. The nation as a whole is facing a very real, near-term insolvency crisis with the federal Highway Trust Fund, as fuel tax receipts continue to decline and are already below historically authorized federal transportation funding levels. Additionally, the viability of California’s State Highway Account remains in question as only a fraction of the region’s needs are funded through state sources, and federal stimulus and state bond funding ends within the next few years.

Table 3.5 from the Plan tells much of the financial story of the RTP and is provided as Attachment 3. Highlights of this table will be reviewed at the Plans and Programs Committee meeting. The nature and timing of the innovative financing mechanisms is one of the core considerations in the RTP, and perhaps

the most uncertain. The more challenging innovative financing strategies are not scheduled to be in effect until after the 2016 RTP is prepared (e.g. increased gas taxes in 2017 and implementation of a VMT fee in 2024). Thus, modifications to the financial plan in the next RTP are possible prior to their actual implementation. However, these measures require substantial groundwork if they are to become reality, and activity will need to occur prior to the expiration of the 2012 RTP. In staff's opinion, the implementation steps required for these measures could be outlined more clearly in the RTP. Table 3.6, also included in Attachment 3, shows the projected expenditures by project classification and timeframe, for comparison with Table 3.5.

### **Highway and Transit Projects**

The RTP contains an extensive listing of projects to be implemented through 2035, by five-year increment. These lists include all of SANBAG's Measure I projects, supported by the financial strategy, and are contained in an appendix to the RTP. The compilation of these lists was a large undertaking by SANBAG staff, Caltrans, and our local partners. The inclusion of these projects in the RTP is essential, as regionally significant projects may not receive federal funds without being included in the RTP, and the projects must be included in a conforming RTP to receive federal environmental clearance.

It should be noted that some of SANBAG's projects could not be funded without the additional increments of funding that SCAG has proposed, but no analysis has been conducted of the projects that would need to be excluded if these additional levels of funding were not realized. SANBAG staff has discussed the need to create SANBAG's own Long Range Transportation Plan subsequent to the approval of the 2012 RTP, so that the agency is in a better position to understand the implications of having, or not having, the level of financial resources assumed in the RTP. We anticipate this effort being initiated in Fiscal Year 2012-2013, so that we are better able to present our needs and resources for the 2016 RTP cycle. Los Angeles County Metro and the Orange County Transportation Authority have such plans, which serve as a basis to include or exclude projects based on each county's estimate of available financial resources.

### **Freight Strategy**

Substantial attention was given in the RTP/SCS to the freight strategy, which contains very substantial initiatives that will impact San Bernardino County in a number of ways. The 2012 RTP focuses on a two-pronged approach for achieving an efficient freight system that reduces environmental impacts. For the near-term, the regional strategy supports the deployment of commercially

available, low-emission trucks and locomotives while centering on continued investments in improved system efficiencies. For example, upgrading switcher locomotive engines could reduce 1 to 3 percent of regional rail emissions. Additionally, heavy-duty hybrid trucks are already in use, but market penetration can be increased.

In the longer term, the strategy focuses on a more fundamental shift in technology—taking critical steps toward phased implementation of a zero-emission or near zero-emission freight system. Two of many promising technologies that merit further investigation are electric trucks and electrified rail systems.

A major component of the freight strategy is the East-West Freight Corridor. This concept involves clean, dedicated truck lanes that roughly parallel the SR-60 Freeway east of SR-710 and turn north to parallel I-15, terminating just north of I-10. The truck lanes are identified for implementation in the latter half of the 23-year RTP time period.

Specific near-term implementation actions have been identified for the freight strategy, of which SANBAG should be aware:

- 2012 – Identify potential funding to support truck, wayside power and rail evaluation and prototype demonstration efforts; incorporate into financially constrained RTP as appropriate
- 2012 - Implement plan of advocacy to secure action by federal or other governments
- 2012-2014 - Continue to evaluate truck technology implementation and funding mechanisms
- 2012-2013 – Continue to evaluate practicability of applying existing electrified rail technologies, and evaluate funding and implementation mechanisms
- 2015-2016 – Incorporate decisions on wayside power and technology direction, including strategy, funding and timeframe, into 2016 RTP update and State Implementation Plan (SIP) revisions; if existing rail technologies are practicable, identify technologies, infrastructure and implementation mechanisms in RTP update and SIP
- 2016 - Begin deployment of appropriate zero emission trucks and continue operational demonstration
- 2018-2020 – If existing rail applications were not practicable, resolve need for new rail technologies and incorporate planning into the 2020 RTP.

### **Sustainable Communities Strategy**

The passage of SB 375 at the state level gives SCAG a new area of responsibility—and provides the region with a renewed opportunity to focus on an integrated planning effort for the future. The purpose of SB 375 is to implement the state’s greenhouse gas emissions (GHG) reduction goals in the sector of cars and light trucks. This mandate requires the California Air Resources Board to determine per-capita GHG emission reduction targets for each Metropolitan Planning Organization (MPO) in the state at two points in the future—2020 and 2035. In accordance with Govt. Code section 65080(b)(2)(B)(vii), the 2012 RTP/SCS will achieve GHG emission reductions of 8 percent per capita in 2020 and 16 percent per capita in 2035 (surpassing the 13 percent reduction target for 2035).

These requirements, as outlined in California Government Code Section 65080(b)(2)(B), do not mean that the SCS creates a mandate for certain land use policies at the local level. In fact, SB 375 specifically states that the SCS cannot dictate local General Plan policies (see, Government Code Section 65080(b)(2)(J)). However, the SCS is intended to provide a regional policy foundation that local governments may build upon if they so choose and generally includes the quantitative growth projections from each city and county in the region going forward. In addition, some projects consistent with the SCS are eligible for streamlined environmental review.

Tables 4.3 through 4.6 of the RTP/SCS contain lists of actions and strategies for implementing the SCS, included in Attachment 4. The tables cover the subjects of land use, transportation networks, transportation demand management (TDM) and transportation system management (TSM). Staff will highlight several of these activities in the presentation on this item, including how SANBAG and local jurisdictions can be involved.

The SCS poses several questions to SANBAG and its stakeholder agencies. For example, should SANBAG and its partners further explore mechanisms for incentivizing land use that is most consistent with the SCS principles of encouraging land use around transit station areas? Should additional funds be allocated to implement SANBAG’s Non-Motorized Transportation Plan, which was incorporated into the RTP as a set of “active transportation” projects? How can San Bernardino County encourage the movement of jobs to the County, to provide better access and shorter commutes for our citizens? Staff will bring forward such issues at the appropriate time following the approval of the RTP/SCS.

### **Express/HOT Lane Network**

Chapter 2 of the RTP/SCS shows a proposed Express/HOT lane network. The network includes I-10 from downtown Los Angeles to Redlands, I-15 from the San Diego County line to U.S. 395, SR-91 from SR-110 to I-15, SR-110 from I-405 to downtown Los Angeles, and I-405 through much of Los Angeles and Orange Counties. The network was an enhancement to the Plan by SCAG, which went beyond SANBAG's submission of HOV lane projects for I-10 and I-15. SCAG took this approach, in part, to put forward a vision of an interconnected, regional HOT lane system. It is principally part of the strategy to enhance regional mobility through this network of managed lanes, and represents a component of the financial strategy as well.

It is important to note that SANBAG staff submitted the I-10 and I-15 HOV lanes for SCAG to incorporate into the RTP, consistent with the last several RTPs. Staff is proceeding with the analysis of both HOT and HOV alternatives for the I-10 and I-15 corridors, and the outcome of those efforts will assist the SANBAG Board in determining what should be recommended to SCAG in the 2016 RTP. There are many factors to be considered, but for this draft RTP, SCAG staff has included the network in the financially constrained Plan as part of its vision of regional mobility. The benefits documented in the Plan include the benefits provided by the HOT lane network. However, inclusion of the HOT network in the Plan does not obligate SANBAG to that course of action. The nature of future improvements on I-10 and I-15 will be directed by the SANBAG Board, in partnership with Caltrans.

### **Program Environmental Impact Report**

The PEIR evaluates the potential environmental impacts associated with the adoption of the 2012-2035 RTP/SCS by SCAG, per requirements of the California Environmental Quality Act (CEQA). The PEIR for the 2012-2035 RTP/SCS serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed Plan. The PEIR includes mitigation measures designed to help avoid or minimize significant environmental impacts. The PEIR includes an analysis of the RTP/SCS ("The Project," in CEQA terms), as well as the consequences of the absence of action (No-Project) and the consequences if a 2008 Modified RTP were to be adopted.

The PEIR provides three different categories of mitigation measures for consideration and implementation, as indicated below:

- **Regional Mitigation Measures:** Within this category are mitigation measures that can be implemented by SCAG at the regional level. These measures are generally aimed at gathering additional information that can assist in measuring impacts and determining appropriate mitigation and promoting policies and programs that would reduce impacts.
- **Local Mitigation Measures:** The second type of mitigation measures are those that would be implemented at the local level by individual cities and counties. These measures can strengthen planning documents to ensure the provision of appropriate mitigation measures in the planning process.
- **Project-Specific Mitigation Measures:** This category includes project-specific mitigation measures that are required by the appropriate agency under whose jurisdiction the project falls (i.e., city or county). As a programmatic document, many of the measures in the PEIR refer to performance standards because site-specific conditions cannot be reasonably evaluated at the programmatic level.

The PEIR evaluates the following potential environmental impacts: aesthetics; air quality; biological resources and open space; cultural resources; geology; soils and mineral resources; greenhouse gas emissions; hazardous materials; land use; noise; population, housing and employment; public services and utilities; transportation, traffic and security; and water resources. The list of mitigation measures included in the PEIR is extensive, with approximately 550 measures addressing the environmental elements listed above. SANBAG staff is reviewing this list in detail and will discuss any concerns raised by the list of mitigation measures at the Plans and Programs Committee meeting.

### **Next Steps**

Public workshops on the RTP/SCS will be held on Wednesday, January 18 at SANBAG following the Plans and Programs Committee meeting and on Friday, January 20 at 10:00 AM in Apple Valley.

At this time it is unclear whether SANBAG staff will recommend making formal comments to SCAG on the RTP/SCS. Additional review of the documents is required prior to making that determination. Comments are due by February 14, 2012. Therefore, staff requests that the Plans and Programs Committee provide direction to staff that any comments on the RTP/SCS, should they be necessary, be brought directly to the SANBAG Board of Directors on February 1.

***Financial Impact:*** This item is consistent with the approved Fiscal Year 2011-2012 SANBAG Budget. The RTP does not have immediate financial implications to SANBAG, and SANBAG retains the decision-making authority concerning the implementation, funding, and timing of specific projects.

***Reviewed By:*** This item will be reviewed by the Plans and Programs Committee on January 18, 2012.

***Responsible Staff:*** Steve Smith, Chief of Planning

EXECUTIVE SUMMARY



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## Our Vision

### Towards a Sustainable Future

For the past three decades, the Southern California Association of Governments (SCAG) has prepared Regional Transportation Plans (RTPs) with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), whose vision encompasses three principles that collectively work as the key to our region's future: mobility, economy, and sustainability.

The 2012 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to both improve public health and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. As such, the 2012 RTP contains a regional commitment for the broad deployment of zero and near-zero emission transportation technologies in the 2023-2035 timeframe and clear steps to move towards this objective. This is especially critical for our goods movement system. The development of a world class zero emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life and to meet federal air quality requirements. The 2012 RTP puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have may co-benefits, including energy security, cost certainty, increased public support for infrastructure, GHG reduction and economic development.

