



AGENDA

General Policy Committee Meeting

June 11, 2014

9:00 a.m.

Location

SANBAG

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

General Policy Committee Membership

Chair – SANBAG Vice President

Mayor L. Dennis Michael
City of Rancho Cucamonga

SANBAG President

Council Member Bill Jahn
City of Big Bear Lake

SANBAG Past President

Supervisor Janice Rutherford
County of San Bernardino

Mt./Desert Representatives

Mayor Edward Paget (*Chair-MDC*)
City of Needles

Council Member Jim Harris
City of Twentynine Palms

Supervisor Robert Lovingood
County of San Bernardino

East Valley Representatives

Council Member Dick Riddell (*Chair-MVSS*)
City of Yucaipa

Mayor Pro Tem Larry McCallon
City of Highland

Mayor R. Carey Davis
City of San Bernardino

Supervisor James Ramos
County of San Bernardino

West Valley Representatives

Mayor Paul Eaton (*Chair-CRTC*)
City of Montclair

Mayor Ed Graham
City of Chino Hills

Mayor Dennis Yates
City of Chino

Supervisor Gary Ovitt
County of San Bernardino

Ray Wolfe
Executive Director

Eileen MonaghanTeichert
SANBAG Counsel

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**

AGENDA

General Policy Committee Meeting

June 11, 2014

9:00 a.m.

Location: SANBAG, Super Chief Conference Room, 1170 W. 3rd Street, 2nd Floor, San Bernardino

CALL TO ORDER 9:00 a.m.
(Meeting chaired by L. Dennis Michael)

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements
- IV. Agenda Notices/Modifications – Diane Greve

Notes/Actions

1. **Possible Conflict of Interest Issues for the General Policy Committee Meeting June 11, 2014** Pg. 9

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

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by member request.

Administrative Matters

2. **Attendance Register** Pg. 10

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.

3. **May 2014 Procurement Report** Pg. 12

Receive May 2014 Procurement Report. **William Stawarski**

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

Discussion Items

Administrative Matters

4. **Investment Policy No. 20100** Pg. 21

Approve Existing Investment Policy No. 20100.
William Stawarski

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

Air Quality Traveler Services

5. **Freeway Service Patrol Beats 2, 5, and Devore Interchange Project Construction FSP Services authorization for payment.** Pg. 29

That the Committee recommend the Board approve payment for invoices estimated not-to-exceed a total amount of \$45,000, in the form of two Purchase Orders for Pepe's Towing Services, Inc. in the amount of \$15,500 and Steve's Towing in the amount of \$29,500 for Freeway Service Patrol (FSP) services rendered in May 2014. **Duane Baker**

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

6. **Amendment to Freeway Service Patrol Contract C14177 to extend the term by sixteen (16) months, and increase contract amount.** Pg. 31

That the Committee recommend the Board approve Amendment No. 1 to Contract No. C14177 with Steve's Towing to continue providing Construction Freeway Service Patrol (CFSP) services for the Devore Interchange Project Beat 9C, to extend the contract term by sixteen (16) months to November 30, 2015, and increase the contract amount by \$212,568 for a revised not-to-exceed amount of \$273,044. **Kelly Lynn**

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this item and the amendment to the agreement.

Discussion Calendar Continued. . .**Air Quality Traveler Services Continued. . .**

7. **Contract with the Riverside County Transportation Commission (RCTC) for the implementation of San Bernardino County Trip Reduction and 511 programs** Pg. 57

That the Committee recommend the Board, acting as the San Bernardino County Transportation Commission, approve Contract No. C14170 with Riverside County Transportation Commission, effective from July 1, 2014, through June 30, 2015, in an amount not-to-exceed \$1,648,300. **Duane Baker**

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this item and draft of the agreement.

Regional/Subregional Planning

8. **California Air Resources Board (CARB) Sustainable Freight Strategy** Pg. 62

Receive report from CARB staff and provide input on development of the Sustainable Freight Strategy. **Steve Smith**

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

9. **SANBAG Freight Strategy** Pg. 64

That the Committee recommend the Board approve the SANBAG Freight Strategy as general guidance to SANBAG's Countywide Transportation Plan and SANBAG submittals to the Southern California Association of Governments' (SCAG's) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. **Steve Smith**

This item is not scheduled for review by any other policy committee. The working paper was circulated to the Transportation Technical Advisory Committee on June 2, 2014.

10. **Development Mitigation Annual Report for Fiscal Year Ending June 30, 2013** Pg. 82

Receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2013. **Timothy Byrne**

This item is not scheduled for review by any other policy committee. The information in this item was reviewed by the Transportation Technical Advisory Committee on June 2, 2014.

Transportation Fund Administration**11. Measure I Population Estimates for Measure I Allocations Pg. 86**

That the Committee recommend the Board:

Adopt the 2014 Population Estimates for use in the allocation of Measure I Local Street Program Funds. **Ellen Pollema**

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

Council of Governments**12. Report from the Inland Empire Economic Partnership Pg. 92**

That the Committee receive and file the information.
Duane Baker

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

13. State and Federal Legislative Update Pg. 93

That the Committee recommend the Board:

1. Grant the Legislative Ad Hoc Committee authority to act on behalf of the Board of Directors based on the 2014 State Legislative Platform during the final month of session and the Governor's Sign/Veto period.
2. Receive State Update and adopt the following positions on State Legislation:
 - a. Support AB 2597 (Ting, D – San Francisco)
 - b. Support with Amendments SB 1228 (Hueso, D - San Diego)
 - c. Work with Author SB 1390 (Correa, D – Santa Ana)
3. Receive Federal Update **Wendy Strack**

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

14. State and Federal Legislative Platform Update Pg. 151

That the Committee recommend the Board:

Adopt the proposed schedule and process for an update to the State and Federal Legislative Platforms. **Wendy Strack**

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

Discussion Calendar Continued. . .

Council of Governments. . .

- 15. Request for Proposal for SANBAG’s State Advocacy Services Pg. 162

That the Committee recommend the Board:

Approve the release of Request for Proposal No. 14174 for State Advocacy Services to be provided from December 1, 2014 through November 30, 2016. Wendy Strack

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

Comments from Committee Members

Brief Comments from Committee Members

Public Comment

Brief Comments by the General Public

Adjourn to:

Closed Session

- 1. Public Employee Performance Evaluation
Pursuant to Government Code Section 54957
Employee title: General Counsel
- 2. Conference with Labor Negotiator
Pursuant to Government code section 54957.6
Agency designated representative: Bill Jahn
Unrepresented employee: General Counsel

ADJOURNMENT

Additional Information

Acronym List

Pg. 167

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (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. 3rd Street, 2nd Floor, San Bernardino, CA.

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

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

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

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

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

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

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

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

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

Attendance.

- The Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.
- A Member/Alternate, who arrives after attendance is taken, shall announce his/her name prior to voting on any item.
- A Member/Alternate, who wishes to leave the meeting after attendance is taken but before remaining items are voted on, shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

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

The Vote as specified in the SANBAG Bylaws.

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

Amendment or Substitute Motion.

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

Call for the Question.

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

The Chair.

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

Courtesy and Decorum.

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



- 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: June 11, 2014

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
5 & 6	C14177	Steve's Towing <i>Miguel Leyva</i>	None
5	C11213	Pepe's Towing <i>Grant Byrd</i>	None

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.

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	<p><i>Approved</i> Board of Directors</p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG CTC CTA SAFE CMA

Check all that apply.

GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2014

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
R. Carey Davis City of San Bernardino	X	X		X	**							
Paul Eaton City of Montclair	X	X			**							
Ed Graham City of Chino Hills	X	X	X	X	**							
Jim Harris City of Twentynine Palms	X	X	X	X	**							
Bill Jahn City of Big Bear Lake	X	X	X	X	**							
Robert Lovingood Board of Supervisors			X		**							
Larry McCallon City of Highland		X	X	X	**							
L. Dennis Michael City of Rancho Cucamonga	X	X	X	X	**							
Patrick Morris City of San Bernardino	X	X			**							
Gary Ovitt Board of Supervisors		X	X	X	**							
Edward Paget City of Needles					**							
Dick Riddell City of Yucaipa	X	X	X	X	**							
Janice Rutherford Board of Supervisors	X	X	X	X	**							
James Ramos Board of Supervisors		X			**							
Dennis Yates City of Chino		X	X	X	**							

X =Member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time. ** =The General Policy Committee did not meet this month

GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2013

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Ed Graham City of Chino Hills	X	X	X	X	X		**	X	X	X	X	X
Jim Harris City of Twentynine Palms	X	X	X	X	X	X	**	X	X	X	X	X
Bill Jahn City of Big Bear Lake	X	X	X	X	X	X				X	X	X
Mike Leonard City of Hesperia	X	X	X	X	X	X	**				X	
Robert Lovingood Board of Supervisors		X	X		X	X	**			X		
Larry McCallon City of Highland	X		X	X	X	X	**	X	X			X
Julie McIntyre City of Barstow		X	X	X	X		**					
L. Dennis Michael City of Rancho Cucamonga						X	**	X	X	X	X	X
Patrick Morris City of San Bernardino	X	X	X	X	X	X	**	X	X	X	X	X
Gary Ovitt Board of Supervisors	X	X	X	X	X	X	**			X		X
Edward Paget City of Needles	X	X	X	X	X	X						
Dick Riddell City of Yucaipa	X	X	X	X	X	X	**	X	X	X	X	X
Janice Rutherford Board of Supervisors	X	X	X	X	X	X	**	X	X		X	X
James Ramos Board of Supervisors	X	X	X	X	X		**	X		X		X
Dennis Yates City of Chino	X	X	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. ** =The General Policy Committee did not meet this month



- 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: June 11, 2014

Subject: May 2014 Procurement Report

Recommendation:* Receive May 2014 Procurement Report

Background: The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on March 12, 2014. On February 6, 2013, the Board of Directors authorized the Executive Director, or designee, to approve: a) contracts and purchase orders up to \$100,000 and for purchase orders originally \$100,00 or more, increasing the purchase order amount up to 10% of the original purchase order value, not to exceed \$25,000; b) amendments with a zero dollar value; c) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; and d) amendments that cumulatively do not exceed 50% of the original contract value or \$100,000, whichever is less and to release Request for Proposal (RFP), Request for Quote (RFQ) and Invitation for Bid (IFB) for proposed contracts from which funding has been approved in San Bernardino Associated Governments (SANBAG's) Annual Budget, and which are estimated not-to-exceed \$1,000,000. SANBAG staff has compiled this report that summarizes all contract actions approved by the Executive Director, or designee.

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	<p><i>Approved</i> <i>General Policy Committee</i></p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.

GPC1406a-wws

Attachments:

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406a1-wws.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406a2-wws.docx>

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

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

Financial Impact: This item imposes no impact on the Fiscal Year 2013/2014 budget. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy (Policy No. 11000).

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

Responsible Staff: William Stawarski, Chief Financial Officer

Attachment A

April/May Contract Actions

New Contracts Executed:

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

*The Executive Director was authorized to execute Program Supplements associated with the Master Agreement between Caltrans and SANBAG on October 2, 2013. There are no dollar limits associated to the Executive Director's authorization for these Program Supplements.

Attachment A

April/May Contract Amendment Actions

Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended Contract Total
C02042 Amendment 8	Extend the expiration date to December 31, 2014 with no changes in scope or price. Project: PS&E and Right of way for Hunts Lane UPRR Grade Separation Interchange	Moffatt and Nichol	Original: \$237,534.00 Amend. 1: \$1,195,694.00 Amend. 2: \$0.00 Amend. 3: \$0.00 Amend. 4: \$396,026.00 Amend. 5: \$246,508.00 Amend. 6: \$400,453.00 Amend. 7: \$266,519.00	\$0.00	\$2,742,734.00
C09092 Amendment 4	Extend the expiration date to April 30, 2016 with no changes in scope or price for the period of performance for construction support. Project: Engineering and Professional Service for the I-10/Tippecanoe Interchanges.	Transystems	Original: \$1,198,484.00 Amend. 1: \$4,300,281.00 Amend. 2: \$1,163,199.00 Amend. 3: \$1,292,367.00	\$0.00	\$7,954,331.00

C10143 Amendment 3	Extend the expiration date to December 30, 2016 with no changes in price for the period of performance and modifying the ROW service to include 39 parcels. Project: PA/ED, PS&E. ROW and construction support services for Lenwood Road Grade separation.	URS Corporation	Original: \$2,540,649.00 Amend. 1: \$840,396.00 Amend. 2: (432,000.00)	\$0.00	\$2,949,045.00
C10193 Amendment 4	Extend the expiration date to February 28, 2015 with no increase in price. Project: DBE consultant to assist in DBE compliance and becoming a direct recipient for FTA funds.	GCAP Services	Original: \$25,000.00 Amend. 1: \$25,000.00 Amend. 2: \$25,000.00 Amend. 3: \$25,000.00	\$0.00	\$100,000.00
C13038 Amendment 1	Extend the expiration date to June 30, 2015 with no changes in scope or price. Project: Funding Agreement for Value Pricing project.	SCAG	Original: \$68,400.00	\$0.00	\$68,400.00
C13134 Amendment 1	Increase the quantity of parking spaces for the remainder of the contract. Project: Park and Ride lot lease.	Community Baptist	Original: \$5,880.00	\$1,260.00	\$7,140.00
C13136 Amendment 1	Increase the quantity of parking spaces for the remainder of the contract. Project: Park and Ride lot lease.	Shepherd of the Hills Lutheran Church	Original: \$15,840.00	\$2,280.00	\$18,120.00
C13088 Amendment 2	Reduce the base rent provision of the lease to \$500.00 per month. Project: Space lease for Iron Horse Café.	Iron Horse Cafe	Original: \$20,980.00 Amend. 1: \$0.00	(\$3,600.00)	\$17,380.00

Attachment A
April/May Contract Task Order Actions

Contract Task Order (CTO) Executed:

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C14003 CTO 10	FTA Grantee	Hatch Mott MacDonald	\$20,000,000	CTO 11 \$489,822.00 CTO 15 \$498,609.00	\$114,162.00
C14003 CTO 8	Environmental Clearance Alabama/Colton Rd	Hatch Mott MacDonald	\$20,000,000	CTO 11 \$489,822.00 CTO 15 \$498,609.00	\$491,993.00
C14003 CTO 19	Mitigation Monitoring and Reporting Services	Hatch Mott MacDonald	\$20,000,000	CTO 11 \$489,822.00 CTO 15 \$498,609.00	\$498,324.00

Attachment A

April/May Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	PO Dollar Amount
4001135	04/17/2014	Gorski, Raymond	Consultant has unique background and national knowledge of the natural gas fuel industry required to complete the CEC and DOE final reports. Consultant's contribution to the report is critical for the project since he provides analysis of emissions for the SANBAG Natural Gas Truck Project.	\$9,250.00
Total				\$9,250.00

**Note: Sole Source justification is noted in the Purpose statement, if applicable.*

Attachment A
April/May Purchase Order Amendment Actions

Purchase Order Amendments Executed:

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

Attachment B

April/May RFPs and IFBs

Release of RFP's and IFB's

Release Date	RFP/IFB No.	Description of Services	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
5/27/14	RFP14166	Congestion Management Plan Monitoring Tool Development	\$135,000.00	September 3, 2014	Congestion Management Plan Monitoring to develop a tool to obtain, store, and analyze transportation data throughout the county to satisfy CMP State monitoring requirements.
				Total	\$135,000.00



- 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: June 11, 2014

Subject: Investment Policy No. 20100

Recommendation:* Approve Existing Investment Policy No. 20100.

Background: The California Government Code, which governs the investment of public funds (Section 53635 et seq.), requires that the agency's governing body review the investment policy at a public meeting.

Staff and SANBAG's investment advisor, PFM Investment Management, have reviewed the current policy and have no recommended changes. Investment Policy No. 20100 (see Attachment A) is current with state and federal requirements.

Financial Impact: This item imposes no impact on Fiscal Year 2013/2014 Budget.

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

Responsible Staff: William Stawarski, Chief Financial Officer

*

Approved
General Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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

GPC1406b-wws

Attachment:

<http://portal.sanbag.ca.gov/mgmt/Intranet/ppfinance/Policy/Policy20100.docx>

Attachment A

San Bernardino Associated Governments	Policy	20100	
Adopted by the Board of Directors	October 2, 1996	Revised	8/1/12
Investment Policy		Revision No.	15

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

Table of Contents
Purpose Policy Investment Goals Prudent Investor Standard Scope Delegation of Authority Conflicts of Interest Portfolio Maturity Limits Allowable Investments for SANBAG Operating Funds Additional Allowable Investments for Bond Proceeds Only Prohibited Investment Transactions Investment in "Derivative" Securities Leveraging Safekeeping of Securities Competitive Bidding of Investments Broker/Dealers Reporting Annual Submission of Investment Policy Revision History

I. PURPOSE

The purpose of this policy is to provide guidelines for the investment of funds based upon prudent cash management practices and in conformity with all applicable statutes.

II. POLICY

The Board of Directors of the San Bernardino Associated Governments (SANBAG) and its related authorities and agencies recognizes its responsibility to direct the investment of funds under its care. This policy is designed to meet the specific needs of SANBAG while ensuring the safety of funds.

III. INVESTMENT GOALS

The investment of funds by SANBAG shall be guided by the goals of safety, liquidity, diversification, and a reasonable market rate of return.

Safety: Safety of principal is the foremost objective of the investment program. Investments of SANBAG will be undertaken in a manner that seeks to ensure the preservation of capital in the portfolio.

Liquidity: SANBAG's investment portfolio will remain sufficiently liquid to enable SANBAG to meet all operating requirements and budgeted expenditures, including an additional amount to cover reasonably estimated contingencies.

Diversification: The investment portfolio will be diversified to avoid risk regarding specific security types or individual financial institutions.

Reasonable Market Rate of Return: The investment portfolio will be designed to attain a market average rate of return through economic cycles which is consistent with SANBAG's primary goals of safety, liquidity and diversification.

IV. PRUDENT INVESTOR STANDARD

SANBAG investments are governed by the prudent investor standard, set forth as follows:

When investing, reinvesting, purchasing, acquiring, exchanging, selling, and managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency that a prudent person acting in a like capacity and familiarity with those matters would use in the investment of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall investment strategy, investments may be acquired as authorized by law.

V. SCOPE

The investment policy applies to all financial assets held by SANBAG, including bond proceeds. Funds specifically exempt from this policy include employee deferred compensation plans, employee pension plans, or assets held in trust by SANBAG with specific investment instructions.

VI. DELEGATION OF AUTHORITY

SANBAG's bylaws designate the Executive Director as Treasurer for the Agency.

Under the direction and oversight of the Executive Director, and in consultation with SANBAG's investment adviser, the Chief Financial Officer (CFO) shall direct the investment of SANBAG operating funds, which are not invested in the County Pool or in LAIF ("DIRECT INVESTMENTS"). All officials, staff members and consultants are directly accountable to the SANBAG Board for investment functions.

VII. CONFLICTS OF INTEREST

All officials, staff members and consultants involved in the investment functions will refrain from personal business activity that could conflict with the execution of the investment function or which could impair their ability to make impartial investment decisions. Officials, staff members, and consultants will disclose to the Executive Director any financial interest with a financial institution or broker that conducts business with SANBAG. Officials, staff members and consultants will further disclose any personal financial positions that could be related to the performance of SANBAG's portfolio.

VIII. PORTFOLIO MATURITY LIMITS

Investment maturities shall be based on a review of cash flow forecasts. Maturities will be scheduled so as to permit the Authority to meet all projected obligations.

The maximum maturity of any other investment of operating funds ("direct investments") may not exceed five years unless otherwise noted in Paragraph IX.

Investment of bond proceeds shall be made in consideration of the liquidity needs of the bond fund, and may not exceed five years, except for securities to be held in a defeasance escrow for refunded bonds and bond debt serve reserve funds.

Investments in the San Bernardino County Pool and in LAIF are subject to maturity limits and other investment restrictions as imposed by the governing bodies of those agencies.

IX. ALLOWABLE INVESTMENTS FOR SANBAG OPERATING FUNDS

Investment of SANBAG's funds is governed by the California Government Code, Sections 53600 et seq. and 53635 et seq. Should the Government Code become more restrictive than this policy, the Government Code restrictions shall prevail.

The following investment vehicles are permitted for the investment of operating funds.

- A. Government obligations for which the full faith and credit of the United States are pledged for the payment of principal and interest.
- B. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises. No more than 40% of SANBAG's investment portfolio may be invested in the obligations of any one federal agency or United States government-sponsored enterprise.
- C. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency. Obligations of the State of California or any California local agency may not represent more than 20% of SANBAG's portfolio and no more than 10% may be invested in the obligations of any one issuer.
- D. Registered treasury notes or bonds of any of the other 49 United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned,

controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 United States, in addition to California. Obligations of the other 49 states may not represent more than 20% of SANBAG's portfolio and no more than 10% may be invested in the obligations of any one issuer.

E. Repurchase Agreements used solely as short-term investments not to exceed 30 days.

The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in par. IX. A and B, will be acceptable collateral. All securities underlying Repurchase Agreements must be delivered to SANBAG's custodian bank by book entry, physical delivery, or held by a third party custodial agreement. The total of all collateral for each Repurchase Agreement must equal or exceed, on the basis of market value, 102% of the funds borrowed against those securities. For any Repurchase Agreement with a term of more than one day, the value of the underlying securities must be reviewed on a weekly basis and the value of the underlying securities brought back up to 102% no later than the next business day.