Never before have the crucial linkages and interrelationships between the economy, the regional transportation system, and land use been as important as now. For the first time, the 2012 RTP includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012 RTP, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012 RTP outlines a transportation infrastructure investment strategy that will beneficially impact Southern California, the state, and the nation in terms of economic development, competitive advantage,

and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012 RTP/SCS will transform the region, serving as a blueprint for improving quality of life for our residents by providing more choices for where they will live, work, and play, and how they will move around. Its safe, secure, and efficient transportation systems will provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation will allow our residents to lead a healthier, active lifestyle. It will create jobs, ensure our region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for 22 million residents by 2035. More importantly, the RTP/SCS will also preserve what makes the region special, including our stable and successful neighborhoods and our array of open spaces for future generations to enjoy.

## The Setting

In order to successfully overcome the challenges that lie before us, this RTP/SCS first recognizes the impacts that recent events and long-term trends will have on how people choose to live and move around.

### ECONOMIC RECESSION

**[800,000]** jobs have been lost in the region due to the Great Recession

The economic turmoil faced by many of the region's residents is likely to impact their housing choices and travel behavior, including their transportation mode choice and day-to-day travel patterns. This will potentially require different types of transportation solutions.

POPULATION GROWTH

The region will add **[4 million]** people by 2035

This growth in population will only exacerbate our region's existing mobility challenges. The SCAG region is already home to 18 million people, or 49 percent of California's population. If it were its own state, the SCAG region would be the fifth most populous in the nation. Furthermore, this expected growth will occur mainly in the suburban inland counties of Riverside and San Bernardino, adding to the existing imbalance of jobs and housing in the region, and requiring people to travel which contributes to transportation and air quality challenge. In addition, with the aging of the Baby Boomer generation (the share of the population 65 years or older will increase from 11 percent in 2010 to 18 percent in 2035), the region will soon have a greater need for efficient modes of transportation for those who can no longer drive as their main form of transportation.



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MULTIMODAL TRANSPORTATION SYSTEM

Over the past few decades, the region has invested heavily in a multimodal transportation system that serves as the backbone of the region's economic well-being.

THE SYSTEM AT A GLANCE

**[21,630]** miles of highways and arterials  
**[470]** miles of passenger rail  
**[6]** air carrier airports

Nine out of ten trips in the region utilize our extensive highway and arterial network, which supports a host of modes, including the automobile, transit, and active transportation. The region is also home to a growing number of passenger rail lines, none of which existed 20 years ago. Our regional aviation system is the nation's largest and most complex in terms of number of airports and aircraft, and our goods movement industry plays a critical role in sustaining the economy of our region. The importance of this system to our region cannot be understated.

THE REGION IN MOTION

**[446 million]** miles driven each day  
**[81 million]** air passengers each year  
**[45%]** more urban rail riders between 2000 and 2006  
**[34%]** of our jobs depend on the goods movement industry

## Challenges

The challenges facing the region are daunting. When combined, our mobility, air quality, and funding challenges present an imposing threat to the quality of life for both current and future residents.

### MOBILITY CHALLENGES

The region wastes over **[3 million]** hours each year sitting in traffic

The region's roadways are the most congested in the nation, and traffic relief is critical, even more so in our current economic situation. By failing to address our congestion, we have foregone jobs—every 10 percent decrease in congestion can bring an employment increase of about 132,000 jobs.

### SAFETY CHALLENGES

On the brighter side, our roadways are among the nation's safest, with rate of fatal and injury collisions declining dramatically since the 1930's. But as we continue to successfully improve safety for our motorists, we cannot neglect the alarming fatality rates of those traveling on other modes of transportation.

**[21%]** of all traffic-related fatalities involve pedestrians

This fatality rate is unacceptable, and if we plan to successfully move towards a more sustainable future that includes plenty of active transportation, we must address the safety deficiencies in all modes of transportation.

### AIR QUALITY CHALLENGES

In addition, while Southern California is a leader in reducing emissions and ambient levels of air pollutants are improving, the SCAG region continues to have the worst air quality in the nation and air pollution still causes thousands of premature deaths every year, as well as other serious adverse health effects. The South Coast Air Quality Management District (AQMD) estimates the monetary cost of air pollution in Southern California to be at least \$14.6 billion annually.

Even with on-going aggressive control strategies, ever more stringent national ozone standards require further oxide of nitrogen (NO<sub>x</sub>) emission reductions in the SCAG region. In the South Coast Air Basin, for example, it is estimated that NO<sub>x</sub> emissions will need to be reduced by approximately two-thirds in 2023 and three-quarters in 2030. This is a daunting challenge. The level of emission reduction required is so significant that 2030 emissions forecasted from just three sources—ships, trains, and aircraft—would lead to ozone levels near the federal standard. Because most sources, including cars and factories, are already controlled by over 90 percent, attainment of ozone standards will require broad deployment of zero and near-zero emission technologies in the 2023-2035 timeframe.

### Senate Bill 375

New to this RTP, California's Sustainable Communities and Climate Protection Act, or Senate Bill (SB) 375, calls for this RTP to include an SCS that reduces greenhouse gas (GHG) emissions from passenger vehicles by 8 percent per capita by 2020 and 13 percent per capita by 2035 compared to 2005, as set by the California Air Resources Board (ARB). SB 375 enhances the State's goals of Assembly Bill 32, the Global Warming Solutions Act of 2006. Meeting the required targets will not be easy, but it must be done for the health and quality of life of current and future generations. Meeting these targets will point the region towards overall sustainability and will provide benefits beyond reducing carbon emissions.

**FINANCIAL CHALLENGES**

Of all the challenges facing us today, there is perhaps none more critical than funding. With the projected growth in population, employment, and demand for travel, the costs of our multimodal transportation needs surpass projected revenues available from our historic transportation funding source—the gas tax.

State and federal gas taxes have not changed in nearly **[20]** years

Yet, highway construction costs have grown by **[82%]**

As a result of years of underinvestment, a significant amount of our roadways and bridges have fallen into a state of disrepair. It is imperative that this situation be addressed. The rate of deterioration will only accelerate with continued deferral, significantly increasing the cost of bringing our assets back into a state of good repair.



Furthermore, with recent declines in transit funding, the region's transit operators continue to face major obstacles to providing frequent, attractive transit service.

Rail operating costs have increased by over **[40%]** in the past decade

Intercity transit operators have been forced to cut service by up to **[20%]**

The region must consider ways to stabilize existing revenue sources and supplement them with reasonably available new sources. This region needs a long-term, sustainable funding plan that supports an efficient and effective transportation system that grows the economy, provides mobility choices, and improves our quality of life.

**Our Approach**

To address these challenges, SCAG performed a careful analysis of our transportation system, the future growth of our region, and potential new sources of revenue, and embarked on a massive outreach undertaking to hear what the region had to say. While SCAG continued to work closely through hundreds of meetings with stakeholder agencies that it has always collaborated with, it also conducted a series of planning sessions throughout the region to find out what Southern Californians want to see in their future. The result of this multi-year effort is the 2012 RTP/SCS, a shared vision for the region's sustainable future.

**Transportation Investments**

The RTP/SCS contains a host of improvements to our multimodal transportation system. These improvements include closures to critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of our transportation system where there is room to grow in order to provide the region with the mobility it needs. These improvements are outlined in **TABLE 1**.

TABLE 1 Transportation Investments

Component	Description	Cost
<b>Transit</b>		
Bus Rapid Transit (BRT)	New BRT routes, extensions, and/or service enhancements in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$ 49.7 billion
Light Rail Transit (LRT)	New Light Rail routes/extensions in Los Angeles and San Bernardino Counties	\$ 4.6 billion
Heavy Rail Transit (HRT)	Heavy Rail extension in Los Angeles County	\$ 13.1 billion
Bus	New and expanded bus service in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties	\$ 11.1 billion
<b>Passenger and High-Speed Rail</b>		
Commuter Rail	Metrolink extensions in Riverside County and Metrolink systemwide improvements to provide higher speeds	\$ 20.9 billion
High-Speed Rail	Improvements to the Los Angeles to San Diego (LOSSAN) Rail Corridor with an ultimate goal of providing San Diego-Los Angeles express service in under two hours Phase I of the California High-Speed Train (HST) project that would provide high-speed service from Los Angeles to the Antelope Valley	\$ 51.6 billion
<b>Active Transportation</b>		
Various Active Transportation Strategies	Increase our bikeways from 4,315 miles to 10,122 miles, bring 12,000 miles of deficient sidewalks into compliance with the Americans with Disabilities Act (ADA), safety improvements, and various other strategies	\$ 3.9 billion
<b>Transportation Demand Management (TDM)</b>		
Various TDM Strategies	Strategies to incentivize drivers to reduce solo driving: <ul style="list-style-type: none"> <li>▪ Increase carpooling and vanpooling</li> <li>▪ Increase the use of transit, bicycling, and walking</li> <li>▪ Redistribute vehicle trips from peak periods to non-peak periods by shifting work times/days/locations</li> <li>▪ Encourage greater use of telecommuting</li> <li>▪ Other "First Mile/Last Mile" strategies to allow travelers to easily connect to and from transit service at their origin and destination. These strategies include the development of mobility hubs around major transit stations, the integration of bicycling and transit through folding-bikes-on-buses programs, triple bike racks on buses, and dedicated racks on light and heavy rail vehicles</li> </ul>	\$ 4.0 billion

Component	Description	Cost
<b>Transportation Systems Management (TSM) (includes Intelligent Transportation Systems (ITS))</b>		
Various TSM Strategies	Enhanced incident management, advanced ramp metering, traffic signal synchronization, advanced traveler information, improved data collection, universal transit fare cards (Smart Cards), and Transit Automatic Vehicle Location (AVL) to increase traffic flow and reduce congestion	\$ 6.8 billion
<b>Highways</b>		
Mixed Flow	Interchange improvements and closures to critical gaps in the highway network to provide access to all parts of the region	\$ 72.3 billion \$ 18.4 billion
High-Occupancy Vehicle (HOV)/ High-Occupancy Toll (HOT)	Closures to gaps in the high-occupancy vehicle (HOV) lane network and the addition of freeway-to-freeway direct HOV connectors to complete Southern California's HOV network A connected network of Express/HOT lanes	\$ 18.7 billion
Toll Facilities	Closures to critical gaps in the highway network to provide access to all parts of the region	\$ 35.2 billion
<b>Arterials</b>		
Various Arterial Improvements	Spot widenings, signal prioritization, driveway consolidations and relocations, grade separations at high-volume intersections, new bicycle lanes, and other design features such as lighting, landscaping, and modified roadway, parking, and sidewalk widths	\$ 22.1 billion \$ 22.1 billion
<b>Goods Movement (includes Grade Separations)</b>		
Various Goods Movement Strategies	Port access improvements, freight rail enhancements, grade separations, truck mobility improvements, intermodal facilities, and emission reduction strategies	\$ 47.9 billion \$ 47.9 billion
<b>Aviation and Airport Ground Access</b>		
Various Airport Ground Access Improvements	Rail extensions and improvements to provide easier access to airports, and new express bus service from remote terminals to airports	<b>Included in modal investments</b> Included in modal investments
<b>Operations and Maintenance</b>		
Transit		\$ 216.9 billion
Highways		\$ 139.3 billion
Arterials	Operations and maintenance to preserve our multimodal system in a good state of repair	\$ 56.7 billion \$ 20.9 billion

## Financial Plan

The 2012 RTP financial plan identifies how much money is available to support the region's transportation investments. The plan includes a core revenue forecast of existing local, state, and federal sources, along with reasonably available new revenues sources that are likely to materialize within the RTP time frame. These new sources include adjustments to state and federal gas tax rates based on historical trends and recommendations from two national commissions (*National Surface Transportation Policy and Revenue Study Commission* and *National Surface Transportation Infrastructure Financing Commission*) created by Congress, further leveraging of existing local sales tax measures, value capture strategies, potential national freight program/freight fees, as well as passenger and commercial vehicle tolls for specific facilities. Reasonably available revenues also include innovative financing strategies, such as private equity participation.

TABLE 2 presents ten categories of new revenue sources and innovative financing techniques that are considered to be reasonably available and are included in the financially constrained plan. For each funding source, SCAG has examined the policy and legal context of implementation, prepared an estimate of the revenue potential, and identified action steps to ensure the funds are available to implement the region's transportation vision.

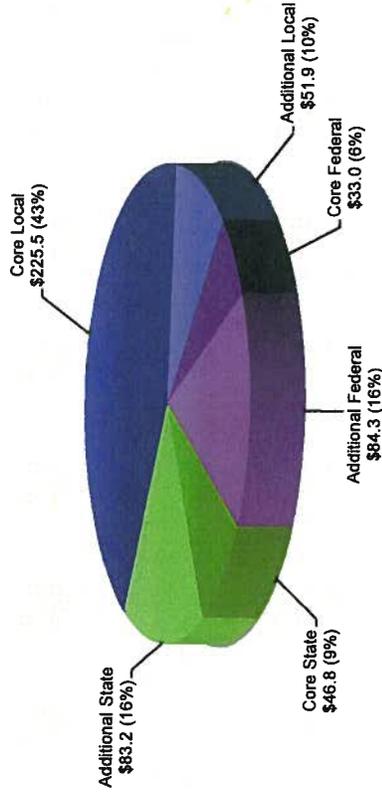
## Revenue Sources and Expenditures

FIGURES 1 AND 2 provide a summary of the plan's forecasted revenues and expenditures. As shown in these figures, the region's budget over the next 25 years totals an estimated \$524.7 billion.

TABLE 2 New Revenue Sources and Innovative Financing Strategies (Nominal Dollars, Billions)

Revenue Source	Description	Amount
Bond Proceeds from Local Sales Tax Measures	Issuance of debt against existing sales tax revenues: Los Angeles, Orange, Riverside, and San Bernardino Counties.	\$25.6 bil
State and Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	Additional \$0.15 per gallon gasoline tax imposed at the state and the federal levels starting in 2017 to 2024—to maintain purchasing power.	\$16.9 bil
Mileage-Based User Fee (or equivalent fuel tax adjustment)	Mileage-based user fees would be implemented to replace gas tax and augment—estimated at about \$0.05 (2011\$) per mile and indexed to maintain purchasing power starting 2025.	\$110.3 bil (est. increment only)
Highway Tolls (includes toll revenue bond proceeds)	Toll revenues generated from SR-710 Tunnel, I-710 South Freight Corridor, East-West Freight Corridor, segment of the High Desert Corridor, and Regional Express/HOT Lane Network.	\$22.3 bil
Private Equity Participation	Private equity share as may be applicable for key initiatives: e.g., toll facilities; also, freight rail package assumes railroad share of costs for mainline capacity and intermodal facilities.	\$2.7 bil
Freight Fee/National Freight Program	A national freight program is anticipated with the next federal reauthorization of the surface transportation act. The U.S. Senate's proposal would establish federal formula funding for the national freight network.	\$4.2 bil
E-Commerce Tax	Although these are existing revenue sources, they generally have not been collected. Potentially, the revenue could be used for transportation purposes, given the relationship between E-commerce and the delivery of goods to California purchasers.	\$3.1 bil
Interest Earnings	Interest earnings from toll bond proceeds.	\$0.2 bil
State Bond Proceeds, Federal Grants & Other for California High Speed Rail Program	State general obligation bonds authorized under the Bond Act approved by California voters as Proposition 1A in 2008; federal grants authorized under American Recovery and Reinvestment Act and High-Speed Intercity Passenger Rail Program; potential use of qualified tax credit bonds; and private sources.	\$33.0 bil
Value Capture Strategies	Assumes formation of special districts including use of tax increment financing for specific initiatives.	\$1.2 bil

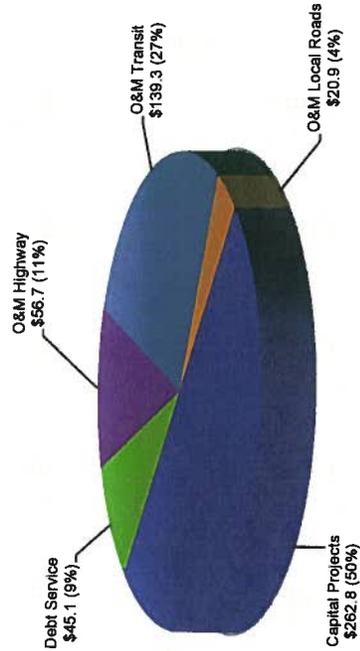
**FIGURE 1** Revenue Sources  
\$524.7 Billion (Nominal Dollars) FY2011–FY2035



Source: SCAG Revenue Model 2011

Note: Numbers may not add due to rounding

**FIGURE 2** Expenditure Summary  
\$524.7 Billion (Nominal Dollars) FY2011–FY2035



Source: SCAG Revenue Model 2011

Note: Numbers may not add due to rounding

## Sustainable Communities Strategy

Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission reduction targets set forth by the ARB. The SCS outlines our plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs and changing demographics, and transportation demands. The regional vision of the SCS maximizes current local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. Finally, the RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments.

## Measuring Up

The investments in this RTP/SCS are expected to result in significant benefits to the region with respect to transportation and mobility, as well as air quality, economic activity and job creation, sustainability, and environmental justice. They will result in better placemaking, lower overall costs, advances in public health and the environment, responsiveness to a changing housing market, and improved accessibility and mobility.

### Air Quality and GHG Targets

**We will reduce greenhouse gas emissions by [8%] by 2020, [16%] by 2035**

This RTP/SCS successfully achieves and exceeds our greenhouse gas emission reduction targets, set by ARB by achieving an 8 percent reduction by 2020 and 16 percent reduction by 2035 compared to the 2005 level on a per capita basis. This RTP/SCS also meets criteria pollutant emission budgets set by EPA. With each passing year, Southern Californians should expect to breathe cleaner air and live healthier lives.

This air quality benefit is made possible largely by more sustainable planning, integrating transportation and land use decisions to allow Southern Californians to live closer to where they work and play, and to high-quality transit service. As a result, more residents will be able to use transit and active transportation as a safe and attractive means of travel.

### Location Efficiency

**Over [twice] as many households will live near high-quality transit**

Share of households living in the High Quality Transit Area will more than double over the plan period signaling a more efficient overall development pattern in the future.

## Mobility

**Delay on our roadway system will improve over today's condition**

Our roadways will be less congested, allowing our region's residents to spend less time in traffic onboard a bus or behind the wheel and more time with their families.

## Safety

Not only will residents be more mobile, they will also be safer. This RTP/SCS's emphasis on safety will result in significantly lower accident rates, giving our residents the peace of mind to travel freely throughout the day and come home to their loved ones every night.

## Economy

**We will generate [4.2 million] jobs**

Not only will the region be more mobile, it will also be more prosperous. Implementation of the RTP/SCS will create or sustain jobs today to build transportation infrastructure projects for tomorrow. The 4.2 million total jobs over the life of the RTP/SCS equates to an annual average of 167,900 jobs, and is not limited to the construction industry, but will encompass a broad cross-section of industry clusters.

## Investment Effectiveness

**We will get [\$2.90] back for every \$1 spent**

The RTP/SCS makes dollar sense. While its overall expenditures seem like a huge cost, the region will recover \$2.90 for every \$1 this RTP/SCS commits, which will only help propel the region to more prosperous days ahead.

## Public Participation

The development of the Draft 2012 RTP/SCS involved implementation of one of the most comprehensive and coordinated public participation plans ever undertaken by SCAG. The public and stakeholder involvement program went over and beyond meeting the requirements of SB 375 and the SAFETEA-LU. SCAG engaged the widest range of stakeholder groups, elected officials, special interest groups as well as general public, through a series of workshops and public meetings, as well as SCAG's policy committees, task forces and subcommittee structure. The input received through this process has truly shaped the Draft 2012 RTP/SCS in a meaningful way. Furthermore, SCAG will continue to involve and engage the stakeholders and the public in the process of refining and finalizing the 2012 RTP/SCS over the next several months through the close of the formal comment period. SCAG has developed a state-of-the-art video and interactive RTP/SCS website called iRTP that will further enhance our capability to engage and involve the stakeholders and the public to continue shaping the 2012 RTP/SCS.

## Strategic Plan – Looking Ahead – Beyond the Horizon

The 2012 RTP/SCS proposes investing over \$500 billion over the next 25 years to improve the quality of life of the region's residents by enhancing our transportation system. However, additional strategies and projects are needed. The Strategic Plan identifies additional long-term initiatives such as zero emission transportation strategies; new operational improvements; expanded transit investments and high-speed rail system; as well as increased commitment to active transportation. Although elements of these strategies are included in the financially constrained plan, further work is needed to ensure there is regional consensus and commitment to fund the balance in subsequent RTPs.

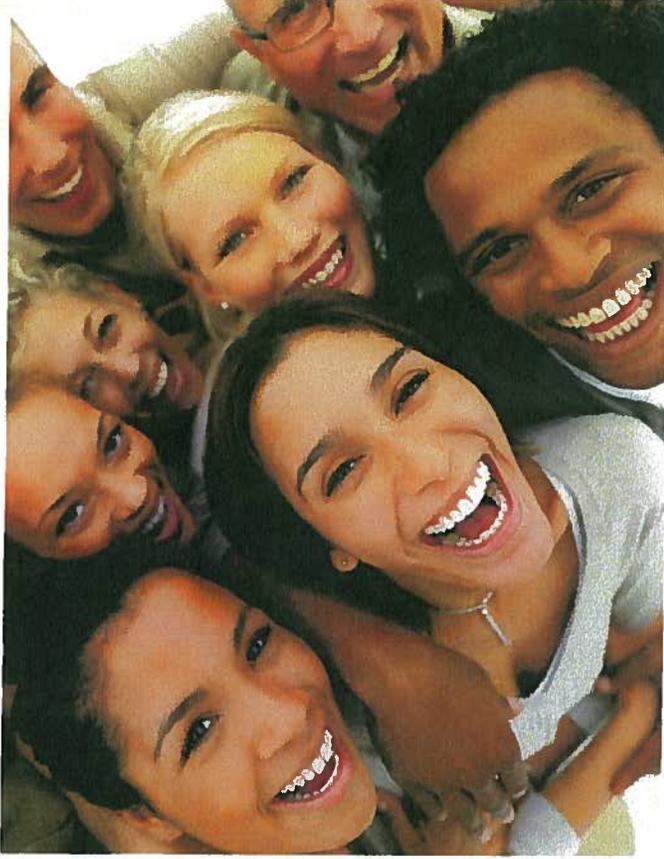


EXHIBIT 5.2 Baseline 2035 Freeway Speed – PM Peak (3pm–7pm)