Market value must be calculated each time there is a substitution of collateral.

SANBAG or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to the Repurchase Agreement.

SANBAG may enter into Repurchase Agreements only with primary dealers of the Federal Reserve Bank of New York.

SANBAG will have specific written agreements with each firm with which it enters into Repurchase Agreements.

Reverse repurchase agreements will not be allowed.

Repurchase agreements may not represent more than 20% of SANBAG's investment portfolio.

F. Bankers' Acceptances issued by domestic or foreign banks, which are eligible for purchase by the Federal Reserve System, the short-term paper of which is rated in the highest category by a nationally recognized statistical-rating organization.

Purchases of Bankers' Acceptances may not exceed 180 days maturity or 40% of SANBAG's investment portfolio. No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type.

G. Commercial paper rated in the highest short-term rating category, as provided by a nationally recognized statistical-rating organization. The entity that issues the commercial paper shall meet all of the following conditions in either paragraph (1) or paragraph (2):

(1) The entity meets the following criteria: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); (c) has debt other than commercial paper, if any, that is rated "A" or higher by a nationally recognized statistical-rating organization.

(2) The entity meets the following criteria: (a) is organized within the United States as a special purpose corporation, trust, or limited liability company; (b) has program-wide credit enhancements including, but not limited to, over collateralization, letters of credit, or surety bond; (c) has commercial paper that is rated "A-1" or higher, or the equivalent, by a nationally recognized statistical-rating organization.

Purchases of eligible commercial paper may not exceed 270 days maturity nor represent more than 10% of the outstanding paper of an issuing corporation.

Purchases of commercial paper may not exceed 25% of SANBAG's investment portfolio. No more than 3% of SANBAG's investment portfolio may be invested in the securities on any one non-government issuer regardless of security type.

H. Medium-term corporate notes issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated in a rating category "A", or its equivalent or better, by a nationally recognized statistical-rating organization.

Purchase of medium-term corporate notes may not exceed 30% of SANBAG's investment portfolio. No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type.

- I. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank or a state or federal savings and loan association or by a federally or state-licensed branch of a foreign bank provided that the senior debt obligations of the issuing institution are rated "A" or its equivalent or better by a nationally recognized statistical-rating organization.

Purchase of negotiable certificates of deposit may not exceed 30% of SANBAG's investment portfolio. No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type.

- J. State of California's Local Agency Investment Fund (LAIF)
Investment in LAIF may not exceed 60% of SANBAG's operating funds or \$50 million, whichever is less.

K. San Bernardino County Investment Pool.

L. Insured savings accounts.

- M. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision, these companies shall either: (1) have attained the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized statistical rating organizations, or (2) have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds and with assets under management in excess of \$500,000,000.

The purchase price of shares of beneficial interest purchased shall not include any commission that the companies may charge and shall not exceed 20% of SANBAG's investment portfolio. Further, no more than 10% of SANBAG's investment portfolio may be invested in shares of beneficial interest of any one money market fund.

For purposes of determining compliance with this policy, where this section specifies a percentage limitation for a particular category of investment, that percentage is applied on the date of purchase. Credit criteria listed in this section refers to the credit of the issuing organization at the time the security is purchased.

X. ADDITIONAL ALLOWABLE INVESTMENTS FOR BOND PROCEEDS ONLY

- A. California Asset Management Program (CAMP)'s money market pool, which is rated AAAM and has an average maturity of 60 days or less and its separately managed portfolio.
- B. Investment agreement with an AA rated bank or collateralized investment agreement with an A rated bank or an investment acceptable to a bond insurance company and approved specifically by the SANBAG Board.
- C. Debt service reserve funds and debt service funds may be invested longer than five years as long as they are permitted by state law and investments are readily available for bond payments and other bond purposes (refundings, defeasance, etc.).
- D. U.S. Treasury Securities and State and Local Government Securities having a maturity longer than five years are permitted for escrowed defeasances.
- E. Forward purchase agreements, forward delivery agreements and debt service reserve agreements approved specifically by the SANBAG Board.
- F. Other investments as permitted by bond indentures.

XI PROHIBITED INVESTMENT TRANSACTIONS

Any investment not specifically allowed by this policy is prohibited.

XII. INVESTMENT IN "DERIVATIVE" SECURITIES

Direct investment in derivative securities is prohibited. A "derivative security" is any investment the value of which is derived from an underlying security, commodity or index. For purposes of this policy, a derivative is any security that has principal and/or interest payments which are subject to significant uncertainty as to timing, and/or amount.

It is understood that the County Pool and LAIF may invest in certain derivative securities.

XIII. LEVERAGING

All forms of portfolio leverage, including, but not limited to, securities lending programs, reverse repurchase agreements, and margin accounts, are prohibited.

XIV. SAFEKEEPING OF SECURITIES

SANBAG shall enter into an agreement with a bank trust department to serve as the safekeeping agent for all direct investments. The safekeeping agent shall hold all investments in an account for the sole benefit of SANBAG. All direct investments shall be delivered by the broker to SANBAG's safekeeping account on a delivery versus payment basis.

XV. COMPETITIVE BIDDING OF INVESTMENTS

The investment procedures require that approved broker/dealers compete for direct investment purchases and sales to ensure that all investment transactions are free from favoritism. The CFO in conjunction with SANBAG's investment advisor shall determine the best execution price for SANBAG, and act accordingly.

XVI. BROKER/DEALERS

If a third party investment advisor is authorized to conduct investment transactions on SANBAG's behalf, the investment advisor may use their own list of approved broker/dealers and financial institutions for investment purposes. The investment advisor's approved list must be made available to SANBAG upon request.

For any investment transactions conducted by the Treasurer on behalf of SANBAG, the Treasurer shall comply with the following requirements:

Transactions initiated by SANBAG shall be executed through government securities dealers reporting as primary dealers to the New York Federal Reserve Bank of New York or direct issuers (defined as corporations that issue their own securities) and through secondary dealers who have received prior approval to do business with SANBAG.

Primary dealers wishing to do business with SANBAG must meet the following criteria:

1. The primary dealer representative must have demonstrated experience providing investment services to public agencies in California.
2. The primary dealer representative must provide SANBAG with a minimum of three references of finance officials from public agencies in California.

Secondary dealers must complete a broker/dealer application provided by SANBAG, and must meet the following criteria to the satisfaction of SANBAG's Chief Financial Officer:

1. The broker/dealer must qualify under SEC Rule 15C3-1 (uniform net capital rule).
2. The broker/dealer and the broker/dealer representative must be properly registered with the appropriate state and federal regulatory bodies.
3. The broker/dealer should be a market maker and have a strong market presence in one or more product areas that are pertinent to SANBAG's investment goals.
4. The broker/dealer and its representative should be well established in the business and have an acceptable track record.

Each broker/dealer will be sent a copy of this Policy, a broker/dealer application, and a list of persons authorized to execute transactions on SANBAG's behalf. In order to be considered for investment business opportunities with SANBAG, each firm must acknowledge receipt of such materials.

XVII. REPORTING

A. Quarterly Report

The CFO will provide a quarterly report to the Administrative Committee and to the Board of Directors providing the following information:

1. Breakout of all securities, investments and moneys held by SANBAG by investment type, issuer, date of maturity, par, dollar amount and percent of portfolio invested in each.
2. A description of all SANBAG's funds, investments or programs that are under the management of any outside party that is not a local agency. This report must also include market valuation of the portfolio and the source of the valuation.
3. A statement of compliance with investment policy and a statement denoting the ability of SANBAG to meet all expenditures for the next six months.

B. Monthly Report

The CFO will provide a monthly list of investment transactions to the Board of Directors as required by the California Government Code §53607 when investment authority has been delegated by the Board.

XVIII. ANNUAL SUBMISSION OF INVESTMENT POLICY

SANBAG's CFO shall render a statement of investment policy to the Board of Directors annually. The Board shall consider the policy, with any changes, in a public meeting.

XIX. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	10/02/96
1	20100: Added paragraph starting with "It shall be SANBAG's long term objective . . .".	09/03/97
2	No changes.	12/02/98
3	20100.10: Changed percentage of operating funds amount to 20%. 20100.10: Changed percentage of San Bernardino portfolio to 20%.	11/03/99
4	No changes. Re-approved by the Board of Directors.	11/01/00
5	Added Para. 20100.16 Qualifications of Broker/Dealers; re-sequenced existing paragraphs. 20100.16, 20100.17, 20100.18, 20100.19, 20100.20, and 20100.21 to 20100.17, 20100.18, 20100.19, 20100.20, and 20100.22. Revised Par. 20100.10: Revised "...not to exceed 20% of SANBAG's operating funds..." to "...not to exceed 30% of SANBAG's operating funds...", and "Portion of Portfolio: 20% maximum" to "Portion of Portfolio: 30% maximum".	11/07/01
6	Changed paragraph numbering style from 20100.1, 20100.2, 20100.3 etc. to I, II, III, etc. Par. IX: Changed "one year" to "two years". Par. X.4: Changed "1 year maximum" to "2 year maximum". Par. X.5: Changed "1 year maximum" to "2 year maximum". Par. X.6: Changed "180 days maximum" to "270 day maximum".	11/06/02
7	No changes. Re-approved by the Board of Directors	11/05/03
8	No changes. Re-approved by the Board of Directors	01/05/05
9	No changes. Re-approved by the Board of Directors	11/02/05
10	Paragraphs on DEFINITIONS, ANNUAL MANAGEMENT REVIEW AND AUDIT, AND SEGREGATED INVESTMENT, and EXECUTION AND RECORD KEEPING: Deleted. Paragraphs III, IV, IX, and XVII: Minor revisions. Paragraphs VIII, IX, and XVI: Major revisions.	07/05/06
11	Par. IX.J: Removed limitation.	09/13/06
12	No changes. Re-approved by the Board of Directors	01/09/08

Revision No.	Revisions	Adopted
13	<p>Par. VI: Delete "In addition, the CFO, under the direction and oversight of the Executive Director, and consultation with SANBAG's investment advisor, shall review the alternatives for the investment of bond proceeds, and shall recommend such investments to the SANBAG Board for approval". The investment of bond proceeds is identified under par. X. and will be authorized by bond covenant.</p> <p>Par. IX: Add (C) Obligations of the State of California or any local agency within the state and (D) Registered treasury notes or bonds of other states in addition to California to diversify the number of sectors and issuers; revise (C) to be (E) and add "held" before "by a third party custodial agreement". Also add "Repurchase agreements may not represent more than 20% of SANBAG's investment portfolio", to limit the amount to be invested in repurchase agreements; delete "(G) "provided that the issuing corporation is organized and operating within the United States, has total assets in excess of \$500 million and has an "A" or higher rating for its long-term debt, if any, as provided by a nationally recognized statistical rating organization." This is also stated in paragraphs (G) (1) and (2); increase (J) from \$40 million to \$50 million limitation on LAIF investment per State Treasurer's Office authorization to increase the dollar amount for investment.</p> <p>Par. X: Change (A) For CAMP, rating from AAA to AAAM and average maturity from one year to 60 days or less. This is to improve safety and liquidity.</p> <p>Par. XV: Add "in conjunction with SANBAG's investment advisor" for clarification purposes.</p>	09/01/10
14	<p>Par. VIII: Changed four years to five years and added "unless otherwise noted in Par. IX.</p> <p>Par. IX.B: Changed 10% to 40%.</p> <p>Par. IX.F: Changed 20% to 40% and changed "No more than 5% of SANBAG's investment portfolio may be invested in the Bankers' Acceptances of any one commercial bank." to "No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type."</p> <p>Par. IX.G: Changed "No more than 5% of SANBAG's investment portfolio may be invested in commercial paper of one issuer." to "No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type."</p> <p>Par. IX.H: Changed 20% to 30 and changed "No more than 5% of SANBAG's investment portfolio may be invested in a medium-term note of any one corporation." to "No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type."</p> <p>Par. IX.I: Changed 20% to 30% and added "No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type."</p> <p>Par. XVII: Removed 'QUARTERLY' from title, renumbered paragraphs, and added "B. Monthly Report. The CFO will provide a monthly list of investment transactions to the Board of Directors as required by the California Government Code 53607 when investment authority has been delegated by the Board.</p>	07/06/11
15	<p>Par. IX.H: Changed rating of "AA" to "A".</p> <p>Par. IX.I: Changed "... by a state-licensed branch ..." to "... by a federally or state-licensed branch ..." and changed "... rated AA ..." to "... rated A or its equivalent ...".</p> <p>Re-approved by the Board of Directors.</p>	08/01/12



- 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: June 11, 2014

Subject: Freeway Service Patrol Beats 2, 5, and Devore Interchange Project Construction FSP Services authorization for payment

Recommendation:* That the Committee recommend the Board approve payment for invoices estimated not-to-exceed a total amount of \$45,000, in the form of two Purchase Orders for Pepe’s Towing Services, Inc. in the amount of \$15,500 and Steve’s Towing in the amount of \$29,500 for Freeway Service Patrol (FSP) services rendered in May 2014.

Background: While staff was in the procurement process for Beats 2 and 5 under RFP No. 14010 and to avoid service interruption, staff requested that the Board approve Amendment No. 4 to Contract No. C09138 with Pepe’s Towing Services, Inc. and Amendment No. 4 to Contract No. C09140 with Steve’s Towing to extend the terms and increase the not-to-exceed amounts and rates of compensation of the contracts for the continuation of FSP Services through July 31, 2014. Those amendments were approved at the April 7, 2014, Board meeting.

However, the amendments that were signed by the vendors did not make it back to SANBAG’s offices in time to be signed by the Board president prior to the contract termination dates. The amendments were returned in May after the original contract term dates ended on April 30, 2014. This created a lapse in the contracts, which has since been rectified, and Board approval is needed to authorize payment for services rendered during this period. Contract C09140

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	<p><i>Approved</i> <i>General Policy Committee</i></p> <p>Date: _____</p> <p>Moved: Second:</p> <p>In Favor: Opposed: Abstained:</p> <p>Witnessed: _____</p>										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">COG</td> <td style="width: 10%;"></td> <td style="width: 10%;">CTC</td> <td style="width: 10%; text-align: center;">X</td> <td style="width: 10%;">CTA</td> <td style="width: 10%; text-align: center;">X</td> <td style="width: 10%;">SAFE</td> <td style="width: 10%; text-align: center;">X</td> <td style="width: 10%;">CMA</td> <td style="width: 10%; text-align: center;">X</td> </tr> </table>	COG		CTC	X	CTA	X	SAFE	X	CMA	X	
COG		CTC	X	CTA	X	SAFE	X	CMA	X		

Check all that apply.

contained work for FSP Beat 5 as well as the Devore Construction Project zone, and Contract C09138 contained work for FSP Beat 2.

At this time, staff is requesting that the Board approve payments for May 2014 invoices which have been estimated at \$45,000, as they have not yet been received, for Beats 2, 5, and the Devore Construction area.

Financial Impact: The expenditures for both contracts were budgeted for FY 2013/2014.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this item.

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



- 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: June 11, 2014

Subject: Amendment to Freeway Service Patrol Contract C14177 to extend the term by sixteen (16) months, and increase contract amount

Recommendation:* That the Committee recommend the Board approve Amendment No. 1 to Contract No. C14177 with Steve's Towing to continue providing Construction Freeway Service Patrol (CFSP) services for the Devore Interchange Project Beat 9C, to extend the contract term by sixteen (16) months to November 30, 2015, and increase the contract amount by \$212,568 for a revised not-to-exceed amount of \$273,044.

Background: The Freeway Service Patrol (FSP) consists of a fleet of tow trucks that patrol segments of the freeways for the purpose of assisting motorists with their disabled vehicles during peak periods of congestion. Since the program's inception in January 2006, the FSP Program has demonstrated many benefits by reducing the amount of time a motorist is in unsafe conditions, as well as reducing traffic delays, vehicular emissions and secondary incidents. There are eight (8) separate areas (known as Beats) within the selected San Bernardino County freeways where FSP services are provided and cover more than 60 centerline highway miles. Approximately 3,000 motorists are assisted each month through the San Bernardino County FSP Program.

*

Approved
 General Policy Committee

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

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

BRD1406a-jh

Attachments: http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/ContractsWorkInProgress%20Files%20%202014/C14177_01.doc

In March of 2014, the Devore Interchange Project required removal of the shoulders along the project area. As a result, Construction FSP services were initiated to patrol the construction project area in order to reduce congestion by removing stranded motorists from the roadway, and to decrease secondary incidents. It is anticipated that FSP services will be needed in this construction zone through November 2015.

To avoid service interruption, staff requests that the Board approve Amendment No. 1 to Contract No. C14177 with Steve's Towing, Inc. to extend the term of Devore Construction zone, known as Beat 9C, and increase the not-to-exceed amount of the contract for the continuation of Construction FSP Services on the Devore Interchange project through November 30, 2015. This action shall not extend the term of Beat 5, which has been awarded to a new vendor to begin August 1, 2014.

Financial Impact: Contract amendment costs have been included in the Fiscal Year (FY) 2014/2015 budget Task No. 0880, totaling \$144,228. The source of funds is Measure I Cajon Pass Bond Funds. The remaining contract amounts will be incorporated into future budgets.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this item and the amendment to the agreement.

Responsible Staff: Kelly Lynn, Chief of Air Quality/Mobility Programs



CONTRACT SUMMARY SHEET

Contract No. C 14177 Amendment No. 1

By and Between

San Bernardino Associated Governments and Steve's Towing

Contract Description Freeway Service Patrol along Devore Interchange Project

Board of Director's Meeting Date: 7/2/14
Overview of BOD Action: Approve Amendment to Freeway Service Patrol Contract C14177 to extend their term by sixteen (16) months, and increase their contract amount.

Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW			
Original Contract Amount	\$	60,476	Original Contingency Amount
			\$ 0
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	60,476	Revised Contingency Amount <i>Inclusive of prior amendments</i>
			\$ 0
Current Amendment Amount	\$	212,588	Contingency Amendment
			\$ 0
TOTAL CONTRACT VALUE	\$	273,044	TOTAL CONTINGENCY VALUE
			\$ 0
TOTAL BUDGET AUTHORITY (contract value + contingency)			\$ 273,044

Contract Start Date 6/1/14	Current Contract Expiration Date 7/31/14	Revised Contract Expiration Date 11/30/2015
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Has the contract term been amended? No Yes - please explain.
 Contract end date has been revised to allow for continuation of FSP service on Devore Project.

FINANCIAL INFORMATION	
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>0880</u> .	
<input type="checkbox"/> A Budget Amendment is required.	
How are we funding current FY? 100% by MSJ Cajon Pass Bond 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 Overall Funding for the duration of the Contract: Will continue to be paid for by Measure Funds for Devore Project Related Work	
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable <u>80% FSP State Funds, 20% DMV/SAFE for non-Devore Proj. work</u>	

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

JENNY HERRERA
 Project Manager (Print Name)

DUANE DAKER
 Task Manager (Print Name)

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

Jeffery Hill
 Contract Administrator (Print Name)

William Stawinski
 Chief Financial Officer (Print Name)

[Signature] 5/29/14
 Signature Date

[Signature]
 Signature Date

[Signature] For AZ 5/29/14
 Signature Date

[Signature] 5/29/14
 Signature Date

[Signature] 5/30/14
 Signature Date

AMENDMENT NO. 1 TO CONTRACT NO. C14177

SANBAG

AND

STEVE'S TOWING

For

**FREEWAY SERVICE PATROL SERVICES FOR DEVORE JUNCTION
PROJECT CONSTRUCTION ZONE (Beat 9C)**

This Amendment No. 1 ("Amendment") to Contract for Freeway Service Patrol for Beat #9C Devore Interchange Project Construction zone is made and entered into by and between San Bernardino Associated Governments, acting in its capacity as the San Bernardino County Transportation Commission ("SANBAG") and Steve's Towing ("CONTRACTOR").

A. SANBAG and CONTRACTOR are parties to Contract No. C14177 executed May 30, 2014, (the "Contract"), wherein SANBAG engaged CONTRACTOR to provide Freeway Service Patrol services ("Services") along I-15 from Jurupa Street to Summit Avenue ("Beat 5") and along the Devore Junction Construction Project ("Beat 9C") within San Bernardino County through July 31, 2014; and

B. After a competitive proposal process, a separate contract has been awarded to provide Services for Beat 5 beginning August 1, 2014; and

C. SANBAG has determined to exercise its option to extend the Contract with respect to Beat 9C through the projected completion of the Devore Junction Construction Project in November 2015; and

C. SANBAG and CONTRACTOR desire to amend the Contract term and Compensation and Payment exhibits to authorize Services to be performed by the CONTRACTOR along the I-15 Devore Interchange Project zone.

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

1. Article 2: Contract Term, is amended to provide that the Contract shall continue in full force and effect through November 30, 2015.
2. Article 3: Compensation, is amended in the following particulars:
 - a. The total Contract Not-To-Exceed Amount set forth in paragraph 3.2 is hereby increased to Two Hundred Seventy-Three Thousand, forty-four dollars and no cents, (\$273,044).

b. The following is added to paragraph 3.2: "From and after August 1, 2014, All Work provided under this Contract from and after August is to be performed as set forth in Exhibit A.1, "Scope of Work", and shall be reimbursed pursuant to Exhibit B- "Price Form". The hourly labor rates identified in Exhibit "B.1" shall remain fixed for the term of this Contract and include CONTRACTOR's direct labor costs, indirect costs, and profit."