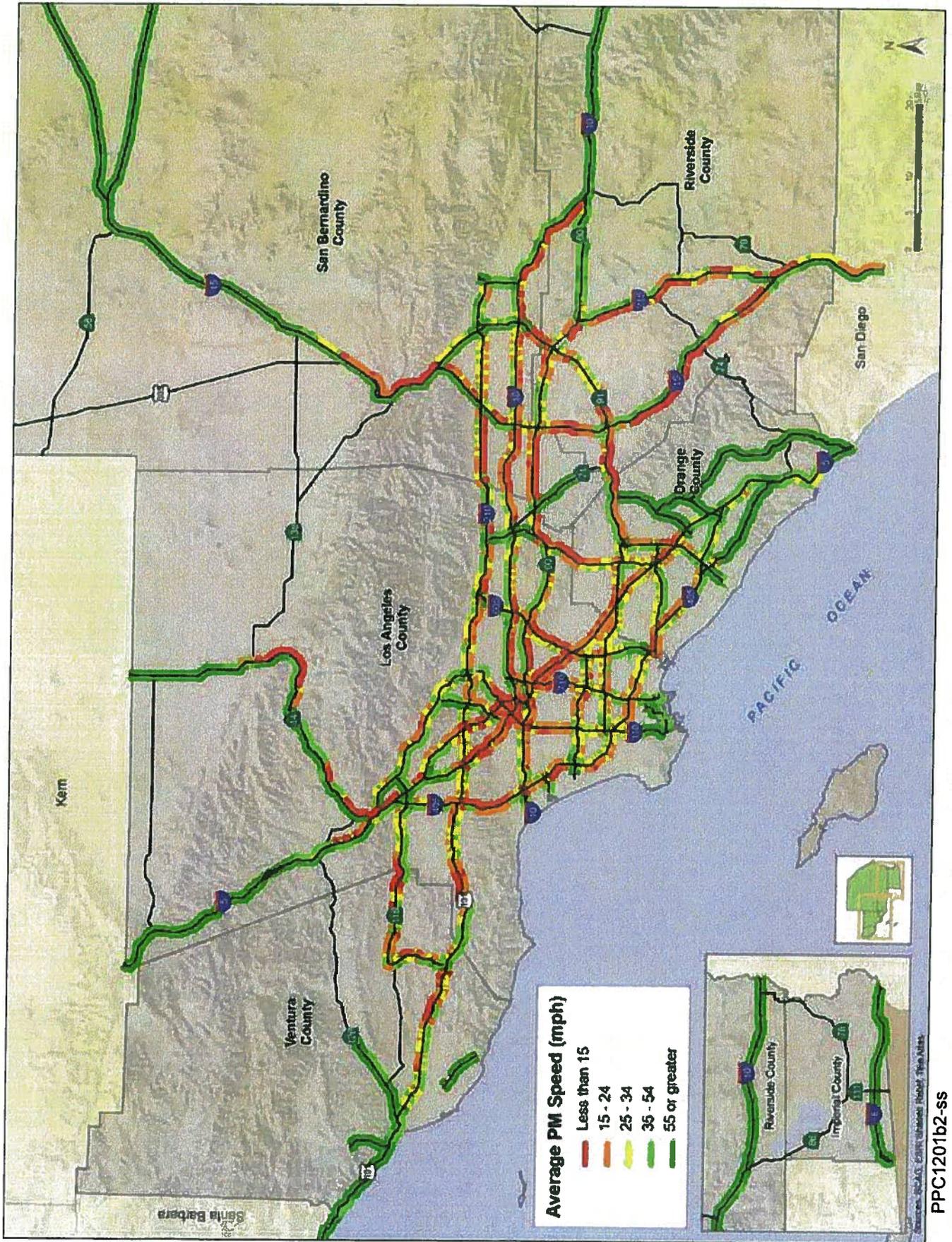


TABLE 3.5 2012 Regional Transportation Plan Revenues (in Nominal Dollars, Billions)

REVENUE SOURCES	FY2011- FY2015	FY2016- FY2020	FY2021- FY2025	FY2025- FY2030	FY2031- FY2035	TOTAL
<b>LOCAL</b>						
Sales Tax	\$16.3	\$22.1	\$28.7	\$36.2	\$44.7	\$148.0
- County	\$13.1	\$17.8	\$23.1	\$29.2	\$36.1	\$119.4
- Transportation Development Act	\$3.3	\$4.3	\$5.5	\$6.9	\$8.6	\$28.7
Gas Tax (Subvention to Cities & Counties)	\$1.0	\$1.0	\$0.9	\$0.9	\$0.8	\$4.6
Other Local Funds	\$5.3	\$4.6	\$4.7	\$5.6	\$5.2	\$25.5
Transit Fares	\$3.2	\$4.3	\$5.3	\$6.4	\$7.5	\$26.7
Tolls	\$1.4	\$1.7	\$2.1	\$2.6	\$3.3	\$11.2
Mitigation Fees	\$1.4	\$1.8	\$1.9	\$2.1	\$2.3	\$9.5
<b>LOCAL TOTAL</b>	<b>\$28.7</b>	<b>\$35.4</b>	<b>\$43.5</b>	<b>\$53.9</b>	<b>\$64.0</b>	<b>\$225.5</b>
<b>STATE</b>						
State Highway Operations and Protection Program (SHOPP)	\$3.7	\$4.2	\$4.0	\$3.8	\$3.6	\$19.5
State Transportation Improvement Program (STIP)	\$1.9	\$2.0	\$1.9	\$1.8	\$1.7	\$9.4
- Regional - RTPP	\$1.3	\$1.4	\$1.3	\$1.2	\$1.2	\$6.4
- Interregional - ITIP	\$0.6	\$0.6	\$0.6	\$0.6	\$0.5	\$3.0
State Gasoline Sales Tax Swap	\$1.4	\$1.7	\$2.1	\$2.6	\$3.3	\$11.0
State Transit Assistance (STA)	\$0.5	\$0.5	\$0.6	\$0.6	\$0.7	\$2.8
Proposition 1B (Infrastructure Bonds)	\$3.0	\$0.4	\$0.0	\$0.0	\$0.0	\$3.4
Other State Funds (1)	\$0.3	\$0.1	\$0.1	\$0.1	\$0.1	\$0.8
<b>STATE TOTAL</b>	<b>\$10.8</b>	<b>\$9.0</b>	<b>\$8.7</b>	<b>\$9.0</b>	<b>\$9.4</b>	<b>\$46.8</b>
<b>FEDERAL</b>						
Federal Transit	\$3.0	\$3.6	\$3.9	\$4.3	\$4.7	\$19.5
- Federal Transit Formula	\$2.3	\$2.6	\$2.8	\$3.1	\$3.4	\$14.2
- Federal Transit Non-Formula	\$0.7	\$1.0	\$1.1	\$1.2	\$1.3	\$5.3
Federal Highway & Other	\$2.9	\$2.6	\$2.6	\$2.6	\$2.8	\$13.5
- Congestion Mitigation and Air Quality (CMAQ)	\$1.3	\$1.1	\$0.9	\$0.8	\$0.9	\$5.0
- Surface Transportation Program (Regional)	\$1.1	\$1.2	\$1.3	\$1.5	\$1.6	\$6.7
- Other Federal Funds (2)	\$0.5	\$0.3	\$0.3	\$0.3	\$0.4	\$1.8
<b>FEDERAL TOTAL</b>	<b>\$5.9</b>	<b>\$6.1</b>	<b>\$6.5</b>	<b>\$6.9</b>	<b>\$7.5</b>	<b>\$33.0</b>
Bond Proceeds from Local Sales Tax Measures	\$9.4	\$10.4	\$5.9	\$0.0	\$0.0	\$25.6
State and Federal Gas Excise Tax Adjustment	\$0.0	\$8.6	\$8.3	\$0.0	\$0.0	\$16.9
Mileage Based User Fee	\$0.0	\$0.0	\$8.9	\$48.5	\$52.9	\$110.3
Highway Tolls (including bond proceeds)	\$3.0	\$0.0	\$9.8	\$3.8	\$5.7	\$22.3
Private Equity Participation	\$1.3	\$0.1	\$0.1	\$1.2	\$0.0	\$2.7
Freight Fees/National Freight Program	\$0.1	\$0.9	\$1.0	\$1.0	\$1.2	\$4.2
E-Commerce Tax	\$0.3	\$0.6	\$0.6	\$0.7	\$0.9	\$3.1
Interest Earnings	\$0.0	\$0.0	\$0.1	\$0.1	\$0.1	\$0.2
California High Speed Rail Program Funding	\$0.0	\$3.9	\$10.2	\$14.3	\$4.5	\$33.0
Value Capture Strategies	\$0.0	\$0.0	\$1.2	\$0.0	\$0.0	\$1.2
<b>INNOVATIVE FINANCING &amp; NEW REVENUE SOURCES TOTAL</b>	<b>\$14.1</b>	<b>\$24.5</b>	<b>\$46.1</b>	<b>\$69.6</b>	<b>\$65.2</b>	<b>\$219.5</b>
<b>REVENUE TOTAL</b>	<b>\$59.5</b>	<b>\$75.0</b>	<b>\$104.8</b>	<b>\$139.3</b>	<b>\$146.1</b>	<b>\$524.7</b>

Notes: (1) Service Authority for Freeways and Expressways (SAFE), Freeway Service Patrol, Air Quality Vehicle Registration Fee (AB 2766), Environmental Enhancement and Mitigation. (2) Includes other federal programs, e.g., Regional Transportation Enhancements, Highway Bridge Replacement and Rehabilitation, Homeland Security Grants, Bus Preferential Signal Systems, Highway Earmarks, local assistance. Numbers may not add due to rounding.

TABLE 3.6 2012 Regional Transportation Plan Expenditures (in Nominal Dollars, Billions)

RTP COSTS		FY2011- FY2015	FY2016- FY2020	FY2021- FY2025	FY2026- FY2030	FY2031- FY2035	TOTAL
<b>Capital Projects:</b>		<b>\$37.3</b>	<b>\$44.8</b>	<b>\$57.1</b>	<b>\$63.4</b>	<b>\$60.1</b>	<b>\$262.8</b>
Arterials		\$5.3	\$3.5	\$3.7	\$4.5	\$5.0	\$22.1
Grade Separations & Goods Movement		\$7.6	\$6.0	\$11.1	\$14.6	\$8.6	\$47.9
High Occupancy Vehicle/High Occupancy Toll Lanes		\$6.0	\$1.3	\$0.8	\$3.1	\$7.5	\$18.7
Mixed Flow and Interchange Improvements		\$4.0	\$6.0	\$5.4	\$2.3	0.6	\$18.4
Toll Facilities		\$2.0	\$14.3	\$7.4	\$5.4	\$6.1	\$35.2
Transportation System Management (including ITS)		\$1.2	\$1.0	\$0.9	\$2.0	\$1.7	\$6.8
Transit		\$9.8	\$11.7	\$26.7	\$27.9	\$25.2	\$101.2
Active Transportation		\$0.6	\$0.3	\$0.3	\$1.9	\$2.9	\$6.0
Transportation Demand Management		\$0.2	\$0.2	\$0.2	\$1.3	\$2.0	\$4.0
Other (1)		\$0.7	\$0.4	\$0.6	\$0.4	\$0.4	\$2.5
<b>Operations and Maintenance:</b>		<b>\$19.4</b>	<b>\$22.9</b>	<b>\$37.4</b>	<b>\$63.7</b>	<b>\$73.5</b>	<b>\$216.9</b>
Highway		\$3.4	\$3.0	\$12.5	\$18.8	\$19.1	\$56.7
Transit		\$14.9	\$18.8	\$23.8	\$37.0	\$44.8	\$139.3
Local Streets and Roads		\$1.1	\$1.1	\$1.2	\$7.9	\$9.6	\$20.9
<b>Debt Service</b>		<b>\$2.7</b>	<b>\$7.3</b>	<b>\$10.3</b>	<b>\$12.2</b>	<b>\$12.6</b>	<b>\$45.1</b>
<b>COST TOTAL</b>		<b>\$59.5</b>	<b>\$75.0</b>	<b>\$104.8</b>	<b>\$139.3</b>	<b>\$146.1</b>	<b>\$524.7</b>

Note: (1) Includes: environmental mitigation, landscaping, and project development costs.  
Numbers may not add due to rounding.

TABLE 4.3 Land Use Actions and Strategies

Proposed Action/Strategy	Responsible Parties
Coordinate ongoing visioning efforts to build consensus on growth issues among local governments and stakeholders	SCAG
Provide incentives and technical assistance to local governments to encourage projects and programs that balance the needs of the region	SCAG
Collaborate with local jurisdictions and agencies to acquire a regional fair share housing allocation that reflects existing and future needs	SCAG, Local Jurisdictions, HCD
Expand Compass Blueprint program to support member cities in the development of bicycle, pedestrian, Safe Routes to Schools, Safe Routes to Transit, and ADA Transition plans.	SCAG, State
Collaborate with the region's public health professionals to enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities.	SCAG, State
Seek partnerships with state, regional and local agencies to acquire funding sources for innovative planning projects	Local Jurisdictions, SCAG, State
Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the RTP/SCS Plan Alternative	Local Jurisdictions
Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, and in transit-oriented development.	Local Jurisdictions, CTCs
Working with local jurisdictions, identify resources that can be used for employing strategies to maintain and assist in the development of affordable housing.	SCAG, Local Jurisdictions
Consider developing healthy community or active design guidelines that promote physical activity and improved health	Local Jurisdictions
Support projects, programs, policies and regulations to protect resources areas, such as natural habitats and farmland, from future development	Local Jurisdictions, SCAG
Proposed Action/Strategy	Responsible Parties
Create incentives for local jurisdictions and agencies that support land use policies and housing options that achieve the goals of SB 375	State
Continue partnership with regional agencies to increase availability of state funding for integrated land use and transportation projects in the region	State, SCAG
Engage in a strategic planning process to determine the critical components and implementation steps for identifying and addressing open space resources	SCAG
Identify and map regional priority conservation areas for potential inclusion in future plans.	SCAG
Engage with various partners, including CTCs and local agencies, to determine priority conservation areas and develop an implementable plan.	SCAG, CTCs
Develop regional mitigation policies or approaches for the 2016 RTP	SCAG, CTCs

TABLE 4.4 Transportation Network Actions and Strategies

Proposed Action/Strategy	Responsible Parties
Perform and support studies with the goal of identifying innovative transportation strategies that enhance mobility and air quality, and determine practical steps to pursue such strategies.	SCAG, CTCs
Cooperate with stakeholders, particularly county transportation commissions and Caltrans, to prioritize funding sources for preservation and maintenance of the existing transportation network.	SCAG, CTCs, Local Jurisdictions
Encourage the development of new transit modes in our subregions such as BRT, rail, limited-stop service, and point-to-point express services utilizing the HOV and HOT lane networks.	SCAG, CTCs, Local Jurisdictions
Encourage transit providers to increase frequency and span-of-service in TOD/HQTA and along targeted corridors where there is latent demand for transit usage.	SCAG, CTCs
Encourage regional and local transit providers to develop rail interface services at Metrolink, Amtrak and high-speed rail stations.	SCAG, CTCs, Local Jurisdictions
Expand the Toolbox Tuesdays program to include bicycle safety design, pedestrian safety design, ADA design, training on how to use available resources that expand understanding of where collisions are happening, and information on available grant opportunities to improve bicycle and pedestrian safety.	SCAG, State
Prioritize transportation investments to support compact infill development that includes a mix of land uses and housing options, where appropriate, to maximize the benefits for existing communities, especially vulnerable populations, and to minimize any negative impacts.	SCAG, CTCs, Local Jurisdictions
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes	SCAG, CTC's, Local Jurisdictions
Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations	SCAG, Local Jurisdictions
Collaborate with local jurisdictions to provide a network of local community circulators that serve new TOD and HQTAs, providing an incentive for residents and employees to make trips on transit	SCAG, CTCs, Local Jurisdictions
Similar to SCAG's partnership with the City of Los Angeles and LACMTA, offer to all County Transportation Commissions a mutually-funded, joint first mile/last mile study for each region.	SCAG, CTCs
Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling or walking	CTCs, Local Jurisdictions
Encourage transit fare discounts and local vendor product and service discounts for residents and employees of TOD/HQTAs, or for a jurisdiction's local residents in general who have fare media	Local Jurisdictions
Work with transit properties and local jurisdictions to identify and remove barriers to maintaining on time performance	SCAG, CTCs, Local Jurisdictions
Develop policies and prioritize funding for strategies and projects that enhance mobility and air quality	State
Work with the California High-Speed Rail Authority and local jurisdictions to plan and develop optimal levels of retail, residential and employment development that fully takes advantage of new travel markets and rail travelers.	State
Lobby the state to provide funding for increased transit service in TOD/HQTA in support of reaching SB 375 goals.	SCAG, State
Continue to work with neighboring Metropolitan Planning Organizations to provide alternative modes for interregional travel, including Amtrak and other passenger rail services.	SCAG, State

TABLE 4.5 Transportation Demand Management (TDM) Actions and Strategies

Proposed Action/Strategy	Responsible Parties
Examine major projects and strategies that reduce congestion and emissions, and optimize the productivity and overall performance of the transportation system	SCAG
Develop comprehensive regional active transportation network along with supportive tools and resources that can help jurisdictions plan and prioritize new active transportation projects in their cities	SCAG, CTCs, Local Jurisdictions
Encourage the implementation of a Complete Streets policy	SCAG, CTCs
Support work-based programs that encourage emission reduction strategies	SCAG, Local Jurisdictions
Develop infrastructure plans and educational programs to promote active transportation options	Local Jurisdictions
Encourage the development of telecommuting programs by employers through review and revision of policies that may discourage alternative work options	Local Jurisdictions, CTCs
Emphasize active transportation projects as part of complying with the Complete Streets Act (AB 1358)	State, SCAG, Local Jurisdictions

TABLE 4.6 Transportation System Management (TSM) Actions and Strategies

Proposed Action/Strategy	Responsible Parties
Work with relevant state and local transportation authorities to increase the efficiency of the existing transportation system	SCAG, Local Jurisdictions, State
Collaborate with local jurisdictions to develop regional policies regarding TSM	SCAG, Local Jurisdictions
Contribute to and utilize regional data sources to ensure efficient integration of the transportation system	SCAG, CTCs
Provide training opportunities for local jurisdictions on TSM strategies, such as Intelligent Transportation Systems (ITS)	SCAG, Local Jurisdictions
Collaborate with local jurisdictions to continually update the ITS inventory	SCAG, Local Jurisdictions
Collaborate with CTCs to regularly update the county and regional ITS architecture	SCAG, CTCs, Local Jurisdictions
Collaborate with the State and Federal Government to examine potential innovative TSM strategies.	SCAG, State



- 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: 8

**Date:** January 18, 2012

**Subject:** Contract Amendment for Development of the San Bernardino County Transportation Analysis Model (SBTAM)

**Recommendation:\*** 1) Approve Amendment No. 2 to Contract No. C10194 with Parsons Brinckerhoff, Inc., for development of the San Bernardino County Transportation Analysis Model to extend the term until June 30, 2012 and add \$10,000 to the contract amount, for a new contract total of \$210,000.

2) Approve an amendment to the SANBAG Fiscal Year 2011-2012 budget, increasing Task 0202 \$10,000, from \$237,561 to \$247,561, to be funded with Measure I 1990-2010 Transportation Management and Environmental Enhancement (TMEE) funds.

**Background:** Contract C10194 was executed with Parsons Brinckerhoff, Inc., (formerly PB Americas, Inc.) in May 2010 for development of SBTAM. SBTAM is designed to provide travel forecasts needed by SANBAG, Caltrans, and local jurisdictions for transportation studies and analyses. The work is being conducted in partnership with the Southern California Association of Governments (SCAG). SCAG is providing and adapting the Subregional Model Development Tool (SMDT) in support of Parson Brinckerhoff's work. The SMDT is designed to facilitate the development of subregional models such as SBTAM in Southern California. The development of SBTAM is the first major application of SCAG's SMDT, and SCAG is relying on the experience of SANBAG and its consultant to identify ways to improve the SMDT for broader regional application. The first

\*

*Approved*  
 Plans and Programs Policy Committee

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

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: \_\_\_\_\_

X	COG	X	CTC		CTA		SAFE		CMA
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Check all that apply

PPC1201a-ss

Attachment: C10194-02

major application of SBTAM is in support of the Project Approval/Environmental Documentation (PA/ED) work for the I-10 Corridor Project and the I-15 Project Study Report (PSR).

Amendment Number 1 was a no-cost time extension, which was approved by the SANBAG Board in July 2011. Since that time, the Year 2008 model validation has been completed, and the consultant is building the Year 2035 forecast networks and incorporating the demographic growth forecasts. A decision has been made to incorporate the full SCAG "Plan" network from the 2012 RTP, which will ensure that the model is capable of analyzing all the modes and network features that will be needed for the analysis of high occupancy vehicle (HOV) and high occupancy toll (HOT) lanes. This will result in the best platform for application to other analysis efforts, such as the work for the I-10 Project Approval and Environmental Document and I-15 Project Study Report. This network was not available from SCAG until December 2011. There are some complexities involved in accomplishing this, as the 2012 RTP was modeled in TRANSCAD Version 6, while SBTAM is in TRANSCAD Version 5.

An extension of the term of this Contract is requested through the end of Fiscal Year 2011-2012 (June 30, 2012). The addition of \$10,000 to the Contract Scope of Work is also requested, to result in a new total contract amount of \$210,000. The addition of the contract funds will allow the consultant to incorporate the SCAG 2012 RTP "Plan" network for 2035 into SBTAM, including network coding and functionality for analyzing HOV and HOT lanes. This effort requires additional coordination with SCAG and its modeling consultant, given the differences in TransCAD software versions between the SCAG regional model and SBTAM. In addition, a budget amendment is requested to add \$10,000 in Measure I 1990-2010 Transportation Management and Environmental Enhancement Funds to Task 20212000, Transportation Modeling and Forecasting.

**Financial Impact:** This item will result in the addition of \$10,000 to the Contract Scope of Work, resulting in a new total contract amount of \$210,000. In addition, a budget amendment is requested to add \$10,000 in Measure I 1990-2010 Transportation Management and Environmental Enhancement Funds to Task 20212000, Transportation Modeling and Forecasting.

**Reviewed By:** This item will be reviewed by the Plans and Programs Committee on January 18, 2012. The contract amendment has been reviewed by the SANBAG Contracts Manager and by SANBAG counsel.

**Responsible Staff:** Steve Smith, Chief of Planning

## CONTRACT SUMMARY SHEET

Contract No. C 10194 Amendment No. 2

By and Between  
San Bernardino Associated Governments and Parsons Brinckerhoff, Inc. (formerly PB Americas, Inc.)