3. As of August 1, 2014, Exhibit A of the Contract is replaced with Exhibit A.1, Scope of Work, attached to this Amendment and incorporated herein by this reference.
4. As of August 1, 2014, Exhibit B of the Contract is replaced with Exhibit B.1, Compensation and Payment, attached to this Amendment and incorporated herein by this reference.
5. All other provisions of the Contract shall remain in full force and effect and are incorporated herein by this reference.
6. The Recitals above are true and correct and are incorporated into and made a part of this Amendment.
7. The Effective Date of this Amendment No. 1 is the date this Amendment is executed by SANBAG.

In witness whereof, the Parties have executed this Amendment No. 1 below.

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

STEVE'S TOWING

C14177-01

SANBAG

Page 2 of 23

By: _____
Miguel Leyva
Owner

By: _____
W.E. Jahn
SANBAG President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

CONCURRENCE:

By: _____
Jeffery Hill
Contract Administrator

EXHIBIT "A.1" – SCOPE OF WORK

1.0 Summary of Scope of Work

CONTRACTOR shall provide the rapid removal of disabled vehicles and those involved in minor accidents from the freeway. This Construction Beat 9C requires one (1) primary certified FSP tow truck and one (1) certified back up FSP tow truck. Where conditions permit, safe removal of small debris may also be required. The CONTRACTOR's Freeway Service Patrol (FSP) tow truck shall be exclusively dedicated to providing FSP services during the designated hours of operation. All tow truck maintenance activities for the primary and back-up tow trucks shall be conducted during non-designated service hours.

CONTRACTOR's FSP Tow Truck Drivers ("Drivers") shall assist motorists involved in minor accidents and those with disabled vehicles. When and where conditions warrant, service may take place on the freeway shoulders. The Drivers shall continuously patrol their assigned Beat, respond to CHP dispatched calls for service, and use the designated turnaround locations and designated drop locations assigned by CHP.

The Drivers may be required to change flat tires, provide "jump" starts, provide one gallon of gasoline or diesel fuel, temporarily tape cooling system hoses and refill radiators. These services are not all inclusive. The Drivers are to spend a maximum of ten (10) minutes per disablement in attempting to mobilize a vehicle.

All FSP services shall be provided at no cost to the motorist. The Drivers shall not accept any gratuities, gifts or money to perform secondary towing services, recommend secondary tows, or recommend repair/body shop businesses. The CONTRACTOR shall follow the CHP Standard Operating Procedures (SOP) Manual. The CHP is responsible for the day-to-day supervision of the FSP Program, therefore all policies and procedures are outlined in the SOP Manual. To promote a safe work environment and to maintain a high level of professionalism, the CONTRACTOR and their Drivers must follow the SOP Manual as this document and all updates will be incorporated into the CONTRACTOR's agreement. Please note that the SOP Manual is updated as needed, and that the CONTRACTOR is responsible to operate and adhere to the most recent version of the SOP Manual.

If a disabled vehicle cannot be mobilized within the ten-minute (10) time limit, it shall be towed to a designated drop location identified by the CHP. The motorist can request the FSP Driver to contact the CHP Communications Center to request a CHP Rotation Tow or other services. FSP Tow Truck Drivers shall not be allowed to tow as an independent CONTRACTOR from an incident that occurred during the FSP shift. This is only allowed after the shift when called as a Rotation Tow by CHP. If called as a Rotation Tow after a FSP shift, the FSP Tow Truck Driver must remove all FSP markings such as vests, uniforms and any sort of FSP signage.

There may be some instances where the FSP Tow Truck Driver may be requested to provide assistance to CHP officers. FSP Tow Truck Drivers shall follow the instructions of the CHP officer at the scene of any incident within the scope of the FSP program.

At any time during the contract's term, SANBAG reserves the right to adjust Beat specifications and Beat hours to better accommodate demand for the service. These

changes can occur during the course of the contract through written change orders. If warranted, a Contractor may be requested by CHP, this happens on a case-by-case basis, to go beyond the limits of their assigned Beat area to assist a motorist in an adjacent Beat area. Tow Operators may be permitted to do this only upon FSP CHP officer approval. At times, SANBAG and/or Caltrans will have construction projects on the highways that may require Construction FSP. Typically this will take place along a highway segment that is a construction zone with no inside or outside shoulder areas, or the shoulders available are not wide enough to accommodate vehicles. SANBAG and Caltrans have established an agreement for which these types of services can be provided. Days and hours may vary for each construction project and will typically take place during non-FSP hours.

CONTRACTOR shall attend, or send a designated management-level representative to all FSP Project Management Meetings (i.e. required FSP Technical Advisory Committee (TAC) meeting which meets every other month). The FSP Project Management meetings will encompass focused and informal/formal discussions concerning but not limited to; scope, services, schedule, and current progress of services, relevant cost issues, and future project objectives. CONTRACTOR shall be responsible for having a representative attend all meetings (i.e. FSP TAC meeting) that has the ability to make management-level decisions on the behalf of the Contractor at while at the meeting. If the Contractor cannot have a management-level representative at a meeting, Contractor shall notify SANBAG and CHP at least two business (2) days prior to the meeting. Management-level attendance at these meetings shall be considered part of the Contractor's contractual responsibility. Meetings are scheduled, and the Contractor will be notified no later than three (3) working days prior to the meeting.

Please refer to Exhibit "C" for further details on violations and penalties.

2.0 Contract Representatives.

SANBAG, Caltrans and the CHP will jointly oversee the FSP services (hereinafter singularly or jointly referred to as "FSP Management"). CHP is responsible for dispatch services to incident locations within the tow truck's patrol limits, otherwise referred to as "Beats". The dispatching will be done in accordance with the contract for the service. A SOP Manual will be provided to the successful CONTRACTOR explaining the types of incidents to which his/her FSP Tow Truck Drivers may be dispatched. Please note that this SOP Manual is updated as needed and that the CONTRACTOR is responsible to adhere to the most current version of the SOP Manual. Also note that the successful Proposer(s) which enters into an agreement with the SANBAG for these services will have the SOP Manual and any updates referenced into the agreement and therefore adhering to the SOP Manual is a contractual requirement as well.

3.0 Service Location.

The FSP operates on selected freeway segments referred to as "Beats". Each Beat has specific turnaround locations and designated drop locations identified by the CHP. The limits are identified in the Scope of Work (SOW), number of certified FSP primary tow trucks, number of certified FSP Back-Up trucks, hours of operation and tentative holidays on which the cost of each Beat shall be based. SANBAG reserves the right to add or

delete holidays to the work schedule. Travel time to and from the Beat will be at the expense of the CONTRACTOR.

At any time during the contract's term, SANBAG reserves the right to adjust Beat specifications (length of Beat for example), and Beat hours to better accommodate demand for the service. These changes can occur during the course of the contract through written change orders. The CONTRACTOR may be requested by CHP, to go beyond the limits of their assigned Beat area to assist a motorist in an adjacent Beat area. Drivers may be permitted to do this only upon CHP request.

4.0 Equipment Requirements

A. Tow Truck Requirements

For this Construction Freeway Service Patrol (CFSP) zone Beat 9C, the primary FSP Tow Truck will be exclusively dedicated to CFSP services during the hours of FSP operations.

The FSP Program will utilize at a minimum, Class A tow trucks with a minimum gross vehicle weight rating of 14,000 pounds, dual wheel chassis and four (4) ton recovery equipment rating. All trucks proposed for use in the FSP Program must be less than a year old with a maximum of 50,000 miles with non-salvage title. The chassis and working parts of the truck must be free of any mechanical defects or physical damage at the onset of the contract.

The CHP, in conjunction with Caltrans and SANBAG, will verify the original purchase dates to ensure compliance.

All FSP Tow Trucks must be Department of Transportation (DOT) compliant, as well as California Air Resources Board (CARB) compliant. This includes an engine that has been certified by CARB, as required by law in the State of California. With any tow truck that is utilized for the FSP Program, it must comply with emission standards set forth by DOT and CARB as well as all Local, State and Federal laws associated with that truck, and as outlined in the RFP.

Prior to commencement of service, the CHP will inspect each tow truck designated for the San Bernardino County FSP Program to ensure that it meets the tow truck specifications and to ensure that it meets or exceeds safety requirements. These inspections will occur prior to the start of service. Succeeding inspections will occur periodically as determined by the FSP CHP officers. Documentation of the vehicle identification number and successful completion of the inspection will be kept on file at the CHP office and CONTRACTOR's base office. Any unsafe or poorly maintained certified FSP tow truck(s) or improperly equipped certified FSP tow truck(s) shall not be allowed into service, and if discovered during the shift, shall be removed from service or repaired as directed by the CHP, the CONTRACTOR shall be fined three (3) times the hourly contract rate in one (1) minute increments. The CONTRACTOR will be required to have a FSP certified back-up Tow Truck available for service during their FSP Beat(s) shifts.

Please note that FSP certified backup trucks to existing FSP tow operator contracts with other surrounding FSP agencies (not with SANBAG), does not qualify as meeting the certified SANBAG FSP back up truck requirement(s).

FSP tow trucks bearing the service patrol title, the FSP logo, and the vehicle identification number shall be painted all white (includes the hood, fenders, doors, boom and bed area – the entire truck is to be painted white). No trim will be allowed. Lettering shall be in block lettering and shall be no less than two (2) inches and no greater than four (4) inches in height. Lettering can only be black in color (only black will be allowed, no other colors will be permitted) and will be bold style parallel to the ground. Letters shall be placed on the lower body of the truck toward the cab. Names, phone numbers, advertising of any kind or any other lettering on the boom shall be prohibited during FSP operational hours. The overall look of the truck must be approved by CHP prior to service implementation; therefore any questions regarding this policy is highly recommended to be discussed with one of the FSP CHP officers prior to implementing, as truck compliance with current State FSP standards is required. No other accessory equipment or signage (bumper stickers, employment advertisement, and so forth) shall be mounted or installed without prior CHP approval. This includes but is not limited to brass, chrome wheel covers, window tint, etc.

Please refer to Exhibit “C” for further details on violations and penalties.

SANBAG follows and relies on the policies and procedures set forth in the SOP Manual developed by CHP. Please note that the FSP equipment list is subject to change at any time. For the most updated equipment list, please refer to the latest SOP Manual.

Each FSP tow truck shall be equipped in accordance with the SOP Manual and, shall include the following:

1. Wheel lift towing equipment, with a minimum lift rating of 3,000 pounds. All tow equipment shall include proper safety straps.
2. Boom with a minimum static rating of 8,000 pounds. (NOTE: The Boom must have a minimum static rating of 8,000 pounds, even though The Tow Truck Inspection guide for FSP Contract Operations Manual says that a 5,000 minimum static rating is fine – it still has to meet the required four (4) ton recovery rating regardless of the minimum. You may obtain this manual via the CHP website at: www.chp.ca.gov).
3. Winch - 8,000 pound rating on the first layer of cable.
4. Wire rope- 100 ft., 3/8-inch diameter, with a working limit of 3500 pounds.
5. Towing slings rated at 3,000 pounds minimum.
6. Two (2) Tow chains 3/8" alloy or OEM specs. J/T hooks assembly.
7. Rubber faced push bumper.
8. Mounted spotlight capable of directing a beam both front and rear.
9. Amber warning lights with front and rear directional flashing capability, with on/off switch in cab.
10. Public address system.
11. Power outlets ("hot boxes"), front and rear mounted, with outlets compatible

- to 12-volt booster cables.
12. Heavy duty, 60+ amp battery.
 13. Radios with the ability to communicate with the CONTRACTOR's base office (Nextel).
 14. Programmable scanners capable of scanning between the 39 and 48 MHz used by the CHP. Scanners need to be capable of scanning CHP Police frequencies, and must be mounted for safety concerns.
 15. Suitable cab lighting.
 16. Trailer hitch capable of handling a 1 7/8-inch ball and 2 inch ball.
 17. One (1) 1 7/8-inch ball and one (1) 2 inch ball.
 18. Rear work lights (4)
 19. Safety chain D-ring or eyelet mounted on rear of truck.
 20. Motorcycle Straps (2)
 21. Diesel fuel in plastic jerry cans (5 gallons)
 22. Unleaded gasoline in plastic jerry cans (5 gallons)
 23. Safety chains min. 5 ft. (2)
 24. First aid kit (small 5" x 9") (1)
 25. Fire extinguisher aggregate rating of at least 4 B-C units (1)
 26. Pry bar - 36" or longer (1)
 27. Radiator water in plastic container (5 gallons)
 28. Sling crossbar spacer blocks (2)
 29. 4" x 4" x 48" wooden cross beam (1)
 30. 4" x 4" x 60" wooden cross beam (1)
 31. 24" wide street broom (1)
 32. Square point shovel (1)
 33. Fuses (highway flares), 15 minute, or (36)
 - Fuses (highway flares), 30 minute (20)
 34. Cones 18" (6)
 35. Hydraulic jack, min. 4,000 lbs. floor (1)
 36. Four way lug wrench (1 std.) (1)
 37. Four way lug wrench (1 metric) (1)
 38. Rechargeable air bottle or compressor, hoses and fittings to fit tire valve stems, 100 psi capacity (1)
 39. Flashlight and spare batteries (1)
 40. Tail lights/brake lights, portable remote with extension cord (1 set)
 41. Booster cables, 25 ft. long minimum, 3-gauge copper wire with heavy-duty clamps and one end adapted to truck's power outlets (1 set)
 42. Funnel, multi-purpose, flexible spout (1)
 43. Pop-Up Dolly (with tow straps), portable for removing otherwise Un-towable vehicles (1)
 44. Five (5)-gallon can with lid filled with clean absorb-all (1)
 45. Empty trash can with lid (Five gallon) (1)
 46. Lock out set (1)

Each certified FSP tow truck will be required to have a toolbox with the following minimum number of tools/supplies. A tool kit for small equipment items is

required. The list may be supplemented at the CONTRACTOR's option and expenses.

- 47. Screwdrivers--
 - i. Standard-1/8", 3/16", 1/4", 5/16" (1 each, min).
 - ii. Phillips head - #1 and #2 (1 each, min).
- 48. Needle nose pliers (1)
- 49. Adjustable rib joint pliers, 2" min. capacity (1)
- 50. Crescent wrench - 8" (1)
- 51. Crescent wrench - 12" (1)
- 52. Four (4) lb. hammer (1)
- 53. Rubber mallet (1)
- 54. Electrical tape, roll (1)
- 55. Duct tape, 20 yard roll (1)
- 56. Tire pressure gauge (1)
- 57. Mechanic's wire (roll) (1)
- 58. Bolt cutters (1)

The Driver shall be required to complete a pre-operation shift inspection log of the vehicle as well as inventory the required equipment prior to the start of each shift. A shift inspection/inventory log shall be completed by the Driver prior to the start of each shift and be available for inspection by the CHP and/or the SANBAG. Any item missing must be replaced prior to the start of the shift. All equipment stored on top of the truck shall be secured to the truck.

Installation of FSP related equipment:

Upon execution of the contract, SANBAG will designate and cover the cost of the selected installer for the San Bernardino FSP digital radio equipment and SANBAG's Automatic Vehicle Locator (AVL) equipment. SANBAG covers the initial cost of the FSP digital radio and the AVL equipment as well. Please note that SANBAG along with the installer must be able to access the two certified primary FSP tow trucks and the one certified back up FSP tow trucks no later than five (5) business days prior to the start date of the Beat(s).

At times, an "outside speaker" or a handheld Kenwood "mic" (examples only) may need to be replaced due to normal wear and tear. If equipment needs to be replaced due to normal wear and tear, SANBAG will provide the Contractor with replacement equipment at no charge. However, please note that if FSP related equipment needs to be replaced due to negligence by the CONTRACTOR or any of their staff, including Drivers, the cost of the equipment and the installation cost will be deducted from the CONTRACTOR'S invoice/payment that same month or the following month (depends on when the incident occurred). CONTRACTORS, supervisors and Drivers are required to contact SANBAG and one of the FSP CHP officers immediately when any San Bernardino FSP equipment is damaged, failing or has failed and the tow operator will be provided with a replacement part by SANBAG or by one of the FSP CHP officers. If a replacement part is not immediately available, then the CONTRACTOR will be asked to have their "certified FSP backup truck" on the Beat to cover the shift.

With the written permission of SANBAG the CONTRACTOR may be given the authorization to install some replacement equipment (an "outside speaker" or a "mic" for example) as long as the tow operator installs the equipment per SANBAG and San

Bernardino FSP standards. If a CONTRACTOR is given the authorization to install FSP-related equipment, and has any questions regarding "installation standards", the tow operator is to contact SANBAG or one of the FSP CHP officers for further instructions/information. If provided the authorization by SANBAG or FSP CHP, the CONTRACTOR must install equipment in the safest possible manner, and the installation of the equipment must comply with all FSP equipment guidelines and San Bernardino FSP installation standards for safety reasons.

Please note that equipment requirements are subject to change at any time. For the most updated equipment list, please refer to the latest SOP Manual.

B. FSP Certified Back-Up Tow Truck.

The CONTRACTOR shall be required to have one FSP Certified Back-Up Tow Truck available for each Beat during FSP service hours that is in full compliance with this Contract, unless otherwise authorized by SANBAG in writing. The FSP Certified Back-Up Tow Truck should be used when the Certified Primary FSP Tow Truck is unavailable. The FSP Certified Back-Up Tow Truck shall meet the same requirements for equipment, set-up and color as a Certified Primary FSP Tow Truck. It shall meet all the vehicle equipment specifications. Please refer to Exhibit "C" for further details on violations and penalties. Certified FSP Tow Trucks are subject to inspections during FSP services hours and non-FSP service hours by CHP.

C. Vehicle Breakdown and Other Missed Service.

A FSP Certified Back-Up Tow Truck must be in service on the Beat within 45 minutes of the time when a Primary FSP Tow Truck is taken out of service for a mechanical or driver issue. The CONTRACTOR shall not be paid for the time period that the contractually required trucks are not in service. If a vehicle is not made available within the 45 minute time period, the CONTRACTOR shall be fined three (3) times the hourly contract rate in 1 minute increments until a FSP Certified Back-Up Tow Truck is provided. If a FSP Tow Truck is not ready due to a breakdown at the start of a shift, the fine time will be calculated from the start of the shift. If the entire shift is missed, the CONTRACTOR shall be fined for the entire shift at three (3) times the hourly rate. FSP Tow truck maintenance shall be performed during non-FSP service hours.

In the event that a FSP Certified Back-Up Tow Truck is required to continue the shift, the FSP Tow Truck Driver must complete a new inspection worksheet and mileage log prior to the commencement of driving the tow truck, and notify one of the FSP CHP Supervisors immediately. In addition, the FSP Tow Truck Driver must indicate in the "notes" section of the Personal Digital Assistant (PDA) that they have switched to a FSP Certified Back-Up Tow Truck.

In addition, not having a FSP Certified Back-Up Tow Truck Driver available is not an allowable excuse for not having a FSP Certified Back-Up Tow Truck on the Beat within the 45 minute time period.

Please refer to Exhibit C for further details on violations and penalties.

Please note: Existing FSP tow operator contracts with the Riverside County Transportation COMMISSION (RCTC) or any other neighboring FSP service, does not qualify as meeting the backup requirement noted above.

For further information see above Section 4.0, subsection C. "Vehicle Breakdown and Other Missed Service".

D. Vehicle Identification

It shall be the Driver's sole responsibility to place detachable FSP markings on each vehicle during the service hours and to remove or cover the FSP markings immediately upon completion of each shift. SANBAG will supply each CONTRACTOR with the appropriate number of detachable markings for each Beat(s). If a marking is lost or damaged, the CONTRACTOR shall be responsible for the cost of the replacement markings. All FSP markings shall be returned at the termination of the contract. The cost of any SANBAG and/or Caltrans/CHP supplied item and/or equipment not returned shall be deducted from the CONTRACTOR's final payment.

FSP markings as well as vehicle numbers shall be required on both sides of all trucks. The detachable markings (magnetic or other forms of FSP signage), provided by SANBAG, must be placed on the center of both doors (driver and passenger doors) of the vehicle. The Driver shall be required to keep the title and logos clean, straight and in readable condition throughout the service patrol's operation. The CONTRACTOR is also required to keep all FSP related signage flat (do not bend in any way, even the corners. A bend to any of the corners will cause the sign to easily release from the truck while driving), clean, out of direct sunlight when being stored, and out of public view while being stored during non-FSP operational hours.

E. Communications Equipment.

Each FSP vehicle shall be equipped with various communication devices that will enable the Driver to communicate with the CHP Communications Center as well as the FSP CHP Officers. All vehicles shall be equipped with an AVL system, radios, and handheld/PDAs for data collection. The AVL system, radios, handheld/PDA equipment shall be purchased, owned, supplied, and installed by SANBAG only. SANBAG shall select the equipment installation vendor.