Contract Description Development of the San Bernardino County Transportation Analysis Model (SBTAM)

**Board of Director's Meeting Date:** February 1, 2012  
**Overview of BOD Action:** Approve Amendment 2 to Contract C10194 and amend the SANBAG FY 2011-2012 budget to add \$10,000 in Measure I 1990-2010 Valley TMEE funds to Task 20212000.

Is this a Sole-Source procurement?  Yes  No

CONTRACT OVERVIEW			
Original Contract Amount	\$	200,000	Original Contingency Amount
			\$ 0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	200,000	Revised Contingency Amount <i>Inclusive of prior amendments</i>
			\$ 0
Current Amendment Amount	\$	10,000	Contingency Amendment
			\$ 0
<b>TOTAL CONTRACT VALUE</b>	<b>\$</b>	<b>210,000</b>	<b>TOTAL CONTINGENCY VALUE</b>
			<b>\$ 0</b>
<b>TOTAL BUDGET AUTHORITY</b> <i>(contract value + contingency)</i>			<b>\$ 210,000</b>

Contract Start Date 5/12/2010	Current Contract Expiration Date 2/12/2012	Revised Contract Expiration Date 6/30/12
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Has the contract term been amended?  No  Yes - please explain.  
 This is the second amendment. 1<sup>st</sup> amendment extended the contract termination date to February 12, 2012

FINANCIAL INFORMATION				
<input type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>20212000</u> .				
<input checked="" type="checkbox"/> A Budget Amendment is required.				
How are we funding current FY? Measure I 1990-2010 Valley TMEE funds				
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds	<input type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds	<input checked="" type="checkbox"/> Measure I Funds
Provide Brief Overview of the <b>Overall Funding</b> for the duration of the Contract: Revised funding includes \$100,000 LTF Planning and \$110,000 Measure I 1990-2010 Valley TMEE				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable				

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

<p> _____          Task Manager Signature</p> <p> _____          Chief Financial Officer Signature</p>	<p style="text-align: right;"><i>mm</i> 1/9/12</p> <p style="text-align: right;"> _____          Project Manager Signature</p> <p style="text-align: right;"> _____          Contracts Manager Signature</p>
Date	Date
Date	Date

**AMENDMENT NO. 2 TO  
CONTRACT C10194  
BY AND BETWEEN  
SAN BERNARDINO ASSOCIATED GOVERNMENTS  
AND  
PARSONS BRINCKERHOFF, INC.  
FOR  
DEVELOPMENT OF THE SAN BERNARDINO COUNTY TRANSPORTATION ANALYSIS  
MODEL (SBTAM)**

This AMENDMENT NO. 2 to CONTRACT NO. 10194 is effective on the Effective Date as defined herein, by and between, by and between the San Bernardino Associated Governments (hereafter called SANBAG), and PARSONS BRINCKERHOFF, INC. (hereafter called CONSULTANT).

**RECITALS:**

WHEREAS, AUTHORITY and CONSULTANT entered into Contract No. 10194 dated May 12, 2010, to develop the San Bernardino County Transportation Analysis Model (SBTAM); and

WHEREAS, Amendment No. 1 to Contract No. 10194 extended the contract termination date to February 12, 2012; and

WHEREAS, additional time and funds are required to complete the services authorized under this contract; and

WHEREAS, SANBAG and CONSULTANT have agreed to extend the termination date of the contract to provide time to complete the work for SANBAG and to add \$5,000 to Task 9 (Future Network Development) and \$5,000 to Task 10 (Prepare Future Forecasts) of the Scope of Work;

NOW THEREFORE, the parties hereto do mutually agree to amend Contract No. 10194 as follows:

1. Amend Article 2, "Performance Schedule", to read:

"The Period of Performance by CONSULTANT under this Contract shall commence on May 12, 2010, and shall continue in effect for approximately twenty-six months to June 30, 2012, or until otherwise terminated or canceled as hereinafter directed, or unless extended by direction of SANBAG."

2. Amend Article 3.1 under "Contract Price and Cost Principles" to read:

"Total compensation to CONSULTANT for full and complete performance of Services, compliance with all the terms and conditions of this Contract, payment by CONSULTANT of all obligations incurred in, or application to CONSULTANT'S performance of Services, and for which CONSULTANT shall furnish all personnel, facilities, equipment, materials, supplies, and

services (except as may be explicitly set forth in this Contract as furnished by SANBAG), shall not exceed \$210,000.”

3. Amend Attachment A, Scope of Services for SANBAG Contract C10194 to read:

Task 8. Future (2035) Network Development. Future year networks shall be created that reflect the SCAG Regional Model future network and that have zone systems consistent with the corresponding 2008 subregional models. SANBAG will provide the consultant with any additional network updates for San Bernardino County, and the consultant shall make the changes in the TransCAD network. If SCAG adopts the additional 2040 horizon year for RTP modeling, a separate 2040 network shall also be created, based on input from SANBAG. Additionally, consultant shall incorporate the SCAG 2012 RTP “Plan” network for 2035 into SBTAM, including network coding and functionality for analyzing HOV and HOT lanes.

Task 9. Prepare Future Forecasts. The consultant shall generate a year 2035 forecast for each subregional model, plus a 2040 forecast if that horizon year is also generated by SCAG for the Regional Model. The forecasts shall be based on the future year core SED provided by SANBAG, as expanded to the full SED set by the consultant through the application of the SMDT. SANBAG will provide any necessary supplemental information on school enrollment by zone. SANBAG, SCAG, and Caltrans will review the results of the forecast for reasonableness and provide feedback to the consultant. Modifications of the forecasts may be required based on this review. The forecasts shall include passenger cars/light duty vehicles (HOV and SOV) and trucks. Additionally, a 2035 model run shall be prepared that includes the incorporation of the HOV and HOT lane features referenced in Task 8.

4. The Effective Date is the date that the AUTHORITY executes this Amendment No. 2.
5. Except as amended by this Amendment No. 2, all other provisions of Contract No. 10194 shall remain in full force and effect.
6. The balance of said Agreement remains unchanged.

IN WITNESS WHEREOF, the authorized parties have signed on the following page:

**PARSONS BRINCKERHOFF, INC.**

By: \_\_\_\_\_

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

**SAN BERNARDINO ASSOCIATED  
GOVERNMENTS**

By: \_\_\_\_\_  
Larry McCallon, President  
Board of Directors

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

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Penny Alexander-Kelley  
SANBAG Counsel

**CONCURRENCE:**

By: \_\_\_\_\_  
Kathleen Murphy-Perez  
Contracts Manager



- 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:   9  

**Date:** January 18, 2012

**Subject:** Jurisdiction Master Agreement

**Recommendation:\*** 1. Approve Jurisdiction Master Agreement C12012 with the City of Chino; and  
 2. Terminate Fiscal Year 2010/2011 Jurisdiction Master Agreement C10252 with the City of Chino.

**Background:** The SANBAG Board adopted the Measure I 2010-2040 Strategic Plan in April 2009. As part of the Strategic Plan, the Board approved creation of the Valley Arterial sub-program under the Major Street Program. Strategic Plan Policies 40001 and 40006 provide the framework for administering the sub-program. Policy 40006 requires jurisdictions to execute a Jurisdiction Master Agreement with SANBAG before they are eligible for reimbursement of Measure I funds allocated to their jurisdiction under the sub-program.

A revised model Jurisdiction Master Agreement was approved by the SANBAG Board on June 1, 2011. This revision of the original model agreement serves as the basis for individual multi-year agreements that extend throughout Measure I 2010-2040, eliminating the need for annual agreement approvals for both jurisdictions and SANBAG. The contracts will end June 30, 2040.

The attached Jurisdiction Master Agreement for the City of Chino (C12012) was based on this revised version of the model agreement. The agreement refers to a "Funding Allocation and Project List" to be annually adopted by SANBAG.

\*

*Approved*  
*Plans and Programs Committee*

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

*Moved:*            *Second:*

*In Favor:*    *Opposed:*    *Abstained:*

*Witnessed:* \_\_\_\_\_

COG	CTC	CTA	X	SAFE	CMA	
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*Check all that apply.*

PPC1201a-jw

Attachments: C12012; PPC1201a1-jw

The SANBAG Board adopted the Fiscal Year 2011/2012 Funding Allocation and Project List on July 6, 2011 (Attachment 1). The list contains the Measure I funding allocation information and the list of eligible projects for all Valley jurisdictions, including the City of Chino. The referenced allocations of Measure I 2010-2040 funds for the arterial portion of the Valley Major Street Program are contained in the Fiscal Year 2011-2012 SANBAG budget. The list of eligible projects is based on the first two years (plus prior expenditures) from the cities' Capital Project Needs Analysis (CPNA) submittals. Unspent allocations from the current fiscal year will roll over into the subsequent fiscal year. Jurisdictions may be reimbursed for the public share of project expenses up to the cumulative allocation limit, as documented in the funding allocation table.

Approval is requested for Jurisdiction Master Agreement C12012 for the City of Chino. Approval is also requested to terminate Fiscal Year 2010/2011 Jurisdiction Master Agreement for the City of Chino (C10242).

***Financial Impact:*** This item is consistent with the approved Fiscal Year 2011/2012 Budget, Task No. 51512000 Valley Apportionment and Allocation

***Reviewed By:*** This item will be reviewed by the Plans and Programs Committee on January 18, 2012. The Jurisdiction Master Agreement has been reviewed by SANBAG counsel and SANBAG Contracts Manager, and has been approved by the City of Chino Council.

***Responsible Staff:*** Joe Walcek, Transportation Planning Analyst



## CONTRACT SUMMARY SHEET

Contract No. C C12012 Amendment No. \_\_\_\_\_

By and Between

City of Chino

and San Bernardino County Transportation Authority

Contract Description Jurisdiction Master Agreement

**Board of Director's Meeting Date:** February 1, 2012  
**Overview of BOD Action:** Approve Jurisdiction Master Agreement C12012 with City of Chino.

Is this a Sole-Source procurement?  Yes  No

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

Contract Start Date <u>2/1/2012</u>	Current Contract Expiration Date <u>6/30/2040</u>	Revised Contract Expiration Date
Has the contract term been amended? <input type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

**FINANCIAL INFORMATION**

Budget authority for this contract currently exists in Task No. 51512000.

A Budget Amendment is required.

How are we funding current FY?

Federal Funds  
  State Funds  
  Local Funds  
  TDA Funds  
  Measure I Funds

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

Payable    Receivable

**CONTRACT MANAGEMENT INFORMATION**

**Check all applicable boxes:**

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

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

 Task Manager Signature	<u>12/21/11</u> Date	 Project Manager Signature	<u>12/16/11</u> Date
 Chief Financial Officer Signature	<u>1/31/12</u> Date	 Contracts Manager Signature	<u>2/23/12</u> Date

Orig: City Clerk  
Orig: Public Works

CITY 2012-138  
Approved 12/6/11 j#4

**JURISDICTION MASTER AGREEMENT NO. C12012  
BETWEEN**

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

**AND**

**CITY OF CHINO**

THIS AGREEMENT is made and entered into as of the effective date, as defined herein, by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") and the City of Chino (hereinafter referred to as "CITY").