The CONTRACTOR shall be responsible for maintaining the security of the SANBAG owned vehicle communication equipment. The CONTRACTOR shall be liable for any damage other than normal wear and tear to the communication equipment. The CONTRACTOR shall also be liable for the full replacement value of the communication equipment installed in the trucks while in the care, custody and control of the equipment. SANBAG shall pay for repair fees for normal wear and tear to equipment. However, SANBAG will deduct repair fees as well as the full replacement cost of any SANBAG equipment due to improper use or negligence by the CONTRACTOR from any payment due to the CONTRACTOR under this agreement. SANBAG supplied vehicle equipment shall be returned immediately (within one to three business days – supervised and organized by SANBAG FSP staff) upon contract termination. The cost of any equipment not returned shall be deducted from the CONTRACTOR's final payment.

Programmable scanners capable of scanning between the 39 and 48 MHz used by CHP shall be supplied by the CONTRACTOR and shall be installed and securely mounted in all certified FSP Tow Trucks by the CONTRACTOR.

The CONTRACTOR is also required to use Sprint cell phones (or equivalent direct connect device that will pair with Sprint CHP devices. *Special Note: If you are considering purchasing something else other than a Sprint direct connect device, please confirm with SANBAG and/or CHP as to whether or not the device will be compatible with existing CHP equipment. Equipment purchased for the FSP Program must be compatible with FSP CHP officer devices which are currently Sprint direct connect devices* in order to facilitate proper communication with the CHP Communications Center and CHP field supervisors. Sprint cell phones shall be purchased, owned, maintained, and paid for by the CONTRACTOR. The CONTRACTOR will also be responsible for all operating costs of the Sprint cell phones. In addition, Drivers are not permitted to take pictures, video or capture any other images while performing FSP duties during FSP operational hours, or capture any FSP related images during non FSP services hours as well. These actions will not be tolerated and a Driver that is found doing this will not be permitted to work in the FSP Program. Drivers are not permitted to download or share any data or images related to the FSP Program. If any FSP related data or images are found on any social media outlet or networks not authorized by SANBAG; all parties associated with the incident will be excluded from the FSP Program.

Any data input into the PDA device shall not be allowed while the vehicle is being operated/driven. Uses of other devices while driving/operating a vehicle such as cell phones are subject to California State Law.

The FSP vehicles shall be equipped with a public address system. The public address system shall have the capability for the motorist of the disabled vehicle to hear instructions transmitted from the cab of the FSP vehicle when the FSP vehicle is directly to the rear of the disabled vehicle.

The CONTRACTOR shall purchase and maintain a computer workstation (not a laptop) with high speed internet access and email to communicate with SANBAG, CHP staff, and FSP CHP officers, and transfer FSP data collected with handheld/PDA units. Handheld/PDA units shall be downloaded at the end of each shift before the deadlines listed below to the computer workstation; therefore the computer workstation will need to be easily accessible to Drivers after each shift.

In addition, any data input into the PDA device shall not be allowed while the vehicle is being operated/driven. Use of the PDA or other devices while driving/operating a vehicle such as a cell phone are subject to California State Law.

The download schedule is as follows:

- For the AM shift, the deadline to download is 12 p.m. (noon),
- For the PM shift, the deadline to download is 12 a.m. (midnight).

If PDA's are not synced prior to the deadlines given, CONTRACTOR may be subject to fines as outlined in Exhibit C.

The computer workstation shall be a PC Pentium4 2.4Ghz or AMD Athlon XP 2800 or greater based machine with at least 2 GB memory, 20 gig hard drive, network card, CDROM, optical mouse, keyboard and monitor. Computer workstation shall be equipped with the following software; **Windows 7 and Microsoft Windows Mobile Device Center**, Anti-Virus software (Norton, McAfee, or Trend Micro): if utilizing different Anti-Virus software, please notify SANBAG prior to purchase or use. The computer must include a 9 pin RS232 serial port. The computer workstation must always be connected to the internet.

It is the CONTRACTOR's responsibility to ensure that the computer workstation is working at all times. If the CONTRACTOR is having problems with their workstation that would prevent proper syncing of PDA's or would create any negative impact on FSP Program assist data; CONTRACTOR must notify SANBAG and one of the FSP CHP officers immediately. Computer equipment shall be inspected and cleaned on a quarterly basis by the CONTRACTOR; this includes: updating operating systems with security patches, time patches, loading system updates, and cleaning the interior of the computer workstation.

In addition, it is also the CONTRACTOR's responsibility to ensure that all Handheld/PDA units are working at all times. All Handheld/PDA units should have the exterior protective case cleaned (protective outside case) and the stylus and screen protector shall be inspected for functionality and serviceability. **Damaged/Worn items shall be reported to SANBAG within three (3) hours of problem being identified.** All workstations and Handheld/PDA's must be kept in a secure location. During all non-FSP operational hours, Handhelds/PDA's shall not be left in a tow truck or go home with a FSP Tow Truck Driver or anyone else. All Handhelds/PDA's must be connected to a battery charger in the secure workstation area at the CONTRACTOR's facility during non-FSP operational hours. Except for when the PDA is being used during FSP operational service hours, it must be plugged in and being charged at all times, this is required so that data and software "patches" are not lost. PDA's are to be with the FSP Tow Truck Driver in their FSP tow truck during FSP operational hours, or connected to a battery charger in the designated secure workstation of the tow operator's facility during non-FSP operational hours. Any other location shall not be permitted.

CONTRACTOR shall immediately report any issues with the workstation or the PDAs to SANBAG or the FSP CHP Officers. CONTRACTOR is directly responsible to ensure their computer workstation is operating, can interface with PDAs and has internet access at all times.

The CONTRACTOR shall provide access to the work station and PDAs for SANBAG and FSP CHP supervisors, or their designated designee, at any time during the course of the contract.

In addition, SANBAG shall review the workstation 30 calendar days prior to that start of the new FSP Beat service to ensure compliance of requirements.

The CONTRACTOR shall provide a quarterly inspection report to SANBAG indicating the status of all equipment. SANBAG will provide the quarterly report submittal form

to the CONTRACTOR. CONTRACTOR should consider the accurate completion and timely return of this form as part of their contract requirements.

The CONTRACTOR shall allow SANBAG staff or its representative access to the workstation and handheld/PDA units at any time. If upon inspection SANBAG determines that workstation and/or PDA's are not being properly updated/stored; the CONTRACTOR will be subject to fines as outlined in Exhibit C.

F. Equipment Modifications

Modifying FSP communication/tracking equipment so that it does not function properly to SANBAG's specifications, and/or is disconnected or is moved (without FSP Management authorization) from its original installed location is strictly prohibited. This includes but is not limited to: breaking evidence tape/connection sealer on equipment connections, cutting wires or cable, moving mounted equipment (speakers, microphones, antennas, etc.), rerouting any wiring, not putting radio equipment back in its original installed location, disconnecting any connectors, etc. Interfering with the operations of the equipment is strictly prohibited.

If modification is suspected, SANBAG shall conduct an inspection of the equipment on/near the Beat area or the vehicle may be sent to a designated location determined by the SANBAG. CONTRACTOR shall not access the AVL equipment in any way until SANBAG has arranged an inspection.

- 1) If any alterations are found with AVL related equipment owned by SANBAG; the CONTRACTOR shall be fined at a minimum: two complete FSP shifts (7 hours) at their hourly penalty rate three (3) times their hourly rate. The final penalty shall be determined and assessed by FSP Management.
- 2) The SANBAG shall determine the designated AVL installer and the designated technician that comes out to the San Bernardino County region to review and repair the AVL systems.
- 3) In the event of alterations, any transportation, labor, repair, or replacement expenses incurred to repair the AVL equipment/system related to the San Bernardino FSP tow operations will be the responsibility of the CONTRACTOR. Costs incurred to repair and document the equipment will be deducted from the tow operator's monthly invoice.

Please refer to Exhibit C for further details on violations and penalties.

5.0 Drivers.

All Drivers shall be required to have a safe driving record and current California Class C driver's license. All Drivers shall be at least 18 years of age or older at the time of background check. All Drivers shall be subject to driving record and criminal background checks through the CHP. Drivers shall be sufficiently experienced in the tasks of tow truck operations and proficient with all required FSP equipment to provide

safe and proper service. Any Driver from other FSP service areas will be evaluated by the CHP on a case-by-case basis. All Drivers must be capable of demonstrating their tow operating abilities prior to formal CHP training. Additionally, the Drivers will be required to exercise good, sound judgment in carrying out their duties.

The CONTRACTOR's Drivers shall be required to inform the CHP Communications Center at any time he/she leaves the assigned Beat. This includes replenishing expendable items such as gasoline, fire extinguisher, breaks, etc. The FSP Tow Truck Driver shall be required to immediately notify the CHP Communications Center upon a tow truck breakdown.

Each Driver shall be responsible for accurately entering the following data into their PDA:

- inspection worksheet prior to the commencement of driving the tow truck
- mileage log prior to the commencement of driving the tow truck.

The Driver shall also be required to complete an assist record for each incident utilizing the handheld/PDA.

FSP Tow Truck Drivers will be required to utilize a Handheld/PDA to input the mileage log, inspection worksheet, and each assist; which will include location, vehicle make, model, license number, type of assistance provided, etc. FSP Tow Truck Drivers will be trained on using Handheld/PDA units to enter accurate data using SANBAG data collection software.

Other important forms that shall be required for FSP Tow Truck Drivers to complete and turn in are the Liability Release Forms and the Damage Release Forms. It is critical that these forms are completed and returned to the SANBAG as soon as possible, and ideally no longer than thirty (30) business days from the date on the form. Any CONTRACTOR in violation of not completing these required forms may be subject to penalties as outlined in Exhibit C.

The CONTRACTOR is required to participate in the California Department of Motor Vehicles DMV Pull Notice Program.

If a Driver is convicted of a crime involving a stolen vehicle, stolen property, violence, drugs or moral turpitude, fraud related to the towing business, or misdemeanor or felony driving while under the influence of alcohol or a drug, the CONTRACTOR shall permanently remove that Driver from the FSP program. If a Driver is charged with any crimes, the CONTRACTOR shall immediately suspend that Driver from duties under this Contract pending the outcome of the criminal case. If the Driver is not convicted, or is ultimately convicted of a lesser crime not described above, SANBAG retains the right to have the CONTRACTOR remove that Driver from the duties under the FSP program.

Mandatory CHP refresher training classes shall be scheduled during non-FSP hours. A minimum of four (4) hours refresher training per year shall be required (at CONTRACTOR's expense). The SANBAG FSP Program conducts a one hour refresher training class each quarter for a total of four hours of on-going training each year. CONTRACTOR shall pay all FSP Tow Truck Drivers and Back-Up FSP Tow Truck Drivers for attending the required training.

Driving record and criminal history check.

As required by California Vehicle Code Section 2430, all applicants and owners are required to have a driver's license and criminal history check. Only after a completed CHP 234F and CHP 234 supplemental is received and accepted by CHP, a driver's license and criminal history check will be performed.

The driver's license check will consist of confirming that the applicant has a valid driver's license and the applicant's point count is within standards set forth in the SOP (refer to Chapter 11, Annex A).

The criminal history check will consist of a preliminary background check to see if the applicant meets the criteria for a FSP Tow Truck Driver Certificate as outlined in California Vehicle Code Section 13377, and the FSP contract. Any Driver or potential Driver not meeting the requirements put forth in the following documents will be automatically excluded from the FSP Program. Documents can be found on the CHP website at: <http://www.chp.ca.gov/programs/rotation.html>.

- Tow Service Agreement for Rotational Tow Operator (HPM 81.2, Vehicle Procedures Manual)
- Element 15 (C and D) Annex GG ("Criminal Conviction Disqualifications for Rotational Tow Operator/Drivers")

In addition, SANBAG, and/or CHP may, in its sole discretion, require a CONTRACTOR to replace any FSP Tow Truck Driver or potential FSP Tow Truck Driver who it determines is not suitable to represent the FSP Program with the public based on the background check. If the applicant passes the preliminary check, then the applicant shall submit to fingerprinting.

Background checks will be completed by CHP upon the acceptance of a CHP 234F.

B. Operator Equipment

It shall be the responsibility of the CONTRACTOR to provide the FSP Tow Truck Driver with specified uniforms, protective toe boots, and other equipment. The equipment includes navy blue jump suits or shirts and pants. If coveralls are worn they shall have zip front with a zipper.

A detachable brass or gold nameplate shall be worn with the first initial of the first name and full last name. Letters shall not exceed ½ inch tall (nameplate must be approved by one of the FSP CHP officers). The nameplate shall be worn above the right chest pocket on the vest.

A safety vest with reflective stripes shall be worn and will be supplied by SANBAG. A small FSP logo (patch) shall be sewn on the front of the safety vest over the left front pocket of the uniform, and a small FSP logo patch shall be sewn on the left sleeve of the vest as well. A large FSP logo (patch) shall be sewn across the middle portion of the back of each safety vest. SANBAG will supply vests to the CONTRACTOR with the FSP logo patches already sewn on per CHP's required patch placement locations. The brass or gold nameplate with the name of the Driver (first initial of the first name and the full last name) shall be displayed on the front of the safety vest over the right front. **The CONTRACTOR is responsible for obtaining FSP CHP officer approval of the Driver name plates, and the CONTRACTOR is responsible for the purchase and placement of the Driver name plate.** An FSP logo patch is not required to be sewn on the navy blue Driver uniform.

All Drivers shall wear black work boots with protective (steel or composite) toe. During cold weather, a navy blue sweater or sweatshirt may be worn under the long sleeve uniform shirt/jumpsuit. A navy blue jacket may also be worn at the Driver's option, if it meets all the uniform specifications. The CONTRACTOR and/or the Driver may contact CHP for any uniform questions.

Rain gear shall be waterproofed material, yellow in color.

Hats, if worn, shall be baseball type cap, navy blue in color. An "FSP" logo patch may be sewn on the hat above the brim. No other logos/names shall be accepted. A Beanie may also be worn which must be navy blue in color and only worn with a jacket under the vest or long sleeve shirt. A picture of the uniform is provided on pages 20-21 of this document titled: FSP Uniform Requirements.

CONTRACTOR should refer to the most current SOP Manual in making sure they are following the most recent Driver equipment requirements.

6.0 Local Office.

The CONTRACTOR shall provide a local office for contract administration purposes. This office shall be staffed by either the CONTRACTOR or a person who represents the CONTRACTOR and has the authority to conduct business and make decisions on behalf of the CONTRACTOR. The office shall have business hours coinciding with CONTRACTOR's Beat(s) hours of operation. CONTRACTOR shall designate representatives who will be available at the office during hours of operation to make decisions on behalf of the CONTRACTOR. The office shall be established within close proximity to the CONTRACTOR's Beat(s) and be located within Riverside, San Bernardino, Los Angeles or Orange Counties. A FSP Certified Back-Up Tow Truck and a FSP Certified Back-Up Tow Truck Driver must be available within a 45 minute request of the Beat area regardless of the CONTRACTOR's office location.

The CONTRACTOR shall also provide telephone, fax service and email through which he/she or a responsible representative who has the authority to conduct business and make decisions on behalf of the CONTRACTOR during the non-service hours of operation for the length of the contract. During non-business hours, an answering machine provided at the Contractor's expense, shall be available to log calls, take complaints, etc. A fax machine and an email address that is monitored daily shall be

provided for “noticing” purposes during operational and non-service hours. The CONTRACTOR will be responsible for having a company representative monitor and review messages/notices on a daily basis.

SAN BERNARDINO COUNTY FREEWAY SERVICE PATROL

BEAT DESCRIPTION

Beat #	CHP Area Beat #	Beat Description	One-Way Length in Miles	# FSP Trucks in both AM and PM
Beat 9C		Devore Junction Construction Project Service	12	1

Beat 9C requires one FSP Certified primary truck and at least one backup truck available at all times. SANBAG reserves the right to change Beat hours and operational requirements during the course of the contract.

Devore Interchange Project Hours of Operation			
Patrol Route: I-215 from Palm/Kendall Avenue to Cleghom and from Cleghom down the I-15 at Sierra Avenue			
Monday through Thursday	5:30 a.m. - 9:30 a.m.	4.0 hours	36 hours per week
	3:00 p.m. - 8:00 p.m.	5.0 hours	
Friday	5:30 a.m. - 9:30 a.m.	4.0 hours	12 hours per week
	1:00 p.m. - 9:00 p.m.	8.0 hours	
Saturday	11:00 a.m. - 5:00 p.m.	6.0 hours	6 hours per week
Sunday	12:00 p.m. - 8:00 p.m.	8.0 hours	8 hours per week
Total:			62 hours per week

PRELIMINARY LIST OF FREEWAY SERVICE PATROL HOLIDAYS

Services are to be provided Monday through Friday at the hours designated in the Contract with the exception for the following holidays:

1. Martin Luther King, Jr. Day (Monday)
2. Presidents' Day (Monday)
3. Memorial Day (Monday)
4. Independence Day (July 4 - varies)
5. Labor Day (Monday)
6. Veterans Day (varies)
7. Thanksgiving Day (Thursday)
8. Day after Thanksgiving (Friday)
9. Christmas Day (December 25 - varies)
10. New Year's Day (January 1 – varies)

Approximate total service hours per vehicle per year: 1,736

In addition to the above service hours, at the discretion of SANBAG and the CHP, additional service may be requested on certain "high traffic days" on/or following certain holidays (e.g. July 4th, Labor Day, Sunday following Thanksgiving Day, Memorial Day). CONTRACTORS will be notified at least one week prior as to when FSP service hours are altered due to when certain holidays fall on the calendar. Each year could be different. Please note that FSP service hours can be altered for other unforeseen purposes as well.

FSP UNIFORM REQUIREMENTS

No hat:



Hat:



Jacket and beanie: (beanie optional but if chosen must be worn with jacket or long sleeve shirt):

C14177-01



Long Sleeves:



EXHIBIT "B.1" Compensation and Payment

Overview Contract No. C14177 with Steve's Towing Devore Interchange Construction Zone FSP

Contract Term: 8/1/14-11/30/15

Hourly Costs (per truck)	No. of Hours	7% More Hours	Total Hours	Cost Per Truck	Total Costs
Devore Interchange Project 1 Truck 6/1/14-7/31/14	509.8	N/A	509.8	\$26,000.00	\$26,000.00
Amendment 1: Devore					
FY14/15 8/1/14-6/30/15	2,828	N/A	2,728	\$144,228.00	\$144,228.00
FY15/16 7/1/15-11/30/15	1,340	N/A	1,240	\$68,340.00	\$68,340.00
Extra Work for Beat 5 (2 Trucks): 6/1/14-7/31/14	315	23	338	\$17,238.00	\$34,476.00
Contract Total:					\$273,044.00

Hourly Rate for Extra Work 6/1/14-10/31/14 \$51.00

Extra time: \$0.85 per minute

Non- Penalized Down Time: \$0.85 per minute

Penalized Down Time: \$2.55 per minute



- 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: June 11, 2014

Subject: Contract with the Riverside County Transportation Commission (RCTC) for the implementation of San Bernardino County Trip Reduction and 511 programs.

Recommendation:* That the Committee recommend the Board, acting as the San Bernardino County Transportation Commission, approve Contract No. C14170 with Riverside County Transportation Commission, effective from July 1, 2014, through June 30, 2015, in an amount not-to-exceed \$1,648,300.

Background: San Bernardino Associated Governments (SANBAG) has been involved in the funding and implementation of ridesharing and trip reduction services since the agency's inception. In 1993, SANBAG started a bi-county partnership with RCTC to provide implementation of local programs. In Fiscal Year (FY) 2002/2003, SANBAG's regional rideshare programs were implemented with the four other County Transportation Commissions (CTCs). Three years ago an Inland Empire 511 program was developed and implemented in partnership with RCTC. It is recommended that RCTC and its subcontractors continue to provide these trip reduction and 511 program services to SANBAG for FY 2014/2015.

Under this contract for FY 2014/2015 SANBAG and RCTC will continue to share 511 program costs equally (50%/50%) and will continue to enhance the program as needs arise. The services provided by RCTC (through its various contractors) are briefly outlined in Attachment A, and include:

1. Rideshare Services (\$1,054,500) to include:

	<p><i>Approved</i> <i>General Policy Committee</i></p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>										
<table border="1" style="margin: auto;"> <tr> <td>COG</td><td></td><td>CTC</td><td>X</td><td>CTA</td><td>X</td><td>SAFE</td><td></td><td>CMA</td><td>X</td> </tr> </table>	COG		CTC	X	CTA	X	SAFE		CMA	X	
COG		CTC	X	CTA	X	SAFE		CMA	X		

Check all that apply.

GPC1406a-nm

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/ContractsWorkInProgress%20Files%20%202014/C14170.docx>

- a. Technical and programmatic assistance to county employers;
- b. Maintenance of a regional commuter database;
- c. Survey and ride guide dissemination;
- d. Operation of a 511 phone and web system available to commuters 24 hours a day, 7 days per week, 365 days per year;
- e. Expanded Teleservices function, responding to 511 as well as other inquiries from commuters and employers;
- f. Outreach, marketing campaigns, promotional efforts;
- g. Special projects and one time studies/surveys;
- h. Coordination and participation on local, regional and state committees; and
- i. Marketing/outreach throughout the fiscal year.

2. Rideshare incentive and reward programs (\$593,800) to include:
 - a. Option Rideshare incentive program for new ridesharers who try a rideshare mode for a 3 month trial period;
 - b. A nine month staggered vanpool incentive; and
 - c. The Rideshare Plus reward program for ongoing ridesharers.

The county trip reduction/rideshare program is a first priority for federal Congestion Mitigation/Air Quality (CMAQ) funds per Board policy 40001 VS-25. The rideshare program funding has also been programmed in the Federal Transportation Improvement Program and is included in the Regional Transportation Plan. As a transportation control measure, ridesharing strategies are needed in order to assist the region in meeting its air quality and transportation conformity goals.

Financial Impact: The total contract amount is \$1,648,300, and has been budgeted in the FY 2014/2015 Budget. Funding sources are Measure I Valley TMS (\$169,280) and CMAQ (\$1,479,020).

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this item and draft of the agreement.

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



CONTRACT SUMMARY SHEET

Contract No. C 14170 Amendment No. _____

By and Between

SANBAG and RCTC

Contract Description Trip Reduction/Rideshare Programs

Board of Director's Meeting Date: 7/2/14
Overview of BOD Action: Approve Agreement with RCTC for Trip Reduction/Rideshare Programs for the period beginning July 1, 2014 through June 30, 2015, in an amount not to exceed \$1,648,300.
Is this a Sole-Source procurement? Yes No

CONTRACT OVERVIEW			
Original Contract Amount	\$	1,648,300	Original Contingency Amount
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$		Revised Contingency Amount <i>Inclusive of prior amendments</i>
Current Amendment Amount	\$		Contingency Amendment
TOTAL CONTRACT VALUE	\$	1,648,300	TOTAL CONTINGENCY VALUE
TOTAL BUDGET AUTHORITY (contract value + contingency)			\$ 1,648,300

Contract Start Date 7/1/14 **Current Contract Expiration Date** 8/30/15 **Revised Contract Expiration Date** _____
 Has the contract term been amended? No Yes - please explain.

FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. 0406.
 A Budget Amendment is required.
 How are we funding current FY?
 Federal Funds State Funds Local Funds TDA Funds Measure I Funds

Provide Brief Overview of the Overall Funding for the duration of the Contract:
 Measure I approximately ~~0~~0% and CMAQ funds at approximately 90% of allowable costs.
 Payable Receivable

CONTRACT MANAGEMENT INFORMATION

Check all applicable boxes:
 Retention? If yes, indicate % _____.
 Disadvantaged Business Enterprise (DBE) Goal ____ %

Nikki Miller
 Project Manager (Print Name)
DUANE BAKER
 Task Manager (Print Name)
Andrea Zureck
 Dir. of Fund Admin. & Programming (Print Name)
Jeffery Hill
 Contract Administrator (Print Name)
W. STAWARSKI
 Chief Financial Officer (Print Name)

Nikki Miller 5/22/14
 Signature Date
Alan G. Eden 5-22-14
 Signature Date
Andrea Zureck 5/23/14
 Signature Date
[Signature] 5/22/14
 Signature Date
[Signature] 5/28/14
 Signature Date

Attachment “A ”

Scope of Work

San Bernardino Employer and Commuter Assistance Programs

Fiscal Year 2014-15

Inland Empire Rideshare Services

Provide a variety of services to employers and commuters, who participate in trip reduction activities. Activities shall include, but not be limited to: RideGuide/survey services, employer technical assistance, promotions, RideGuide production, coordination/dissemination of surveys and resulting report analysis for target marketing, Rideshare Connection broadcast e-mails, eNewsletters, networking meetings and coordination with other rideshare agencies and service providers. Assist multi-site and multi-jurisdictional headquarters employers within the County as well as related worksites outside of the County. Oversee and maintain the IE511.org website, social media platforms, and other regional products/outreach as assigned. Respond and coordinate inquiries with SANBAG that are San Bernardino specific and generated from 511, 1-866-RIDESHARE as well as direct referrals. Oversee and maintain an Inland Empire focussed database of commuters with SANBAG owning all Documents and Data (hard copy and electronic formats), as that term is defined in Section F(1) of the Agreement. Market the regional Guaranteed Ride Home Program to employers in San Bernardino County. Assist in the County's leased Park and Ride lot program. Operate the 511 program through phone and web services, providing enhancements, resolving issues, conducting marketing and periodic surveys. RCTC is to keep SANBAG advised regarding potential enhancements, issues, and periodic surveys if such tasks could potentially change/alter the current Rideshare and/or 511 programs in San Bernardino County. Conduct special projects and studies, as assigned, and coordinate/inform SANBAG rideshare staff if special projects and/or studies impact the San Bernardino Rideshare Program.

Related Expenses (\$1,054,500):

Includes labor, office expenses, marketing materials, office equipment, computer programming, telephone and other direct expenses.

Goals:

1. Implementation of commuter assistance programs to approximately 360 regulated and non-regulated employer worksites in San Bernardino County, to assist in the development and implementation of trip reduction programs and for technical assistance.
2. Work with 85 employers on AVR/Transportation surveys and AVR calculations.
3. Maintain an accurate database of 50,000 active San Bernardino County commuter registrants, resulting from completed commuter surveys at 85 San Bernardino County employers.
4. Disseminate 6,300 RideGuides to San Bernardino County commuters at 360 worksites.
5. Provide assistance to five multisite/multijurisdictional headquarters located in San Bernardino County representing 34 worksites in San Bernardino, Riverside, as well as Los Angeles and Orange counties.
6. Develop and implement three employer transportation network meetings, one promotional marketing campaign at San Bernardino employer worksites, and other events.

7. Produce and disseminate other regional marketing materials, as standalone campaigns within the Inland Empire or regional campaigns in coordination with the five CTCs.
8. Broadcast 12 Rideshare Connection e-mails to San Bernardino County employers.
9. For the two-county area, respond to 2,000 inquires/calls from commuters who work or reside in San Bernardino or Riverside counties, via 1-866-RIDESHARE, 511, direct referrals and other internet sources. Of these 2,000 inquiries, 200 RideGuides will be generated. In addition, 575 Inland residents will register in the database via the www.ie511.org website. SANBAG will be copied on responses that are specific to San Bernardino County.
10. Manage and operate the 511 system which will be available to commuters 24 hours a day, 7 days per week, 365 days per year.
11. The 511 phone system will provide assistance to 25,000 callers per month throughout the year. The system will have the capacity to handle 100,000 concurrent callers.
12. The www.ie511.org website will potentially receive 40,000 unique visitors per month . Website will be able to handle 100,000 concurrent users.
13. Continue 511 marketing/outreach and coordinating development of the marketing plan, campaign themes, surveys, studies and potential collateral materials for San Bernardino County with SANBAG rideshare staff, before the tasks are implemented.
14. Conduct and coordinate periodic surveys with SANBAG to determine the 511 program use, effectiveness and customer satisfaction.
15. Provide IE511 website, phone, and mobile application enhancements/upgrades as needed.

Rideshare Incentive Programs

The SANBAG \$2/day Rideshare Incentive offers San Bernardino County residents who commute to work, up to \$2 a day (in gift cards) for each day they participate in a rideshare mode, during a three-month period. The Vanpool Incentive Program provides up to \$1,800 over nine months in discounted vanpool fares. The SANBAG RidesharePlus program provides ongoing ridesharers who reside in San Bernardino County a Rideshare Plus Rewards Book with discounts to local merchants plus 135,000 additional discounts available online. RCTC to manage and operate the Incentive Programs listed above, and to coordinate and discuss with SANBAG when potential changes to the Incentive Programs are being considered.

Related Expenses (\$593,800):

Includes labor, office expenses, marketing materials, office equipment, programming, telephone, direct commuter incentives (gift cards/ subsidies) and other direct expenses.

Goals:

1. The SANBAG \$2/day Rideshare Incentive program will enlist 1,200 County residents, who commute to work to 125 employers in Southern California. These participants on average have a one-way commute distance of 27.59 miles and the goal is to reduce 109,000 one way vehicle trips from the roadways.
2. The SANBAG RidesharePlus program will consist of 6,100 members when the program is at its highest membership. Members will work at employment sites from 350 employers throughout Southern California.



- 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: June 11, 2014

Subject: California Air Resources Board (CARB) Sustainable Freight Strategy

Recommendation:* Receive report from CARB staff and provide input on development of the Sustainable Freight Strategy.

Background: On January 23, 2014, the California Air Resources Board (CARB) adopted Resolution 14-2, directing staff to engage all interested stakeholders to provide input on the development of a Sustainable Freight Strategy document by the end of 2014. The purpose of the Strategy is to identify and prioritize actions that move California toward a sustainable freight transport system that is characterized by zero or near zero emissions. The Strategy will also recognize other freight system priorities including: keeping California's ports and logistics industry competitive; creating jobs in California and training local workers; system reliability, velocity and capacity; integration with the national and international freight transportation system; transition to cleaner, renewable transportation energy sources; and a system that supports healthy, livable communities.

The Strategy will include recommendations for near-term actions that come out of stakeholder input and technology assessments for truck, rail, ship, commercial harbor craft, air cargo, and cargo handling equipment. CARB staff is also working closely with Caltrans and the California Freight Advisory Committee to ensure the State's freight efforts are coordinated.

*

Approved
General Policy Committee

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG		CTC	X	CTA		SAFE		CMA	
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Check all that apply.

SANBAG staff wanted to provide an opportunity for CARB staff to explain the development of the Sustainable Freight Strategy to the General Policy Committee, given the importance of logistics for the economy of San Bernardino County and that the County has some of the worst air quality in the U.S. CARB staff has indicated that they want to receive input on the freight strategy from a broad cross-section of both industry and public agency stakeholders, and this is one of those opportunities.

SANBAG's own draft freight strategy discusses the need for cleaner air, while not jeopardizing the economy on which the health and well-being of our citizens depend. CARB is also aware of the need for balance, but they along with the South Coast Air Quality Management District (SCAQMD) have aggressive air quality requirements to meet, both for criteria pollutants through regulations from the U.S. Environmental Protection Agency (EPA) as well as for greenhouse gases through the State of California's own legislation. SANBAG will need to provide input on these important issues and monitor the development of the CARB strategy as it is developed. A separate agenda item is being provided to the GPC summarizing comments received on SANBAG's draft freight strategy presented in February 2014.

- Financial Impact:** This item has no financial impact on the SANBAG Fiscal Year 2013/2014 Budget.
- Reviewed By:** This item is not scheduled for review by any other policy committee or technical advisory committee.
- Responsible Staff:** Steve Smith, Director of Planning



- 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: June 11, 2014

Subject: SANBAG Freight Strategy

Recommendation: That the Committee recommend the Board approve the SANBAG Freight Strategy as general guidance to SANBAG's Countywide Transportation Plan and SANBAG submittals to the Southern California Association of Governments' (SCAG's) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy.

Background: A draft Freight Strategy Working Paper was presented to the SANBAG Metro Valley Study Session and the Mountain/Desert Committee in March 2014. The concept was to develop a paper that could guide SANBAG in both its own freight-related initiatives and in its collaborative efforts with other agencies and the private sector. The paper would be useful as a basis for providing SANBAG input and comments to national, state, and regional planning documents and legislation, which are becoming more important as freight plans and/or policies are developed by both the U.S. Department of Transportation and Caltrans and as the federal transportation bill is reauthorized with substantial attention being given to freight.

Part of the basis of the working paper was a series of interviews with a cross-section of public and private entities with involvement in the freight and logistics industry and environmental community. Interviews were conducted in late Summer and Fall 2013, covering a range of topics, with a slightly different focus

*

Approved
 General Policy Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG	CTC	X	CTA	SAFE	CMA
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Check all that apply

GPC1406b-ss

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406b1-ss.pdf>

based on the sector being interviewed. The overarching question asked of the interviewees and addressed in the working paper is: “What could or should SANBAG be doing to support the economic vitality of the County as it relates to the logistics sector, while also seeking to minimize the impacts the sector can have on the population in general?”

Following its presentation to the SANBAG policy and technical committees, the working paper was circulated to a cross section of transportation and air quality agencies and business/economic development representatives. Relatively few written comments were received, with most reviewers indicating that the paper represented relatively well what SANBAG’s role should be in both supporting the logistics industry and working to minimize its impacts.

Attachment 1 represents an edited version of the paper in “Track Changes” mode. Approval is being requested for purposes of consideration in the Countywide Transportation Plan being developed for San Bernardino County and for SANBAG input to the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The working paper may be updated over time to address additional freight-related issues as they arise.

Financial Impact: This item has no financial impact on the SANBAG Fiscal Year 2013/2014 Budget.

Reviewed By: This item is not scheduled for review by any other policy committee. The working paper was circulated to the Transportation Technical Advisory Committee on February 3, 2014.

Responsible Staff: Steve Smith, Director of Planning

**SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)
- DRAFT FREIGHT STRATEGY WORKING PAPER -
JANUARY 29, 2014**

PLUS EDITS FOR THE JUNE 11 GENERAL POLICY COMMITTEE MEETING

SAN BERNARDINO COUNTY – HISTORICAL GATEWAY TO SOUTHERN CALIFORNIA

San Bernardino County has long been a gateway to the Southland. The Cajon Pass from the north and the San Geronio Pass (also known as the Banning Pass) from the east were logical locations for the establishment of transnational routes into and out of the Southern California region in the 1800s.

In 1829, traders opened a route between Los Angeles and Santa Fe via the Cajon Pass, providing a vital economic link between the two Mexican cities of that day. The trade route was later used by the American adventurer John C. Frémont and his guide, Kit Carson, who named the corridor the Old Spanish Trail and advertised it as a link between the coast and the interior of the new American West. This later became known as part of the National Old Trails Road, which was designated Route 66 in 1926. After coming down Cajon Pass, Route 66 generally followed the alignment of today's Interstate 215 to downtown San Bernardino and then turned due west toward Los Angeles and Santa Monica. Route 66 and U.S. 395 at one time merged in Hesperia and diverged in San Bernardino as U.S. 395 headed south toward San Diego. Interstate 15 (the Mojave Freeway) was built over the Cajon Summit in 1969 and together with Interstate 40 is now one of the primary truck corridors to and from the Midwest.

The California Southern Railroad, a subsidiary of the Atchison, Topeka and Santa Fe Railway, built the first rail line to use the Cajon Pass as a route through the mountains. The line was built in the early 1880s as part of a connection between the present day cities of Barstow and San Diego. The Southern Pacific Railroad Company built its own track, known as the Palmdale-Colton Cutoff, through the pass in 1966/1967.

In terms of the eastern gateway, the first stagecoach line came through the Banning Pass in 1862. The pass is named for Phineas Banning, stagecoach line owner, founder of Wilmington, and known as the "Father of Los Angeles Harbor." The east-west U.S. Route 99 was built in 1923, generally following the route of today's Interstate 10. The Southern Pacific railroad followed in the late 1870s, eventually purchased by the Union Pacific railroad of today.

This legacy as a gateway has lived on today, shaping not only the San Bernardino Valley, but the High Desert communities as well. The growth of freight movement in San Bernardino County has generally tracked the growth of the Ports of Los Angeles and Long Beach, together the largest port complex in the United States. The significance of the gateway through San Bernardino County has increased as the ports have grown.

The combination of geographic location, relationship to the ports, and world-class transportation infrastructure continue to provide San Bernardino County with economic opportunities into the future. But these opportunities must be managed well, if the County is to continue to benefit from its ongoing strategic advantages as the gateway to Southern California.

PURPOSE OF THIS WORKING PAPER

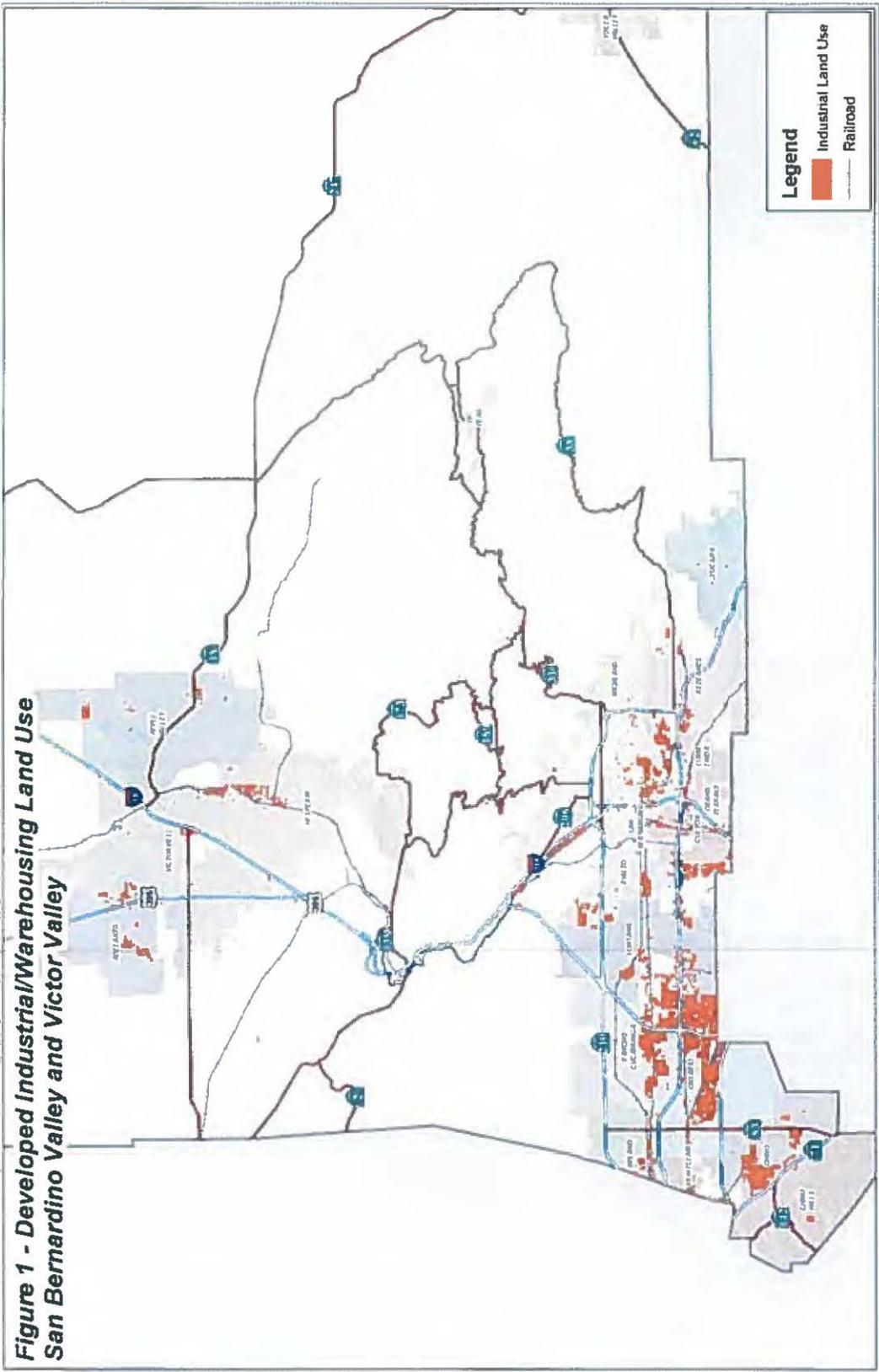
This paper provides a working draft of a freight strategy that could guide SANBAG in both its own freight-related initiatives and in its collaborative efforts with other agencies and the private sector. It is intended as a means to foster discussion among SANBAG technical and policy committees and external stakeholders as well. It will be a living document that can be modified from year to year as issues and conditions change over time.

It is not the intent of this paper to provide detailed statistics on the operation of the supply chain that runs within and through San Bernardino County, although a statistical overview is provided for context. The details of current operations are well explained in other reports and analyses such as the Southern California Association of Governments (SCAG) report “*Comprehensive Regional Goods Movement Plan and Implementation Strategy*” dated February 2013. Rather, the purpose is to articulate those things SANBAG can and should focus on with regard to the freight and logistics enterprise in San Bernardino County. It primarily addresses the question: “what can SANBAG do, within the freight-related portion of its partnership with other stakeholders, to help San Bernardino County’s citizens and businesses succeed?”

GOODS MOVEMENT IN SAN BERNARDINO COUNTY – AN OVERVIEW

Freight Flows Through San Bernardino County

The introductory section highlighted the importance of San Bernardino County as a gateway and of the relationship between the County’s logistics sector and the Ports of Los Angeles and Long Beach. Approximately 40% of the nation’s containerized freight flows through the ports, and 80% of that funnels through San Bernardino County by rail and truck. The County is home to some 200 million square feet of warehouse facilities, or approximately 25% of the regional total. Many of these are large high-cube facilities designed to meet demands for automation and adaptability to the dynamics of today’s supply chains. Some of the most well-known players in wholesaling, retailing, and e-commerce are housed here, examples of which include: Amazon, Ashley Furniture, Best Buy, Coca-Cola, COSTCO, Dr. Pepper, Kohls, Mattel, Pep Boys, Pepsi, Stater Brothers, Target, and Walmart. Both UPS and FedEx run major operations out of Ontario International Airport. Figure I shows the extent of developed industrial/warehousing land use in the Valley and Victor Valley.



The Network

San Bernardino County is host to a truly world-class multimodal transportation network for passengers and freight. Two Class I railroads (Burlington Northern/Santa Fe and Union Pacific) carry freight to the rest of the U.S. through the Cajon and Banning passes, as previously discussed. There are 450 centerline miles of freeways in the County (I-10, I-15, I-40, SR-60, SR-210, and I-215), all of which carry substantial truck traffic. SR-60 carries the highest volumes, almost 35,000 trucks per day near Ontario Airport. The total daily east-west truck volume on the 10, 60, and 210 freeways is over 75,000 through the west Valley. Figure 2 shows a map of the highway and freight rail network in the Valley and Victor Valley.