**RECITALS**

WHEREAS, the Measure I 2010-2040 Strategic Plan identified Valley Major Street Program- Arterial Sub-program projects eligible for partial funding from Measure I 2010-2040 revenues; and

WHEREAS, this Jurisdiction Master Agreement (AGREEMENT) is to be carried out in accordance with the policies in the most current Measure I 2010-2040 Strategic Plan, as adopted by the SANBAG Board of Directors; and

WHEREAS, SANBAG will annually adopt a Measure I funding allocation and project list for the Valley Major Street Program – Arterial Subprogram, based on SANBAG's annual budget and CITY'S Capital Project Needs Analysis (CPNA); and

WHEREAS, SANBAG will reimburse CITY for the public share of eligible project expenditures with Measure I 2010-2040 Major Street Program- Arterial Sub-program funds in an amount that is determined by SANBAG as part of its annual approval of the Measure I allocation for that program;

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

## SECTION I

### SANBAG AGREES:

1. To reimburse CITY, as provided for in Section III, within thirty (30) days after CITY submits to SANBAG an original and two copies of the signed invoices in the proper form covering those actual allowable project expenditures that were incurred by CITY, consistent with the invoicing requirements of the Measure I 2010-2040 Strategic Plan, including backup information. Invoices may be submitted to SANBAG as frequently as monthly.
2. To annually adopt a Measure I funding allocation and project list (hereinafter referred to as "FUNDING ALLOCATION AND PROJECT LIST") for the Valley Major Street Program – Arterial Subprogram, based on SANBAG's annual budget and CITY'S Capital Project Needs Analysis (CPNA) submittal to SANBAG for the applicable fiscal year. SANBAG will notify CITY of the Measure I allocation and the list of projects eligible for reimbursement within approximately thirty (30) days of such action, which will also constitute authorization for CITY to begin invoicing for the applicable fiscal year.
3. Except as provided below in Section II Article 8, when conducting an audit of the costs claimed under the provisions of this AGREEMENT, to rely to the maximum extent possible on any prior audit of CITY performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to SANBAG when planning and conducting additional audits.

## SECTION II

### CITY AGREES:

1. That only eligible project-specific work activities, as set forth in SANBAG's annually adopted FUNDING ALLOCATION AND PROJECT LIST, that also conform to the SANBAG Nexus Study and are included as projected expenditures in the first two years of the applicable Capital Project Needs Analysis (CPNA) or referenced as "prior" expenditures in the CPNA will be eligible for reimbursement with Measure I Major Street Program- Arterial Subprogram funds. Prior expenditures must be eligible under the Advance Expenditure policies in Section V.C of the SANBAG Measure I 2010-2040 Strategic Plan Policy 40002.
2. To prepare and submit to SANBAG an original and two copies of signed invoices for reimbursement of those eligible project expenses contained in SANBAG's adopted FUNDING ALLOCATION AND PROJECT LIST. Invoices may be submitted to SANBAG as frequently as monthly, up to the

cumulative allocation limit specified in the FUNDING ALLOCATION AND PROJECT LIST.

3. To repay to SANBAG any reimbursement for Measure I costs that are determined by subsequent audit to be unallowable within ninety (90) days of CITY receiving notice of audit findings, which time shall include an opportunity for CITY to respond to and/or resolve the finding. Should the finding not be otherwise resolved and CITY fail to reimburse moneys due SANBAG within ninety (90) days of audit finding, or within such other period as may be agreed between both parties hereto, SANBAG reserves the right to withhold future payments due CITY from any source under SANBAG's control.
4. To provide (select one of two options):
  - A. (If no specification of reserved and unreserved accounts) the percentage share of total eligible project expenses as specified in the most current, approved version of the SANBAG Development Mitigation Nexus Study, which represents the development share.
  - B. (If reserved and unreserved accounts are specified) 50% share of total eligible project expenses allocated to the reserved account, as documented in SANBAG's annually adopted FUNDING ALLOCATION AND PROJECT LIST.
5. To maintain copies of all consultant/contractor invoices, source documents, books and records connected with its performance under this AGREEMENT for a minimum of five (5) years from the date of the Final Report of Expenditures submittal to SANBAG or until audit resolution is achieved, whichever is later, and to make all such supporting information available for inspection and audit by representatives of SANBAG. Copies will be made and furnished by CITY upon request,
6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support CITY request for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of project work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by CITY.
7. To prepare a Final Report of Expenditures, including a final invoice reporting the actual eligible project costs expended for those activities described in the work activities, and to submit that Final Report and invoice no later than one hundred twenty (120) days following the completion of those expenditures. The Final Report of Expenditures, an original and two copies of which report shall be submitted to SANBAG, must state that these project funds were used

in conformance with this AGREEMENT and for those project-specific work activities described.

8. To allow for the preparation of a project-specific audit by CITY or by SANBAG, at SANBAG's option and expense, and to cooperate in the audit as described in Section I Article 3, upon completion of the project. The audit must find that all funds expended on the project were used in conformance with this AGREEMENT.
9. To notify SANBAG of Project Development Team (PDT) meetings, if and when such meetings are held, and provide related communications on project progress when requested by SANBAG.
10. As an eligible project expense, to post signs when project construction begins at the boundaries of the project noting that project is funded with Measure I funds. Signs shall bear the logo of San Bernardino Associated Governments.

### SECTION III

#### IT IS MUTUALLY AGREED:

1. To abide by all applicable federal, state and local laws and regulations pertaining to projects funded through this AGREEMENT, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the date of SANBAG's adoption of the FUNDING ALLOCATION AND PROJECT LIST for the applicable fiscal year. .
2. SANBAG's financial responsibility shall be (select one of two options for each individual year of allocation):
  - A. (if no specification of reserved and unreserved accounts) the percentage of actual cost for eligible project expenditures as specified in the most current, approved version of the SANBAG Development Mitigation Nexus Study, up to the cumulative allocation limit specified in the adopted FUNDING ALLOCATION AND PROJECT LIST.
  - B. (if reserved and unreserved accounts are specified) 100% of actual cost for eligible project expenditures up to the limit specified in the adopted FUNDING ALLOCATION AND PROJECT LIST for the unreserved account, and 50% of actual cost for eligible project expenditures up to the limit specified in the adopted FUNDING ALLOCATION AND PROJECT LIST for the reserved account.
3. CITY may be reimbursed in a subsequent fiscal year for expenditures in excess of the cumulative allocation limit for the current fiscal year, based on invoices for eligible project expenditures. SANBAG retains the option to

reimburse CITY no more than 50% of the public share of excess expenditures for the current fiscal year within the first six (6) months of the subsequent fiscal year, with the remaining 50% to be reimbursed in the second six months of the fiscal year. SANBAG shall inform the jurisdiction within thirty (30) days of receipt of an invoice for the excess expenditures, if it chooses to exercise that option.

4. If CITY does not expend funds up to the cumulative allocation limit as referenced in the adopted FUNDING ALLOCATION AND PROJECT LIST within the current fiscal year, the unused portion may be applied to eligible PROJECT expenditures in the subsequent fiscal year, in addition to the allocation received for the subsequent year. Eligible project reimbursements shall include only those costs incurred by CITY for project-specific work activities that are described in the adopted FUNDING ALLOCATION AND PROJECT LIST.
5. Neither SANBAG nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY in connection with any work, authority or jurisdiction delegated to CITY under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless SANBAG, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) or damage occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this AGREEMENT. CITY's indemnification obligation applies to SANBAG's "passive" negligence but does not apply to SANBAG's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782. CITY is an authorized self-insured public entity for purposes of Professional Liability, General Liability, Automobile Liability and Workers' Compensation and warrants that through its programs of self-insurance, it has adequate coverage or resources to protect against liabilities arising out of the performance of the terms, conditions or obligations of this AGREEMENT. SANBAG warrants that it maintains insurance for these purposes.
6. This Agreement is expressly subordinated to any bonds, notes, certificates or other evidences of indebtedness involved in bond financings as are now outstanding or as may hereafter be issued by SANBAG.
7. The terms of this AGREEMENT represent the consent of the CITY to provide the full development share for the project required by the SANBAG Nexus Study and that failure to contribute the development share according to the terms of this AGREEMENT does not obligate SANBAG to provide supplemental funds or otherwise remedy that failure. SANBAG may terminate or modify this AGREEMENT if the CITY fails to perform

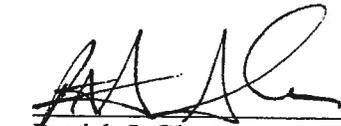
according to the terms of this AGREEMENT and if this failure jeopardizes the delivery of the project according to the terms herein.

- 8. SANBAG shall track the CITY equitable share of the Valley Arterial Sub-program, including adjustments for the time-value of money based on time of allocation of Measure I funds in the SANBAG budget.
- 9. The Recitals stated above are true and correct and are incorporated by this reference into the AGREEMENT.
- 10. The effective date shall be the date upon which SANBAG executes this AGREEMENT.

SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY

CITY of CHINO

By: \_\_\_\_\_  
Larry McCallon  
President  
SANBAG Board of Directors

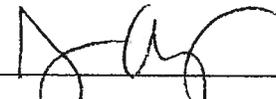
By:   
Patrick J. Glover  
City Manager

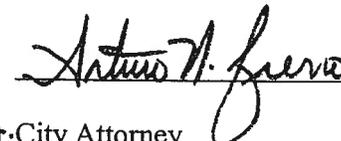
Date: \_\_\_\_\_

Date: 12.7.11

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By:   
SANBAG Counsel

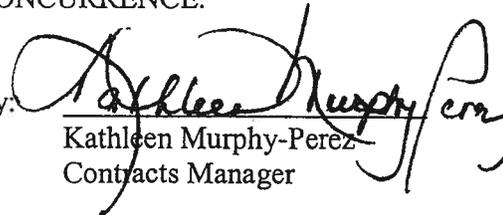
By:   
Asst. City Attorney

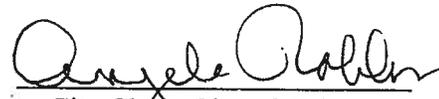
Date: 12/21/11

Date: 10/16/11

CONCURRENCE:

ATTEST:

By:   
Kathleen Murphy-Perez  
Contracts Manager

By:   
City Clerk, City of Chino

## FUNDING ALLOCATION FOR FY 2011-2012

Allocations for the Measure I Major Street/Arterial Program for FY 2011-2012  
(Dollars are in 1,000s)

Jurisdiction	Equitable Share	FY 10/11 Allocation (Approved Last Year)	FY 11/12 Allocation (Column Being Approved)*	Cumulative Allocation (Total of Both Years)
Chino	7.60%	\$482.68	<b>\$638.40</b>	\$1,121.08
Chino Hills	2.20%	\$139.72	<b>\$184.80</b>	\$324.52
Colton	2.50%	\$158.78	<b>\$210.00</b>	\$368.78
Fontana	19.50%	\$1,238.45	<b>\$1,638.00</b>	\$2,876.45
Grand Terrace	1.40%	\$88.91	<b>\$117.60</b>	\$206.51
Highland	6.80%	\$431.87	<b>\$571.20</b>	\$1,003.07
Loma Linda	4.10%	\$260.39	<b>\$344.40</b>	\$604.79
Montclair	0.60%	\$38.11	<b>\$50.40</b>	\$88.51
Ontario	12.30%	\$781.17	<b>\$1,033.20</b>	\$1,814.37
Rancho Cucamong	5.10%	\$323.90	<b>\$428.40</b>	\$752.30
Redlands	4.90%	\$311.20	<b>\$411.60</b>	\$722.80
Rialto	3.90%	\$247.69	<b>\$327.60</b>	\$575.29
San Bernardino	7.90%	\$501.73	<b>\$663.60</b>	\$1,165.33
Upland	2.30%	\$146.07	<b>\$193.20</b>	\$339.27
Yucaipa	6.00%	\$381.06	<b>\$504.00</b>	\$885.06
County	12.90%	\$819.28	<b>\$1,083.60</b>	\$1,902.88
<b>Total</b>	<b>100.00%</b>	<b>\$6,351.00</b>	<b>\$8,400.00</b>	<b>\$14,751.00</b>

\*Column being approved by MPC in June 2011 and by Board in July 2011

ATTACHMENT 1

Measure I Valley Major Street/Arterial Project List for Application to Jurisdiction Master Agreements for FY 2011-2012  
 (Note: Jurisdictions may be reimbursed in FY 11-12 for expenditures on projects in Prior, 11-12, or 12-13 columns)

City	Project	CPNA Measure I Need by FY (\$1,000)		
		Prior	11-12	12-13
Chino	Widen Edison Avenue from Pipeline to Ramona Ave from 4 lanes to 6 lanes			\$ 130
Chino	Widen Edison Avenue from Ramona Ave to Central from 4 lanes to 6 lanes (spot widening)			\$ 97
Chino	Widen Edison Avenue from Central Ave to Euclid Avenue from 4 lanes to 6 lanes			\$ 324
Chino	Widen Pine Avenue from Euclid Avenue to SR 71 from 2 to 4 lanes		\$ 640	
Chino	Widen Schaefer Avenue from Benson Avenue to Euclid Avenue (State Route 83) from 2 lanes to 4	\$ 2,236		
Chino	Construct Traffic Signal at the intersection of El Prado Road and Kimball Avenue	\$ 162		
Chino	Construct traffic signal at the intersection of Fern Avenue and Riverside Drive	\$ 483		
Chino	Construct Traffic Signal at the Intersection of Kimball and Main		\$ 211	
Chino	Construct Traffic Signal at the Intersection of Kimball and Mill Creek Road	\$ 153		
Chino	Construct Traffic Signal at the Intersection of Pine Avenue and Hellman Avenue	\$ 153		
<b>Chino</b>	<b>Total</b>	<b>\$ 3,187</b>	<b>\$ 851</b>	<b>\$ 551</b>
Chino Hills	None			
<b>Chino Hills</b>	<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Colton	Realign Reche Canyon Rd to Hunts Ln from Washington St to City limit and Widen Reche Canyon	\$ 234	\$ 276	\$ 689
Colton	Widen La Cadena Dr from Rancho Ave to Iowa split including bridge over Santa Ana River from 4 to 6			\$ 506
Colton	Widen East side of Riverside Ave from Riverside County Line to Agua Mansa Rd including bridge from		\$ 530	\$ 624
Colton	Widen San Bernardino Ave from Pepper Ave to Rancho Ave from 2 to 4 lanes		\$ 101	\$ 119
Colton	Extend Washington St to La Cadena Dr		\$ 1,132	\$ 1,334
Colton	Widen Washington St from Waterman Ave to I-215 from 4 to 6 lanes and Intersection Improvements		\$ 282	\$ 332
Colton	Widen C Street from City limits West of Rancho Ave to Pennsylvania Ave from 2 to 4 lanes		\$ 65	\$ 76
Colton	Widen Agua Mansa Rd from Rancho Ave to Riverside Ave from 2 to 4 lanes	\$ 167	\$ 195	\$ 489
Colton	Extend Pepper Ave from I-10 to Agua Mansa Rd and Widen from I-10 to Slover Ave from 2 to 4 lanes.		\$ 296	\$ 348
Colton	Widen and Reconstruct Slover Ave from Pepper Ave to Riverside Ave from 2 to 4 lanes		\$ 151	\$ 178
<b>Colton</b>	<b>Total</b>	<b>\$ 4,401</b>	<b>\$ 3,028</b>	<b>\$ 4,695</b>
County	PH1: Widen Slover Avenue, north side, from Cedar Ave to Larch Ave from 1 to 2 lanes (Phase 1 of Widen	\$ 393		

ATTACHMENT 1

City	Project	CPNA Measure I Need by FY (\$1,000)		
		Prior	11-12	12-13
County	Ph2: Widen Slover Avenue from Alder Ave to Cedar Ave (Phase 2 of Widen Slover Ave from Alder Ave to		\$ 3,214	
County	Cherry Ave to Fontana city limit from 1 to 2 lanes	\$ 124	\$ 1,105	
County	Ph 1: Widen Reche Cnyn Rd from .67M S, Barton Rd N .25M (Prado Ln) - (Phase I of Widen Reche Canyon	\$ 76	\$ 408	
County	Ph 1: Widen Colton Avenue from Wabash Ave to King/Agate from 2 to 4 lanes (part of Widen Colton	\$ 611		
County	Widen State St from Highland Ave to Cajon Blvd from 2 to 4 lanes	\$ 167		
County	Widen Cherry Ave bridge from Merrill Ave to Whittram from 4 to 6 lanes	\$ 785	\$ 1,500	\$ 9,000
<b>County</b>	<b>Total</b>	<b>\$ 2,156</b>	<b>\$ 6,227</b>	<b>\$ 9,000</b>
Fontana	Arrow: Alder to Maple Widen from 2 to 4 lanes		\$ 510	\$ 290
Fontana	Cherry: South Highland to I15 Widen from 2 to 6 lanes			\$ 210
Fontana	Citrus: Jurupa to Slover Widen 2 to 4 lanes	\$ 3,399	\$ 565	
Fontana	Cypress: Jurupa to Slover Widen 2 to 4 lanes	\$ 274	\$ 425	\$ 1,000
Fontana	Duncan Canyon: I15 to Citrus Widen 2 to 4 lanes	\$ 328		
Fontana	Widen Foothill Blvd from Citrus Ave to Maple Ave from 4 to 6 lanes	\$ 530		
Fontana	Widen Sierra Ave from Foothill Blvd to Baseline Rd from 4 to 6 lanes	\$ 122		
Fontana	Widen Sierra Ave from Valley Blvd to San Bernardino Ave from 4 to 6 lanes		\$ 288	
Fontana	Widen Slover Ave from Etiwanda Ave to 800' east of Etiwanda Ave from 2 to 4 lanes	\$ 213		
<b>Fontana</b>	<b>Total</b>	<b>\$ 4,866</b>	<b>\$ 1,788</b>	<b>\$ 1,500</b>
Grand Terrace	Widen Michigan Ave from Commerce Way to Van Buren St from two lanes to four lanes	\$ 89	\$ 90	\$ 90
<b>Grand Terrace</b>	<b>Total</b>	<b>\$ 89</b>	<b>\$ 90</b>	<b>\$ 90</b>
Highland	Widen Bridge at City Creek on Baseline		\$ 249	
Highland	Widen Bridge at City Creek on Boulder	\$ 551		
Highland	Widen Bridge at City Creek on Greenspot	\$ 1,517		
<b>Highland</b>	<b>Total</b>	<b>\$ 2,068</b>	<b>\$ 249</b>	<b>\$ -</b>
Loma Linda	Extend Evans St from Redlands Blvd to Barton Rd from 0 to 4 lanes	\$ 46		
Loma Linda	Widen Intersection of Redlands Blvd and California St	\$ 73		
<b>Loma Linda</b>	<b>Total</b>	<b>\$ 119</b>	<b>\$ -</b>	<b>\$ -</b>
Montclair	Monte Vista ROW for UPRR Grade Separation	\$ 38		
Montclair	Widen Monte Vista Ave from San Bernardino St to Arrow Hwy from 4 to 6 lanes		\$ 8	

ATTACHMENT 1

City	Project	CPNA Measure I Need by FY (\$1,000)		
		Prior	11-12	12-13
<b>Montclair</b>	<b>Total</b>	\$ 38	\$ -	\$ -
Ontario	Grove Avenue from 4th Street to Holt Blvd - Widen from 4 to 6 lanes	\$ 22	\$ 50	\$ 45
Ontario	Mission Blvd (Benson to Milliken), Widen from 4 to 6 lanes - Phase I Have to Archibald	\$ 125	\$ 250	
<b>Ontario</b>	<b>Total</b>	\$ 146	\$ 300	\$ 45
Rancho Cucamonga	Foothill Blvd at Malachite - Install new traffic signal		\$ 182	
Rancho Cucamonga	Hermosa Ave at Church St - Install new traffic signal			\$ 171
Rancho Cucamonga	Widen Wilson Ave from East Ave to Warman Bullock Rd from 0 to 2 lanes	\$ 2,052		
Rancho Cucamonga	Install traffic signal at intersection of Church St and Terra Vista Pkwy	\$ 178		
<b>Rancho Cucamonga</b>	<b>Total</b>	\$ 2,230	\$ 182	\$ 171
Redlands	Traffic Signal at 6th and I-10 EB Ramp	\$ -	\$ 173	
Redlands	Traffic Signal at 6th and I-10 WB Ramp	\$ -	\$ 173	
Redlands	Traffic Signal at Ford Street and I-10 WB Ramp			\$ 177
<b>Redlands</b>	<b>Total</b>	\$ -	\$ 346	\$ 177
Rialto	Widening - Alder Ave from Baseline to SR-30 from 2 to 6 Lanes		\$ 3,204	
Rialto	Widening - Ayala Rd from Baseline Rd to Easton Ave from 2 to 4 lanes	\$ 1,656		
Rialto	Widening / Reconstruct - Foothill Blvd from West City Limits to East City Limits from 4 to 6 Lanes	\$ 459		\$ 689
Rialto	Install a traffic signal at the intersection of Sycamore Ave and Merrill Ave	\$ 212		
Rialto	Install a traffic signal at the intersection of Valley Blvd and Cactus Ave	\$ 212		
Rialto	Install a traffic signal at the intersection of Riverside Ave and Locust Ave	\$ 127		
<b>Rialto</b>	<b>Total</b>	\$ 2,666	\$ 3,204	\$ 689
San Bernardino	Mount Vernon Viaduct Bridge Replacement	\$ 480	\$ 63	
San Bernardino	Widen 40TH Street between Acre Ln and Electric Ave from 2 to 4 lanes.	\$ 462		\$ 340
San Bernardino	Widen "H" Street between Kendall Dr and 40th St, from 2 lanes to 4 lanes.			\$ 318
San Bernardino	Extension of State Street between Foothill Blvd and 16TH St, from 0 lanes to 4 lanes.	\$ 1,179		
<b>San Bernardino</b>	<b>Total</b>	\$ 2,121	\$ 63	\$ 658
Upland	Widen Arrow Route from County Line to Central Avenue, from 2 to 4 lanes.	\$ 200	\$ 900	
<b>Upland</b>	<b>Total</b>	\$ 200	\$ 900	\$ -
Yucaipa	Yucaipa Blvd improvements, widen from 4 to 6 lanes, 15th Street to I-10	\$ 303	\$ 300	\$ 280

ATTACHMENT 1

City	Project	CPNA Measure I Need by FY (\$1,000)		
		Prior	11-12	12-13
Yucaipa	Avenue E Intersection Improvements, Between 5th Street and Bryant Street, widen from 2 to 4 lanes	\$ 353	\$ 80	\$ 100
Yucaipa	Widen Yucaipa Blvd from 12th St to 15th St from 4 to 6 lanes	\$ 545		
<b>Yucaipa</b>	<b>Total</b>	<b>\$ 1,201</b>	<b>\$ 380</b>	<b>\$ 380</b>

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

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

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

# ***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