The freeway system is supported by a high-capacity arterial system connecting the freeways to warehouse/logistics centers, trucking facilities, and airports. San Bernardino County has three airports with large capacity for cargo: LA/Ontario International Airport (ONT), San Bernardino International Airport (SBIA), and Southern California Logistics Airport (SCLA). A major BNSF intermodal facility, handling 600,000 container lifts per year, is located in San Bernardino, and a large UP switching yard is located in Colton. The fact that so many logistics firms have located in the Inland Empire attests to the mobility and access that the rail and highway systems provide.

Employment

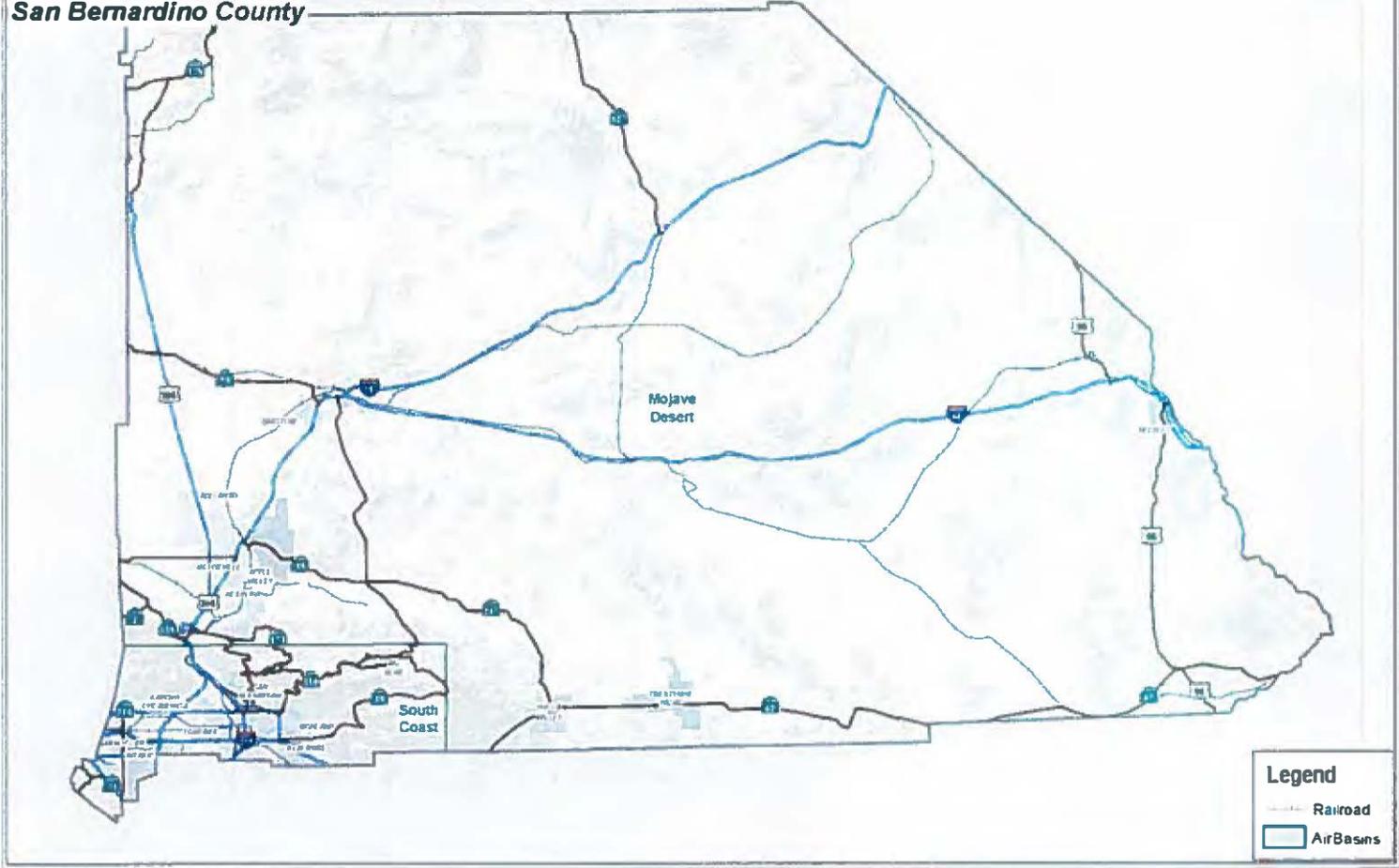
The distribution and logistics sector employs 123,000 workers in San Bernardino County and is currently the fastest growing sector, representing approximately 20% of the County's employment. However, the economic recovery is lagging behind that of coastal areas, with unemployment still almost 10% as of the end of 2013.

The poverty rate in San Bernardino County has risen from about 12% in 1990 to 20% today. Logistics jobs are an important point of entry into the job market for blue collar workers and for eventual movement into the middle class. This is a reminder that a thriving economy, including a thriving logistics sector, is critical to the future of San Bernardino County.

Environment

San Bernardino County is covered by both the South Coast and Mojave Air Quality Management Districts (AQMDs). Figure 3 shows the coverage of the two districts. The South Coast AQMD is a federally designated "extreme non-attainment area." The South Coast AQMD portion of San Bernardino County suffers from the worst 24-hour PM 2.5 concentrations and worst 1-hour and 8-hour ozone concentrations in Southern California – between 130 and 180 percent of federal standards, with a significant portion of this impact stemming from goods movement activities.

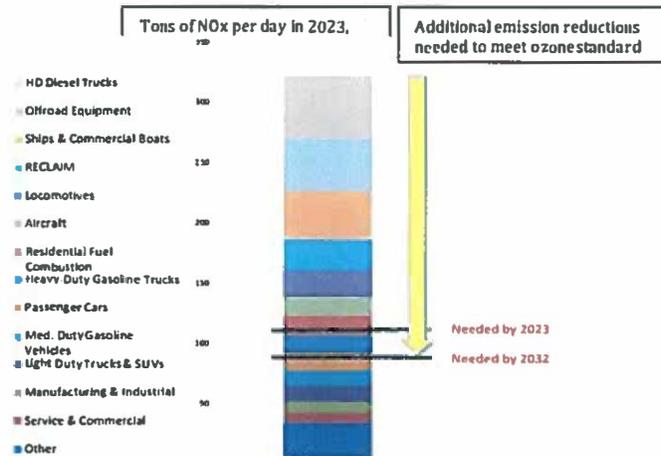
**Figure 3 – Map of the South Coast and Mojave Air Quality Management Districts
San Bernardino County**



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Southern California will need to reduce NOx emissions by two-thirds by 2023 and three-quarters by 2032 to meet federal ozone standards. Projected emissions of NOx from three goods movement sources alone – ships, trains and heavy duty diesel trucks – will be above what is needed to achieve the federal 8-hour ozone standard by 2023, under existing regulations. See Figure 4.

Figure 4. NOx Emission Reductions Needed to Meet Federal Ozone Standards



Tremendous progress has been made on air quality over the last several decades. For example, maximum levels of ozone, one of the South Coast’s worst smog problems, have been cut to less than one quarter of what they were in the 1950s, even though today the region has nearly three times as many people and four times as many vehicles. In the past decade, Stage I smog alerts have been eliminated, which previously occurred 100-120 times a year. The South Coast has not reached Stage II levels since the 1980s.

However, the freight sector (ships, intermodal facilities, trains, and trucks) will require further advances for the region to reach federal attainment goals for particulates and ozone. This will require a balanced approach to maintain regional and national competitiveness in manufacturing/logistics while at the same time cleaning up the freight sector from an air quality standpoint. San Bernardino County, although it has some of the worst air quality in the region, cannot afford to lose the jobs associated with the logistics industry while this transition occurs.

Conflicts between industrial/warehouse development and residential communities are of concern as well. Impacts include noise from trucks and trains, localized traffic congestion, and visual impacts, among others.

Freight-Related Investments

SANBAG and Caltrans, in partnership with local governments, have invested approximately \$2.5 billion in the County's transportation network since 2000, significantly benefitting freight mobility. Noteworthy investments include:

Freeways:

- SR-210 from LA County line to I-215 (\$714 million - new freeway completed in 2007, providing substantial traffic relief to Interstate 10 and SR-60)
- Widening of I-215 in San Bernardino, completed in early 2014 (\$830 million)
- Devore Junction (I-15/I-215 interchange) - \$323 million in construction initiated in 2013

I-10 Interchanges:

- Cherry, Citrus, Riverside, and Tippecanoe/Anderson Avenues (\$250 million)

Rail/Highway Grade Separations:

- UP at Ramona Avenue, Hunts Lane, N. Milliken Avenue, S. Milliken Avenue, Vineyard Avenue (\$255M)
- BNSF at State Street., Glen Helen Parkway, Palm Avenue, Laurel Avenue (\$144M)
- Colton Crossing – Grade separation of the east-west UP and north-south BNSF lines that had existed as an at-grade crossing since the 1800s (\$103M)

The largest source of funds for the above projects (40%) has been from local Measure I sales tax revenue. Federal funds comprise 25% and state funds the remaining 35%. This speaks to the serious commitment SANBAG and its local and state partners have made to building and maintaining the highway network for both passenger car traffic and trucks.

INTERVIEWS WITH STAKEHOLDERS

In the late summer and fall of 2013 SANBAG staff conducted interviews with a cross-section of public and private entities with involvement in the freight and logistics industry and environmental community. The interviews covered a range of topics, with a slightly different focus based on the sector being interviewed. The overarching question asked of interviewees was: "What could or should SANBAG be doing to support the economic vitality of the County as it relates to the logistics sector, while also seeking to minimize the impacts the sector can have on the population in general?"

The sectors for which interviews were conducted include:

- Local economic development and planning directors

- State and local air quality agencies
- Railroads
- Trucking interests (including a sample of individual truck drivers)
- Environmental advocates
- Warehouse development interests

Economic development directors were asked about their strategy toward attracting and retaining logistics businesses and concerns they have about business retention. The railroads, trucking representatives, and logistics companies were asked about concerns and issues they have in running their businesses and remaining competitive. Regional and state air quality agencies and environmental advocates were queried with respect to what SANBAG could do to promote the attainment of air quality objectives and minimizing other freight-related impacts.

Additional insights were derived from freight, air quality, and health-related conferences and panels held in 2013, including: AQMD freight technology symposium (April), freight panel for Mobility 21 (October); Sustainable Goods Movement Symposium, Palm Desert (November); SCAG Economic Summit (December); California Economic Summit (November); and San Bernardino County's Live Well, Age Well Summit (November).

Some of the observations from these interviews and supplemental research included the following:

Infrastructure

- Economic development directors indicated that SANBAG should continue its investments in highway construction that benefit the freight industry. The importance of the logistics industry to the County's economy was heavily emphasized, although concern was expressed about the reduced number of jobs per unit of floor area as automation increases.
- Trucking interests supported the addition of highway lanes and improvement of interchanges, but had concerns about safety issues in construction zones. They stated that auto drivers are not sensitive to the limitations in truck maneuverability. They indicated that dedicated lanes for trucks could be beneficial, but were concerned about the costs. Congestion can be severe in Los Angeles, but trips from LA easterly to other states are not greatly affected by congestion. Pavement maintenance problems were noted on local truck routes.
- Economic development directors noted that information on SANBAG's prior and planned investments would be helpful as a supplement to local agency marketing material.
- Public agencies acknowledged that the trucks are hard on local roads.
- Trucking interests indicate that greater clarity and local education is needed regarding Surface Transportation Assistance Act (STAA) truck definition and routes. STAA trucks may travel up to 1.5 miles off the national network, but network maps have been described as being like a giant jigsaw puzzle of where trucks may and may not travel. There is a

need to develop well-defined and clear national, regional and local truck route maps. Enforcement of STAA truck routes is currently difficult for both industry and law enforcement.

Environment

- Air quality agencies restated that they are required to adopt plans that lead to attainment of air quality goals.
- The SCAQMD stated a recognition that the District should seek strategies with a business case for the freight industry to embrace initiatives to clean up their fleets, which is one of the reasons AQMD is investing heavily in technology research.
- Trucking interests acknowledged that compliance with emission regulations is part of the cost of doing business and indicated that some companies do not do business in California because of those costs.
- Small trucking companies and owner/operators find that new regulations are coming on line faster than they can deal with them, and that retrofits of their trucks are just not affordable with the margins on which they operate.
- The environmental community stated that zero and near-zero emission technology is essential to address our air quality problem. Agencies should require trucks serving rail yards to have clean trucks. In addition, better buffers are needed between warehousing/trucking areas and residential communities. They believe agencies have been too pro-warehouse in the past, and that these developments are not necessarily the best use of scarce land resources.
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Economy

- Economic development directors expressed grave concerns that over-regulation of business, including logistics businesses, will continue to impact the San Bernardino County economy. San Bernardino County's high unemployment rate and slow recovery from the recession were cited.
- The need was cited for job growth in sectors that are easier to enter from an educational standpoint and that provide employment opportunities for migration to the middle class. Logistics is cited as one of those sectors.
- Trucking interests indicated that air quality regulations are driving small operators out of business. Large, multi-state corporations can usually absorb it with turnover in their truck fleets, but small operators cannot.
- Private warehouse developers cited the challenges of development in California and the relative ease of comparable development in other states.
- Private logistics operators expressed concerns that students coming out of schools today are not equipped with some of the basic skills to make them able to perform the jobs that are available. Private companies can train for their positions, but they cannot afford to do all the remedial work needed.
- The logistics industry has generally indicated that it is willing to pay for cost-effective infrastructure improvements that directly benefit their business.

Moved down [1]: Some researchers have cited the diminishing returns of tighter regulations and question the benefit of further regulation compared to the harm it will likely cause to the economy. Air quality agencies have documented the benefits of improved air quality to the economy, in terms of lower health costs, fewer lost work days, and improved productivity. Other research has also been cited indicating that the environment is a relatively minor factor in health outcomes and that socio-economic conditions (e.g. income, education, poverty, and unemployment) are by far the most important contributors to an area's public health. ¶

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AN EVALUATION OF SAN BERNARDINO COUNTY'S CURRENT AND FUTURE ROLE IN GOODS MOVEMENT

San Bernardino County has benefitted from its location advantages and the overall growth of the logistics sector. Although many opportunities remain, future success is not assured. The Great Recession of the late 2000s demonstrates how fragile the economy can be, as San Bernardino County still lags behind the pace of recovery of coastal counties. A critical review of assets, liabilities, and opportunities is needed to assess what actions SANBAG should take in the future in the areas of freight and logistics.

One useful way to structure this evaluation is a "SWOT analysis" with respect to freight – What **Strengths** does the County have, what are its **Weaknesses**, what **Opportunities** are likely to be available in the future, and what are the **Threats** to future success?

Below is a summary of the "SWOTs" derived from interviews, technical studies, conferences, and other data.

Strengths

- Location advantages as a gateway – San Bernardino County is both proximate to the ports and is on the way to and from the rest of America, as described in the introduction.
- Presence of distribution facilities for thousands of businesses, large and small, including most of the high-profile wholesalers and retailers in the U.S. Examples include: Amazon, Ashley Furniture, Best Buy, Coca-Cola, COSTCO, Dr. Pepper, Kohl's, Mattel, Pep Boys, Pepsi, Stater Brothers, Target, Walmart, There is a critical mass of activity here that sends a message to other prospective businesses that San Bernardino County is a great place to locate.
- World-class multimodal transportation network (two Class I railroads, extensive freeway network and high-capacity arterial system, three airports with large capacity for cargo, BNSF intermodal facility and major UP rail switching yard in Colton) – The fact that so many logistics firms have located in the Inland Empire speaks to the mobility and access that the rail and highway systems provide.
- Proactive local economic development agencies – Economic development departments are working hard to attract and retain quality businesses.

- A substantial labor force. A pool of labor is available for many of the jobs that the logistics sector needs to fill, though the educational system could be better preparing those potential workers.
- Excellent regional partners. SANBAG is working extensively with its 25 local jurisdictions, the private sector, SCAG, the air quality management districts (South Coast and Mojave), Metrolink, the environmental community, and other agencies on multiple fronts. The communications channels for partnerships don't need to be created – they already exist.
- Substantial funding for infrastructure through the County's half-cent sales tax (Measure I), state, and federal funding.
- A substantial supply of developable land that is more affordable than locations closer to the coast.

Weaknesses

- The K-12 educational system is not yet adequately equipping students for some of the jobs the County is capable of attracting. Although logistics employers can train new employees in the skills needed for specific jobs, there is a sense that many students come through the K-12 environment needing remediation in basic skills such as reading, writing, and math.
- Impacts of the logistics sector have not always been managed well. Lack of foresight in planning has resulted in trucks passing by or through neighborhoods, with spillover noise, pollution, and impacts on residential communities at the edges of warehousing districts. This makes it more difficult for other proposed projects to be approved.
- Difficulty competing with coastal communities for the more attractive jobs. The Inland Empire must compete largely on the basis of lower costs and its location advantages for logistics. It is more difficult to attract high-tech jobs.
- Land for logistics facility development, though still available, is becoming more scarce.
- The extent of industrial/warehouse/logistics development and the associated trucks, trains, and air quality problems sometimes casts a negative image of San Bernardino County in general.

Opportunities

- International trade is poised to expand further – despite the Panama Canal expansion and increased competition from other North American ports, forecasts show a near tripling of container volume through the ports in the next 25 years. Experts indicate that some of the lower value and less time-sensitive freight from Asia may divert to the expanded canal, but that transport across the country by land (rail or truck) still provides significant time and cost advantages coming through Southern California.
- The Inland transportation network is, so far, keeping pace with expansion of the logistics sector. The extensive network continues to be one of the County's major assets. The transportation system can continue to be used as a major marketing point for the county.

- Southern California is a stable and growing market for products and services that county businesses can provide. San Bernardino County can be a beneficiary from the goods that are manufactured here and shipped to both local and national markets as well as from freight that stops in the county, even momentarily, for value-added features with subsequent shipping by rail or truck through the gateways.
- If local control of Ontario International Airport is obtained, this area can become an even greater economic engine, particularly for the Valley subarea. Local entities will be in a better position to make business decisions that increase the potential for growth in passenger travel and the flow of goods through the Inland Empire.
- Over time, it can be expected that the cost advantages of production in eastern Asia will lessen, creating more opportunities for production and manufacturing in North America, including Southern California.

Threats

- State and regional regulation. California is near the bottom of the national list of states in terms of friendliness for business. There are a number of factors involved, but regulation is a major one, with both direct and indirect impacts on the cost and speed of doing business.
- Other states are eager to capture Southern California's logistics jobs. Although the Panama Canal expansion is not projected to substantially alter the economic advantages Southern California holds as the dominant port of entry and distribution center for most products from the Pacific Rim, other states will seize whatever additional advantages they can. Some diversion of business to Mexico must also be anticipated. Southern California cannot assume its inherent cost and time advantages will last forever.
- Although the region, including the logistics sector, has made enormous strides in cleaning up the air, achievement of National Ambient Air Quality Standards remains a daunting and expensive challenge. Overly aggressive regulatory timelines, though well-intentioned, could undermine the very economy that would enable the necessary air quality investments to occur.
- The supply of affordable land is not inexhaustible. Failure to plan well for the land we have could result in a backlash of public opinion against the further expansion of logistics.
- Trucks are hard on roadway infrastructure, and with declining revenue streams, funding is projected to fall far short of maintenance needs in the future. Sustainable sources of funding for both maintenance and capital projects are needed.
- Automation could lessen the job-creation benefits of portions of the logistics sector. Automation is vital to productivity and competition on the global stage. Though a threat to some of the traditional jobs, it brings with it also an opportunity for technology jobs. But the County must better position itself to be a player in the technology arena.
- Attaining the federal ozone standards is likely to require a complete transformation of our transportation and energy sectors. Based on a joint

visioning exercise by ARB, SCAQMD, and San Joaquin Valley Unified APCD, one path to attainment requires a nearly complete transformation of passenger vehicles to zero-emission technologies, approximately 80 percent of the truck fleet to zero-or near-zero technology, and nearly all locomotives operating in the South Coast Air Basin to be using some form of zero-emission technology. Such dramatic changes will inevitably require huge investment in and fundamental change to the regional transportation and energy infrastructure. It is questionable whether these transformational changes are physically and economically feasible within the timeframes defined by the federal government.

- San Bernardino County welcomes the improvements in air quality that would result from these investments, but is highly concerned that this will undermine the economic growth associated with the logistics industry, which the County desperately needs. The livelihood of truck owner-operators and other logistics-related businesses, particularly small businesses, is threatened unless there is a business-friendly approach, substantial financial assistance, and possible forgiveness in timelines at the federal level. Southern California should not be disadvantaged from an economic development perspective because of the uniquely difficult challenges in meeting air quality requirements here in our region.

In summary, San Bernardino County and its logistics-driven economy exist in a highly competitive environment. We live within a dynamic world economy with intense competition for the jobs and revenue that are derived from the flow of goods. All the environmental advances we seek cannot be achieved without a strong economy to finance them. SANBAG and its regional agency partners must pursue environmental objectives in ways that do not undermine the economic means to achieve them. At the same time, we must thoughtfully plan for continued expansion of logistics capacity in ways that insulate communities from their impacts. This will require collaboration across multiple disciplines and more comprehensive approaches than in the past.

THE STRATEGY

In light of this analysis, how then should SANBAG respond? In large part, SANBAG plays a support role in what is a private logistics enterprise. The following are proposed as priorities or initiatives that SANBAG could pursue in the context of the agency's role as transportation authority, county transportation commission, and council of governments.

1. **Infrastructure** - Continue to build the highway infrastructure needed to support efficient freight movement. An effective supply chain consists of many parts, one of which involves building and maintaining the infrastructure. Cost-effective transportation system upgrades improve productivity and competitiveness. Continued expansion is needed for freeway mainlines, freight-serving freeway interchanges, and rail/highway grade separations.
2. **Land Use Planning** - Encourage proper planning by local jurisdictions at the interfaces of residential areas with warehouse/distribution areas through wise land

use decisions, buffering, and effective truck routing. Improper planning leads to later problems for all concerned. The logistics sector needs to grow to keep up with demand, but it can still be a good neighbor as it grows.

3. **Promotion** - Promote the merits of San Bernardino County's world-class transportation system by providing information to economic development departments regarding SANBAG, Caltrans, and local jurisdiction investments in infrastructure.
4. **Economic Development and Air Quality** - Work with other regional agencies to structure economic development and air quality initiatives as a "win-win." Advances in air quality are important, but they can only be afforded when the economy is also strong. The region must be careful not to undermine the economic means to solve the air quality problem by trying to impose upon industry requirements they cannot afford. SANBAG should participate in regional conversations on how to strike a balance between maintaining jobs and cleaning the air. The air quality successes of the last several decades have taught us that air quality goals are best achieved through incentivizing adoption of advances in clean vehicles and fuels, not by limiting growth. The great strides in air quality improvement over the last several decades have been made at the same time that regional vehicle miles of travel (VMT) have more than doubled. So too, the logistics sector can still expand to meet the growing needs of commerce while at the same time making substantial progress on the air quality front, by focusing on vehicle and fuels technology.
5. **Incentives/Grants for Air Quality Improvement** - Seek grants and provide information on opportunities for financial assistance to San Bernardino County trucking companies and truck owner/operators in maintaining compliance with air quality requirements.
6. **Anticipate Future Trends** - Technology is changing rapidly, and the ability to adapt to those changes will keep San Bernardino County competitive. For example, trends in automation of warehousing should be monitored to assess their impact on the economic value and local costs of permitted warehouse development. Partnerships with the private sector will become ever more important as the region seeks to keep pace with competition in the global economy.
7. **Education and Employment** - Through the Countywide Vision, improve employment pathways to the logistics industry. This will take guidance from the industries and the primary/secondary educational systems upon which they depend for their labor pool. There are a number of reasons why poverty rates have increased in San Bernardino County, but the logistics industry can be part of the solution as a relatively stable and growing source of jobs with pathways to the middle class.
8. **Truck Routes** - Work with State and local partners to provide greater clarity and local education regarding Surface Transportation Assistance Act (STAA) truck routes and clear national, regional and local truck route maps.
9. **Funding** - With regional, state, and federal partners, seek equitable ways to continue to fund freight-related infrastructure and its maintenance. The logistics

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industry has generally indicated that it is willing to pay for cost-effective infrastructure improvements that directly benefit their business.

10. **Airports** - Work with local jurisdiction partners to define policies that will lead to greater use of the three airports in San Bernardino County by freight-related businesses. Continue to support local control of Ontario International Airport.
11. **Project Readiness** - Position SANBAG for state and federal funding opportunities by developing as many freight-related projects as possible through the Project Approval and Environmental Documentation (PA&ED) stage. Include clearance under the National Environmental Policy Act (NEPA) where there are opportunities for substantial federal funds.
12. **Awareness** - Create and maintain greater awareness about goods movement issues affecting San Bernardino County among the SANBAG Board of Directors, state and federal elected and appointed officials, local agency technical staff, and the public.

NEXT STEPS

This working paper is a draft intended for review and discussion by SANBAG policy and technical committees and by interested stakeholders across the spectrum of freight-related issues. SANBAG staff will be receiving input and comments on the working paper through approximately April 2014. A revised draft will be submitted to SANBAG policy committees and the Board for approval in approximately June 2014. The SANBAG Freight Strategy will become a consideration in the Countywide Transportation Plan being developed for San Bernardino County and ultimately in the SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).



- 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: 10

Date: June 11, 2014

Subject: Development Mitigation Annual Report for Fiscal Year Ending June 30, 2013

Recommendation:* Receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2013.

Background: Preparation of the Development Mitigation Annual Report is an on-going requirement of the SANBAG Congestion Management Program (CMP). Each jurisdiction is required to provide information on development activity and the expenditure of development mitigation funds on projects contained in the Nexus Study over the past fiscal year. This agenda item provides a summary of the local jurisdiction Development Mitigation Annual Reports. Table 1 presents development mitigation data for each jurisdiction. City data is provided in the table on the first page, and County data is provided on the second page, organized by sphere of influence.

Implementation and maintenance of a development mitigation program is required of each local jurisdiction in the Valley and Victor Valley to maintain conformance with the SANBAG Land Use/Transportation Analysis Program of the CMP. Failure to submit the annual Development Mitigation Annual Report would result in non-compliance with the provisions of the Development Mitigation Program and other provisions in the CMP.

Approved
 General Policy Committee

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	CTC	CTA	SAFE	CMA	X
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Check all that apply.

Based on the information provided to SANBAG by the jurisdictions submitting reports, \$21,150,465 in development mitigation fees for transportation projects was collected and \$26,926,434 of development mitigation fees was expended on Nexus Study projects during Fiscal Year ending June 30, 2012. Of the approximately \$21.2 million of transportation related development impact fees collected by local jurisdictions, a portion of the fees are associated with local projects that were not included in the Nexus Study, which addresses only regional projects. Therefore, not all of the fees will be expended on Nexus Study projects. The \$21,150,465 of development mitigation represents a 66% increase in development mitigation revenue from the \$12,729,214 collected in Fiscal Year 2010/2011 which was a 50% increase from Fiscal Year 2009/2010 revenue.

Since the implementation of the SANBAG Development Mitigation Program began in Fiscal Year 2006/2007, a total of \$163,411,269 has been collected and a total of \$94,430,102 in development mitigation has been expended on projects contained in the SANBAG Development Mitigation Nexus Study. It should be noted that some of the data on quantities of development (units and square footage) could not be included in the table because it did not fit standard development type categories. However, all the fees for these developments were included.

The Development Mitigation Annual Report is an attempt to secure information on development fees collected and expended on Nexus Study projects in a manner that is less formal than a full audit. Overall, the annual reporting has been informative and provides the mechanism for SANBAG staff to monitor the level of development contributions being generated by local jurisdictions for projects included in the Nexus Study. Accurate and reliable information is imperative for implementation of the Measure I Valley Freeway Interchange, the Valley Major Street, Victor Valley Major Local Highway and Victor Valley Local Street Programs as outlined in the Measure I 2010-2040 Strategic Plan.

Financial Impact: This item is consistent with the adopted Fiscal Year 2013-2014 budget as part of Task 0203. The Development Mitigation Program is an essential element of the funding for projects contained in the Expenditure Plan for Measure I 2010-2040.

Reviewed By: This item is not scheduled for review by any other policy committee. The information in this item was distributed to the Transportation Technical Advisory Committee on June 2, 2014.

Responsible Staff: Timothy Byrne, Chief of Planning

**Table 1
City/Town Development Mitigation Summary Table
For the Year Ending June 30, 2013**

City/Town	# of Single Family Units Permitted	# of Multiple Family Units Permitted	Square Feet of Commercial Permitted	Square Feet of Office Permitted	Square Feet of Industrial Permitted	Fees Collected in FY 12/13 ¹	Fees Expended on Nexus Projects in FY 12/13	Cumulative Development Mitigation Revenue ²	Cumulative Development Mitigation Expenditure on Nexus Projects ³
Adelanto	37	0	0	0	160	\$300,788	\$0	\$2,424,481	\$0
Apple Valley	32	4	25,407	19,305	75,600	\$591,582	\$590,892	\$7,148,545	\$5,041,718
Chino	494	476	721,331	0	32,960	\$5,290,388	\$0	\$20,181,556	\$4,752,760
Chino Hills	18	0	3,000	0	0	\$178,945	\$511,167	\$8,508,035	\$5,685,967
Colton	20	0	179	0	0	\$434,549	\$0	\$965,575	\$0
Fontana	202	0	423,443	23,625	463,918	\$2,520,974	\$11,405,846	\$30,276,064	\$23,180,515
Grand Terrace	0	0	0	0	0	\$0	\$214,000	\$984,805	\$243,190
Hesperia	3	0	268,000	9,000	0	\$622,246	\$7,852,363	\$10,968,312	\$24,988,291
Highland	750	99	8,320	9,485	0	\$778,086	\$0	\$3,839,582	\$0
Loma Linda	0	50	0	8,000	0	\$209,268	\$969,782	\$2,341,385	\$969,782
Montclair	0	18	0	0	0	\$16,290	\$0	\$1,311,627	\$0
Ontario	48	0	198,888	0	10,575,577	\$3,292,155	\$2,758,389	\$18,257,342	\$5,769,167
Rancho Cucamonga	167	98	0	0	2,980	\$994,300	\$714,777	\$10,509,928	\$2,773,234
Redlands	4	0	86	115	0	\$880,027	\$261,240	\$6,946,135	\$1,851,138
Rialto	12	0	6,000	0	2,000	\$868,047	\$89,529	\$4,296,710	\$3,051,325
San Bernardino	1	0	24,039	1,343	592,810	\$1,012,223	\$183,573	\$8,230,860	\$689,531
Upland	14	0	7,000	4,000	0	\$87,659	\$1,171,436	\$952,968	\$1,171,436
Victorville	84	0	51	0	0	\$774,912	\$0	\$17,695,170	\$8,806,896
Yucaipa	0	0	0	14,644	0	\$14,644	\$76,481	\$2,633,611	\$5,201,234
Total	1,886	745	1,685,744	89,517	11,746,005	\$18,867,081	\$26,799,475	\$158,472,691	\$94,176,184

Notes:

1. May include fees from other sources not listed in the summary table
2. Only includes revenue collected beginning FY06/07
3. Only includes expenditure of development mitigation fees

Table 1, Continued
San Bernardino County Development Mitigation Summary Table
For the Year Ending June 30, 2013

County Sphere/Subarea	# of Single Family Units Permitted	# of Multiple Family Units Permitted	Square Feet of Commercial Permitted	Square Feet of Office Permitted	Square Feet of Industrial Permitted	Fees Collected in FY 12/13 ¹	Fees Expended on Nexus Projects in FY 12/13	Cumulative Development Mitigation Revenue ²	Cumulative Development Mitigation Expenditure on Nexus Projects ³
Adelanto Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Apple Valley Sphere	1	0	0	0	8,716	\$50,436	\$0	\$455,022	\$0
Chino Sphere	1	0	0	0	31,975	\$178,088	\$0	\$198,816	\$0
Colton Sphere	0	0	700	0	0	\$553	\$0	\$6,081	\$0
Devore/Glen Helen	0	0	0	0	0	\$0	\$0	\$38,955	\$0
Fontana Sphere	6	1	0	0	27,498	\$183,431	\$0	\$767,289	\$0
Hesperia Sphere	7	0	0	0	0	\$68,546	\$0	\$571,896	\$0
Loma Linda Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Montclair Sphere	0	0	0	0	0	\$0	\$0	\$30,050	\$0
Redlands Sphere	2	0	41,968	0	0	\$84,099	\$0	\$148,345	\$0
Redlands Donut Hole	0	0	800,444	0	0	\$384,213	\$0	\$661,926	\$0
Rialto Sphere	2	0	651,815	0	17,417	\$1,303,425	\$126,959	\$1,392,825	\$253,918
San Bernardino Sphere	2	2	0	0	5,250	\$14,801	\$0	\$416,041	\$0
Upland Sphere	3	0	0	0	0	\$3,465	\$0	\$83,565	\$0
Victorville Sphere	3	0	0	0	0	\$12,326	\$0	\$167,766	\$0
Yucaipa Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Total	27	3	1,494,927	0	90,856	\$2,283,384	\$126,959	\$4,938,578	\$253,918
GRAND TOTAL	1,913	748	3,180,671	89,517	11,836,861	\$21,150,465	\$26,926,434	\$163,411,269	\$94,430,102

Notes:

1. May include fees from other sources not listed in the summary table
2. Only includes revenue collected beginning FY06/07
3. Only includes expenditure of development mitigation fees



- 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: 11

Date: June 11, 2014

Subject: Measure I Population Estimates for Measure I Allocations

Recommendation:* That the Committee recommend the Board:

Adopt the 2014 Population Estimates for use in the allocation of Measure I Local Street Program Funds.

Background: Population estimates for the cities and unincorporated territory within each Measure I Subarea are used in the allocation of Measure I Local Street Program funds, commonly referred to as local pass-through funds. The Valley distribution formula for local pass-through funds is based strictly upon population, while the Mountain/Desert formula contains both population and point of generation components. The formulas are updated annually using the State Department of Finance population estimates as of January 1 of each year. The San Bernardino County Demographic Research Unit disaggregates the unincorporated population by Measure I Subarea based on the building permit activity and controlled by the Department of Finance unincorporated total.

The January 1 population estimates (Attachment A) are recommended for approval and use in allocation of Measure I Local Street Program funds. Both the 2014 population estimates and the 2013 population estimate are attached to this agenda item for comparison purposes. As there were only minor fluctuations in the population statistics, there should be no significant shift in Measure I fund allocations related to population. The distribution of Measure I funds will be

*

*Approved
 General Policy Committee*

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	<input type="checkbox"/>	CTC	<input type="checkbox"/>	CTA	<input checked="" type="checkbox"/>	SAFE	<input type="checkbox"/>	CMA	<input type="checkbox"/>
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Check all that appl

GPC1406b-ep

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406b1-ep.pdf>

adjusted retroactively to January 1, 2014, to reflect each jurisdiction's relative proportion of population within the Measure I Subarea.

Financial Impact: This item has no direct impact on the SANBAG budget. The adopted population estimates are incorporated into the allocation formula for distribution to local jurisdictions.

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

Responsible Staff: Ellen Pollema, Transportation Planning Analyst

MEASURE I 2014 POPULATION SUMMARY
PREPARED BY SAN BERNARDINO COUNTY PLANNING

PLANNING REGION	(1) DOF/CO 2014	(2) ADJUSTMENT	2014 TOTAL	PERCENT OF SUBAREA	PERCENT OF COUNTY TOTAL
WEST VALLEY					
CHINO	81,747		81,747	5.40%	3.919%
CHINO HILLS	76,131		76,131	5.03%	3.650%
FONTANA	202,177		202,177	13.36%	9.694%
MONTCLAIR	37,374		37,374	2.47%	1.792%
ONTARIO	167,382		167,382	11.06%	8.025%
RANCHO CUCAMONGA	172,299		172,299	11.38%	8.261%
UPLAND	75,147		75,147	4.96%	3.603%
UNINCORPORATED URBAN	42,063	(6)	42,057	2.78%	2.017%
UNINCORPORATED RURAL	1,474	(7)	1,467	0.10%	0.071%
TOTAL WEST VALLEY			855,781	56.54%	41.032%
EAST VALLEY					
COLTON	53,057		53,057	3.51%	2.544%
GRAND TERRACE	12,285		12,285	0.81%	0.589%
HIGHLAND	54,033		54,033	3.57%	2.591%
LOMA LINDA	23,614		23,614	1.56%	1.132%
REDLANDS	69,882		69,882	4.62%	3.351%
RIALTO	101,429		101,429	6.70%	4.863%
SAN BERNARDINO	212,721		212,721	14.05%	10.199%
YUCAIPA	52,654		52,654	3.48%	2.525%
UNINCORPORATED URBAN	75,791	(6)	75,785	5.01%	3.634%
UNINCORPORATED RURAL	2,421	(7)	2,414	0.16%	0.116%
TOTAL EAST VALLEY			657,874	43.46%	31.543%
TOTAL VALLEY			1,513,655	100.00%	72.574%
MOUNTAINS					
BIG BEAR LAKE	5,121		5,121	10.21%	0.246%
UNINCORPORATED URBAN	35,903	(6) (3)	35,897	71.58%	1.721%
UNINCORPORATED RURAL	9,138	(7) (3)	9,131	18.21%	0.438%
TOTAL MOUNTAINS			50,149	100.00%	2.404%
NORTH DESERT					
BARSTOW	23,292		23,292	41.17%	1.117%
UNINCORPORATED URBAN	22,049	(6)	22,043	38.96%	1.057%
UNINCORPORATED RURAL	11,246	(7)	11,239	19.87%	0.539%
TOTAL NORTH DESERT			56,574	100.00%	2.713%
COLORADO RIVER					
NEEDLES (RURAL)	4,908		4,908	69.41%	0.235%
UNINCORPORATED URBAN	0	(6)	(6)	-0.08%	0.000%
UNINCORPORATED RURAL	2,176	(7)	2,169	30.67%	0.104%
TOTAL COLORADO RIVER			7,071	100.00%	0.339%

MEASURE I 2014 POPULATION SUMMARY
 PREPARED BY SAN BERNARDINO COUNTY PLANNING

PLANNING REGION	(1) DOF/CO 2014	(2) ADJUSTMENT	2014 TOTAL	PERCENT OF SUBAREA	PERCENT OF COUNTY TOTAL
MORONGO BASIN					
TWENTYNINE PALMS	26,576	(4)	26,576	36.65%	1.274%
YUCCA VALLEY	21,053		21,053	29.03%	1.009%
UNINCORPORATED URBAN	6,569	(6)	6,563	9.05%	0.315%
UNINCORPORATED RURAL	18,332	(7)	18,325	25.27%	0.879%
TOTAL MORONGO BASIN			72,517	100.00%	3.477%
VICTOR VALLEY					
ADELANTO	32,511	(5)	32,511	8.43%	1.559%
APPLE VALLEY	70,755	(5)	70,755	18.35%	3.392%
HESPERIA	91,506	(5)	91,506	23.73%	4.387%
VICTORVILLE	120,590	(5)	120,590	31.27%	5.782%
UNINCORPORATED URBAN (3)	33,586	(6) (5)	33,580	8.71%	1.610%
UNINCORPORATED RURAL (3)	36,677	(7) (5)	36,670	9.51%	1.759%
TOTAL VICTOR VALLEY			385,612	100.00%	18.489%
TOTAL DESERT			521,774		
TOTAL MOUNTAIN/DESERT			571,923		27.422%
SUMMARY:					
TOTAL INCORPORATED	1,788,244		1,788,244		85.740%
TOTAL UNINCORPORATED	297,425		215,919		14.260%
TOTAL COUNTY	2,085,669		2,004,163		100.000%

(1) - CITY FIGURES FROM DOF JANUARY 1, 2014 ESTIMATES; UNINCORPORATED FIGURES FROM PLANNING DEPARTMENT ESTIMATES CONTROLLED TO DOF UNINCORPORATED TOTAL.

(2) - THIS COLUMN CONTAINS ADJUSTMENTS NECESSARY TO MODIFY CITY TOTALS AS SPECIFIED IN MEASURE I.

(3) - THE WRIGHTWOOD COMMUNITY AND AREAS NORTH OF LONE PINE CANYON ROAD WERE EXCLUDED FROM THE MOUNTAIN AREA AND INCLUDED IN THE VICTOR VALLEY AS SPECIFIED IN MEASURE I.

(4) - THE POPULATED PORTIONS OF THE TWENTYNINE PALMS MARINE BASE HAVE BEEN ANNEXED BY THE CITY OF TWENTYNINE PALMS.

(5) - WITH THE CLOSING OF GEORGE AIR FORCE BASE, THERE IS NO LONGER AN ALLOCATION OF POPULATION TO THE CITIES IN THE VICTOR VALLEY.

(6) - UNINCORPORATED URBAN FIGURES FROM PLANNING DEPARTMENT ESTIMATES CONTROLLED TO DOF UNINCORPORATED TOTALS AND CALTRANS URBAN AREA BOUNDARIES.

(7) - UNINCORPORATED RURAL FIGURES FROM PLANNING DEPARTMENT ESTIMATES CONTROLLED TO DOF UNINCORPORATED TOTALS AND BASED ON AREAS OUTSIDE THE CALTRANS URBAN AREA BOUNDARIES.

**MEASURE I 2013 POPULATION SUMMARY
PREPARED BY SAN BERNARDINO COUNTY PLANNING**

PLANNING REGION	(1) DOF/CO 2013	(2) ADJUSTMENT	2013 TOTAL	PERCENT OF SUBAREA	PERCENT OF COUNTY TOTAL
WEST VALLEY					
CHINO	79,873		79,873	5.30%	3.847%
CHINO HILLS	76,033		76,033	5.04%	3.662%
FONTANA	200,974		200,974	13.33%	9.680%
MONTCLAIR	37,311		37,311	2.48%	1.797%
ONTARIO	166,866		166,866	11.07%	8.037%
RANCHO CUCAMONGA	171,058		171,058	11.35%	8.239%
UPLAND	74,907		74,907	4.97%	3.608%
UNINCORPORATED	43,409		43,409	2.88%	2.091%
TOTAL WEST VALLEY			850,431	56.42%	40.959%
EAST VALLEY					
COLTON	52,956		52,956	3.51%	2.551%
GRAND TERRACE	12,270		12,270	0.81%	0.591%
HIGHLAND	53,926		53,926	3.58%	2.597%
LOMA LINDA	23,476		23,476	1.56%	1.131%
REDLANDS	69,813		69,813	4.63%	3.362%
RIALTO	101,275		101,275	6.72%	4.878%
SAN BERNARDINO	212,639		212,639	14.11%	10.241%
YUCAIPA	52,549		52,549	3.49%	2.531%
UNINCORPORATED	77,982		77,982	5.17%	3.756%
TOTAL EAST VALLEY			656,886	43.58%	31.638%
TOTAL VALLEY			1,507,317	100.00%	72.597%
MOUNTAINS					
BIG BEAR LAKE UNINCORPORATED	5,111		5,111	10.22%	0.246%
	44,909	(3)	44,909	89.78%	2.163%
TOTAL MOUNTAINS			50,020	100.00%	2.409%
NORTH DESERT					
BARSTOW	23,168		23,168	41.10%	1.116%
UNINCORPORATED	33,197		33,197	58.90%	1.599%
TOTAL NORTH DESERT			56,365	100.00%	2.715%

**MEASURE I 2013 POPULATION SUMMARY
PREPARED BY SAN BERNARDINO COUNTY PLANNING**

PLANNING REGION	(1) DOF/CO 2013	(2) ADJUSTMENT	2013 TOTAL	PERCENT OF SUBAREA	PERCENT OF COUNTY TOTAL
COLORADO RIVER					
NEEDLES	4,912		4,912	69.37%	0.237%
UNINCORPORATED	2,169		2,169	30.63%	0.104%
TOTAL COLORADO RIVER			7,081	100.00%	0.341%
MORONGO BASIN					
TWENTYNINE PALMS	26,084	(4)	26,084	36.26%	1.256%
YUCCA VALLEY	21,030		21,030	29.23%	1.013%
UNINCORPORATED	24,828		24,828	34.51%	1.196%
TOTAL MORONGO BASIN			71,942	100.00%	3.465%
VICTOR VALLEY					
ADELANTO	31,289	(5)	31,289	8.16%	1.507%
APPLE VALLEY	70,436	(5)	70,436	18.36%	3.392%
HESPERIA	91,400	(5)	91,400	23.83%	4.402%
VICTORVILLE	120,368	(5)	120,368	31.38%	5.797%
UNINCORPORATED (3)	70,056	(5)	70,056	18.27%	3.374%
TOTAL VICTOR VALLEY			383,549	100.00%	18.473%
TOTAL DESERT			518,937		
TOTAL MOUNTAIN/DESERT			568,957		27.403%
SUMMARY:					
TOTAL INCORPORATED	1,779,724		1,779,724		85.717%
TOTAL UNINCORPORATED	296,550		296,550		14.283%
TOTAL COUNTY	2,076,274		2,076,274		100.000%

(1) - CITY FIGURES FROM DOF JANUARY 1, 2013 ESTIMATES; UNINCORPORATED FIGURES FROM PLANNING DEPARTMENT ESTIMATES CONTROLLED TO OOF UNINCORPORATED TOTAL.

(2) - THIS COLUMN CONTAINS ADJUSTMENTS NECESSARY TO MODIFY CITY TOTALS AS SPECIFIED IN MEASURE I.

(3) - THE WRIGHTWOOD COMMUNITY AND AREAS NORTH OF LONE PINE CANYON ROAD WERE EXCLUDED FROM THE MOUNTAIN AREA AND INCLUDED IN THE VICTOR VALLEY AS SPECIFIED IN MEASURE I.

(4) - THE POPULATED PORTIONS OF THE TWENTYNINE PALMS MARINE BASE HAVE BEEN ANNEXED BY THE CITY OF TWENTYNINE PALMS.

(5) - WITH THE CLOSING OF GEORGE AIR FORCE BASE, THERE IS NO LONGER AN ALLOCATION OF POPULATION TO THE CITIES IN THE VICTOR VALLEY.



- 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: 12

Date: June 11, 2014

Subject: Report from the Inland Empire Economic Partnership

Recommendation:* That the Committee receive and file the information.

Background: The Board of Directors requested that select agencies, committees and other outside organizations to which SANBAG is a member give periodic reports to the General Policy Committee. The purpose of these periodic reports is to inform Board Members of the activities of these groups and the related benefits to the SANBAG region.

SANBAG is a member of the Inland Empire Economic Partnership which exists to help create our two-county region's voice for business and quality of life. It is made up of public and private sector members and focuses on issues such as the local economy, education, manufacturing, logistics and advocacy for our region.

Paul Granillo, President and CEO of the Inland Empire Economic Partnership will give a brief overview of the group's activities and its importance for the region.

Financial Impact: This item is consistent with the adopted SANBAG budget.

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

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

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Approved
 General Policy Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

COG	X	CTC		CTA		SAFE		CMA	
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Check all that apply.
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- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 13

Date: June 11, 2014

Subject: State and Federal Legislative Update

Recommendation: That the Committee recommend the Board:

1. Grant the Legislative Ad Hoc Committee authority to act on behalf of the Board of Directors based on the 2014 State Legislative Platform during the final month of session and the Governor's Sign/Veto period.
2. Receive State Update and adopt the following positions on State Legislation:
 - a. Support AB 2597 (Ting, D – San Francisco)
 - b. Support with Amendments SB 1228 (Hueso, D – San Diego)
 - c. Work with Author SB 1390 (Correa, D – Santa Ana)
3. Receive Federal Update

Background: State Update

End of Session

In the coming months, the 2013-2014 Legislative Session will come to an end, with the following notable deadlines pending:

*

	<p>Approved General Policy Committee</p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.

GPC1406a-wvs

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC%201406a1-wvs.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406a2-wvs.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406a3-wvs.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406a4-wvs.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406a5-wvs.pdf>

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406a6-wvs.rtf>

June 15 – Budget Deadline
June 27 – 2nd House Policy Committee Deadline
July 3 – August 4 – Summer Recess
August 15 – 2nd House Fiscal Committee Deadline
August 31 – Last Day of Session
September 30 – Last Day to Sign or Veto

These deadlines, coupled with SANBAG’s own Committee and Board schedules, may leave SANBAG without the ability to respond quickly and effectively to last minute, end of session actions.

In order to facilitate responsiveness during the last month of session, a request is being made to allow the Legislative Ad Hoc Committee (comprised of the Board President, Board Vice-President/General Policy Committee Chair, and the Immediate Past President) to take positions on behalf of the SANBAG Board of Directors during the final month of session and through the Governor’s Sign/Veto period. These legislative positions would be limited to those items that fall under the Board’s policy statements as outlined in the 2014 State Legislative Platform.

State Budget Update

The Assembly and Senate Budget Committees have recently wrapped up their work as we move closer to the June 15th Budget Deadline.

The Budget Conference Committee has now been appointed and is comprised as follows: Chair – Assembly Member Nancy Skinner (D-Berkeley), Vice Chair - Senator Mark Leno (D-San Francisco), Members - Assembly Member Richard Bloom (D-Santa Monica), Assembly Member Jeff Gorell (R-Camarillo), Assembly Member Shirley Weber (D-San Diego), Senator Loni Hancock (D-Oakland), Senator Ricardo Lara (D-Huntington Park), and Senator Jim Nielsen (R-Gerber).

One of the key items that will be addressed in Conference Committee is how to allocate Cap and Trade revenues resulting from the expansion of the program to transportation fuels in 2015. There are three key proposals regarding how to allocate the funds, which are outlined in Attachment A.

The respective committees have all adopted their proposals and the differences will be worked out in conference. One of the key items of contention is whether to adopt a complete and ongoing program allocation or whether to adopt a one-time, more limited expenditure of funds for fiscal year (FY) 2014-2015 only. SANBAG continues to advocate in line with principles adopted by the Board of Directors to focus the funds on transportation projects, with project selection handled at the local level.

Legislation of Interest

Staff continues to monitor bills shown in the Legislative Bill Matrix (Attachment F) as they move through the legislative process. Several bills are recommended for consideration.

AB 2597 Energy: PACE program (Ting, D – San Francisco)
Recommendation: Support

Property Assessed Clean Energy (PACE) is an innovative financing tool that residential or commercial property owners can use to pay for renewable energy upgrades, energy, or water efficiency, or electric vehicle charging stations for their homes or buildings. AB 2597 seeks to reinforce local governments' authority to utilize PACE programs by clarifying that PACE liens are special tax assessments and also updates the PACE underwriting standards to make PACE financing available for more middle-income homeowners.

AB 2597 will reinforce SANBAG's authority to utilize voluntary contractual assessments to fulfill our obligations under the PACE Reserve Program by clarifying existing authorities and expanding the program to additional applicants.

Staff recommends that the Board of Directors adopt a "Support" position. This recommendation is consistent with SANBAG's 2014 adopted State Legislative Platform in Section IV (d) "Support Property Assessed Clean Energy (PACE) program financing".

An analysis of this bill is included as Attachment B.

SB 1228 Trade Corridors Improvement Fund (Hueso, D – San Diego)
Recommendation: Support with Amendments

SB 1228 provides for the continuation of the Trade Corridors Improvement Fund (TCIF) program's investments in federally designated Trade Corridors of National Significance and other high-volume freight corridors. While there is no dedicated funding yet identified for this program, the bill creates the framework for the future funding of goods movement projects included in the Regional Transportation Plan. It would be beneficial to SANBAG to support efforts that pursue resources and funding mechanisms consistent with the adopted RTP, including increasing revenues for transportation.

Staff recommends that the Board of Directors adopt a "Support with Amendments" position. The amendments requested would be to allocate funds

consistent with existing TCIF corridor funding shares and to maintain the existing program guidelines and project selection process.

This recommendation is consistent with SANBAG's 2014 adopted State Legislative Platform in Section I (f) "Support budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program, State Highway Operation and Protection Program, bond programs, and the Measure I Expenditure Plan".

An analysis of this bill is included as Attachment C.

**SB 1390 Santa Ana River Conservancy Program (Correa, D – Santa Ana)
Recommendation: Work With Author**

SB 1390 establishes the Santa Ana River Conservancy Program to be administered by the State Coastal Conservancy in order to provide public recreational opportunities along the river, restore and protect wetlands and agricultural lands, improve water quality and floodwater protections, as well as to provide public education opportunities.

The bill would authorize the Conservancy to acquire specified lands within one-half mile, or greater as provided, on either side of the Santa Ana River or its tributaries and to undertake planning activities necessary to achieve the established objectives.

Staff recommends that the Board of Directors adopt a "Work with Author" position in order to secure amendments that protect SANBAG's Measure I program of projects in the area and ensure that San Bernardino County is adequately represented in associated advisory and ad hoc groups.

This recommendation is consistent with SANBAG's 2014 adopted State Legislative Platform in Section VII (a), "Oppose legislation that could threaten the timely delivery of projects in the Measure I Expenditure Plan or interferes with the authority to administer any Measure I programs and services" and Section IV (j), "Support legislation to streamline the environmental review and project development process to avoid potentially duplicative and unnecessary steps, while maintaining critical environmental protections."

An analysis of this bill is included as Attachment D and a map of the affected areas is included as Attachment E.

Federal Update

In April, the President sent his surface transportation reauthorization proposal to Congress, entitled *Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act (GROW AMERICA Act)*. This is a four-year, \$302 billion proposal that authorizes highway, public transportation and passenger rail programs from Fiscal Years (FY) 2015 through 2018. A one-time infusion of \$150 billion into the Highway Trust Fund would eliminate the shortfall during the authorization period.

The *GROW AMERICA Act* funds programs at the following levels:

- Addresses the shortfall in the Highway Trust Fund and grows investments in transportation by \$87 billion
- Federal Highway Administration - \$199.2 billion
- Federal Transit Administration - \$79.2 billion
- Federal Railroad Administration - \$19.1 billion
- Transportation Investments Generating Economic Recovery (TIGER) - \$1 billion annually
- Transportation Infrastructure Finance and Innovation Act (TIFIA) - \$1 billion annually
- Provides funding for a formula-based program at \$500 million in FY 2015, growing to \$2 billion by FY 2018 as well as a competitive grant program at an equal amount.

In May, Senator Boxer (D-CA), Chairperson of the Senate Environmental and Public Works Committee (EPW), released their reauthorization proposal, the MAP-21 Reauthorization Act (S.2322). S. 2322 is a six-year, \$265 billion Highway Trust Fund proposal that maintains funding at current levels plus inflation.

In summary, S.2322:

- Core highway programs grow from \$38.4 billion in 2015 to \$42.6 billion in 2020
- Authorizes Projects of National or Regional Significance (PNRS) at \$400 million a year
- Includes language to allow TIFIA funding to help finance transit-oriented development. An amendment adopted by EPW during mark-up reduced the TIFIA program to \$750 million per year, down from \$1 billion.
- Renames the Primary Freight Network as the Primary Highway Freight Network (PHFN) and retains mileage for this network at 27,000.

However, provisions allow a state to grow the network by 10% to close segment gaps or to connect facilities.

- Funds a Freight program at \$400 million in FY 2016, growing to \$2 billion in 2020, to be used for projects on the PHFN
- Does not include any modifications to current tolling law

Financial Impact: This item has no fiscal impact on the Fiscal Year 2013/2014 SANBAG Budget.

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

Responsible Staff: Wendy Strack, Director of Legislative and Public Affairs

Attachment A
Current Cap and Trade Proposals

<u>Administration Proposal *</u>	<u>Senate Proposal *</u>	<u>Assembly Proposal</u>
\$300 for Rail Modernization - \$250 for High Speed Rail (HSR) - \$50 million for connectivity and integration of systems with HSR.	15% for High Speed Rail 5% for Intercity Rail	Authorizes the High Speed Rail Authority to borrow up to \$20 billion in federal Railroad Rehabilitation and Improvement Financing (RRIF) loans and up to \$20 billion in lease-revenue bond authority. Allows Cap and Trade funds to be used for repayment, as approved by the Strategic Growth Council.
\$100 million to the Strategic Growth Council (SGC) for transit, active transportation, affordable housing, land preservation, infill development, and other projects	20% to Sustainable Communities and Affordable Housing	\$400 million – State GHG Reduction Activities Program including high-speed rail, intercity rail, fire prevention and urban forestry, waste diversion, reducing agriculture waste, wetlands restoration, and other activities. This includes 25% for disadvantage communities. \$400 million - Sustainable Communities Grants. Projects include urban forestry, transit passes, low-income home energy assistance, and active transportation. 50% must go to disadvantaged communities.
\$200 million to the Air Resources Board for low carbon freight and passenger transportation	15% to an Electric Vehicle Deployment Program	\$240 million – Low Emission Vehicle Rebates and Water Efficiency
\$140 million for Energy Efficiency and Clean Energy projects	13% to Clean Energy projects	
\$110 million for Natural Resources and Waste Diversion	7% to Natural Resources, Water, and Waste Diversion	
	25% to Transit Agencies for capital or operations, including 5% for transit assistance	

* Proposals aim to meet the requirements of SB 535 (Chapter 830, Statutes of 2012) to prioritize disadvantaged communities.

Bill Number: AB 2597	Author: Ting (D – San Francisco)
Title: Energy: PACE program	

Summary

Property Assessed Clean Energy (PACE) is an innovative financing tool that residential or commercial property owners can use to pay for renewable energy upgrades, energy, or water efficiency, or electric vehicle charging stations for their homes or buildings. AB 2597 seeks to reinforce local governments' authority to utilize PACE programs by clarifying that PACE liens are special tax assessments and also updates the PACE underwriting standards to make PACE financing available for more middle-income homeowners.

Impact on SANBAG

In 2013, the PACE program, also known as the Home Energy Retrofit Opportunity (HERO) program, became available to homeowners and businesses in San Bernardino County. AB 2597 clarifies that PACE assessments are special tax assessments, rather than loans, and updates the value of eligible improvements financed by PACE to up to 15% of the property value for the first \$700,000 of property value. Any remaining value on the property after the initial \$700,000 would remain at the existing 10%.

AB 2597 will reinforce SANBAG's authority to utilize voluntary contractual assessments to fulfill our obligations under the PACE Reserve Program by clarifying existing authorities and expanding the program to additional applicants.

Recommendation: Support

Staff recommends that the Board of Directors adopt a "Support" position. This recommendation is consistent with SANBAG's 2014 adopted State Legislative Platform in Section IV (d) "Support Property Assessed Clean Energy (PACE) program financing".

Bill History
Introduced: February 21, 2014
Amended: March 28, 2014 April 23, 2014
Status: Passed Assembly Revenue & Taxation Committee 8-0 Passed Assembly Natural Resources Committee 6-0 Passed Assembly Appropriations Committee 17-0 Passed Assembly Floor 75-0 Pending committee assignment in the Senate



Bill Analysis

Bill Number: SB 1228	Author: Hueso (D-San Diego)
Title: Trade Corridors Improvement Fund	

Summary

Proposition 1B, approved by voters in 2006, authorized \$19.9 billion in general obligation bonds to fund transportation projects. One of the more significant programs in Proposition 1B was the Trade Corridors Improvement Fund (TCIF). Proposition 1B allocated \$2 billion towards goods movement projects along federally designated "Trade Corridors of National Significance" or other high-volume freight corridors.

The California Transportation Commission (CTC) adopted guidelines for the program in November 2007 and approved the program of projects in April 2008. The \$2 billion program was supplemented by \$500 million from the State Highway Account and additionally overallocated at the time to total \$3.088 billion. This action was taken with the understanding that additional funds may be identified, bid prices were on the decline and projects were likely to produce uncalculated savings, as well as the requirement that projects have construction contracts in place by December 31, 2013 could mean that some projects may fall out of the program due to schedule changes.

The program did eventually produce sufficient savings to reallocate funds to new projects in late 2013. These projects are still advancing prior to program closeout and will continue through 2016. By program's end, the investments in the goods movement system in California will be leveraged to well over \$8 billion.

SB 1228 recognizes the success of TCIF and seeks to continue the program into the future. The bill allows the CTC to allocate funding for future TCIF projects from yet undetermined fund sources, most notably allowing non-bond sources to flow to the program.

Impact on SANBAG

While there is no dedicated funding for this program at this time, the bill creates the framework for future funding of goods movement projects included in the Regional Transportation Plan (RTP). It would be beneficial to SANBAG to support efforts that pursue resources and funding mechanisms consistent with the adopted RTP, including increasing revenues for transportation.

Recommendation: Support with Amendments

Staff recommends that the Board of Directors adopt a "Support with Amendments" position. The amendments requested would be to allocate funds consistent with existing TCIF corridor funding shares and to maintain the existing program guidelines and project selection process.

This recommendation is consistent with SANBAG's 2014 adopted State Legislative Platform in Section I (f), "Support budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program,

ATTACHMENT C

State Highway Operation and Protection Program, bond programs, and the Measure I Expenditure Plan” and Section III (b), “Support legislation that reduces freight-related impacts to San Bernardino County, including a particular focus on impacts to disadvantaged communities.”

Bill History
Introduced: February 20, 2014
Amended: March 27, 2014
Status: Passed Senate Environmental Quality Committee 10-0 Passed Senate Transportation & Housing Committee 7-0 Passed Senate Appropriations Committee 7-0 Passed Senate Floor 35-1 Pending committee assignment in the Assembly



Bill Analysis

Bill Number: SB 1390	Author: Correa (D – Santa Ana)
Title: Santa Ana River Conservancy Program	

Summary

SB 1390 establishes the Santa Ana River Conservancy Program to be administered by the State Coastal Conservancy in order to provide public recreational opportunities along the river, restore and protect wetlands and agricultural lands, improve water quality and floodwater protections, as well as to provide public education opportunities.

Under the program, the Conservancy would be required to prepare a Santa Ana River Parkway and Open Space Plan that would seek to identify underutilized public open spaces and recommend ways to provide better public use of those lands as well as to identify and prioritize additional low-impact recreational and open-space needs.

SB 1390 would authorize the Conservancy to acquire specified lands within one-half mile, or greater as provided, on either side of the Santa Ana River or its tributaries, as long as the land acquisition is expressly authorized between the conservancy and the local government whose jurisdiction contains the property. The Program would be permitted to undertake planning activities necessary to achieve the established objectives.

The bill would further allow the Conservancy to create an advisory group and ad hoc panels to advise them on Program objectives. The membership and goals of these groups are not specified.

Lastly, SB 1390 states that the Conservancy may not infringe on water quality, water supply, or flood control as part of this effort.

Impact on SANBAG

SANBAG, in its capacity as a Council of Governments, supports the goals of the bill to improve public recreation and education opportunities while protecting important natural resources. However, there are a few troublesome aspects of the bill that SANBAG wishes to work with the author on to address our concerns.

First, although the bill is careful not to infringe on water rights in the area, these same protections are not contemplated for transportation projects in the affected areas. Many of SANBAG's Measure I programs and projects fall within the half-mile designation for the Conservancy area and it is unclear whether these projects would be delayed or halted as a result of SB 1390.

In addition, the bill contains provisions allowing for advisory and ad hoc groups to support this effort. Without adequate assurances contained in the bill itself, SANBAG cannot be assured that San Bernardino County interests would be properly considered as the Conservancy considers its Parkway and Open Space Plan.

ATTACHMENT D

Recommendation: Work with Author

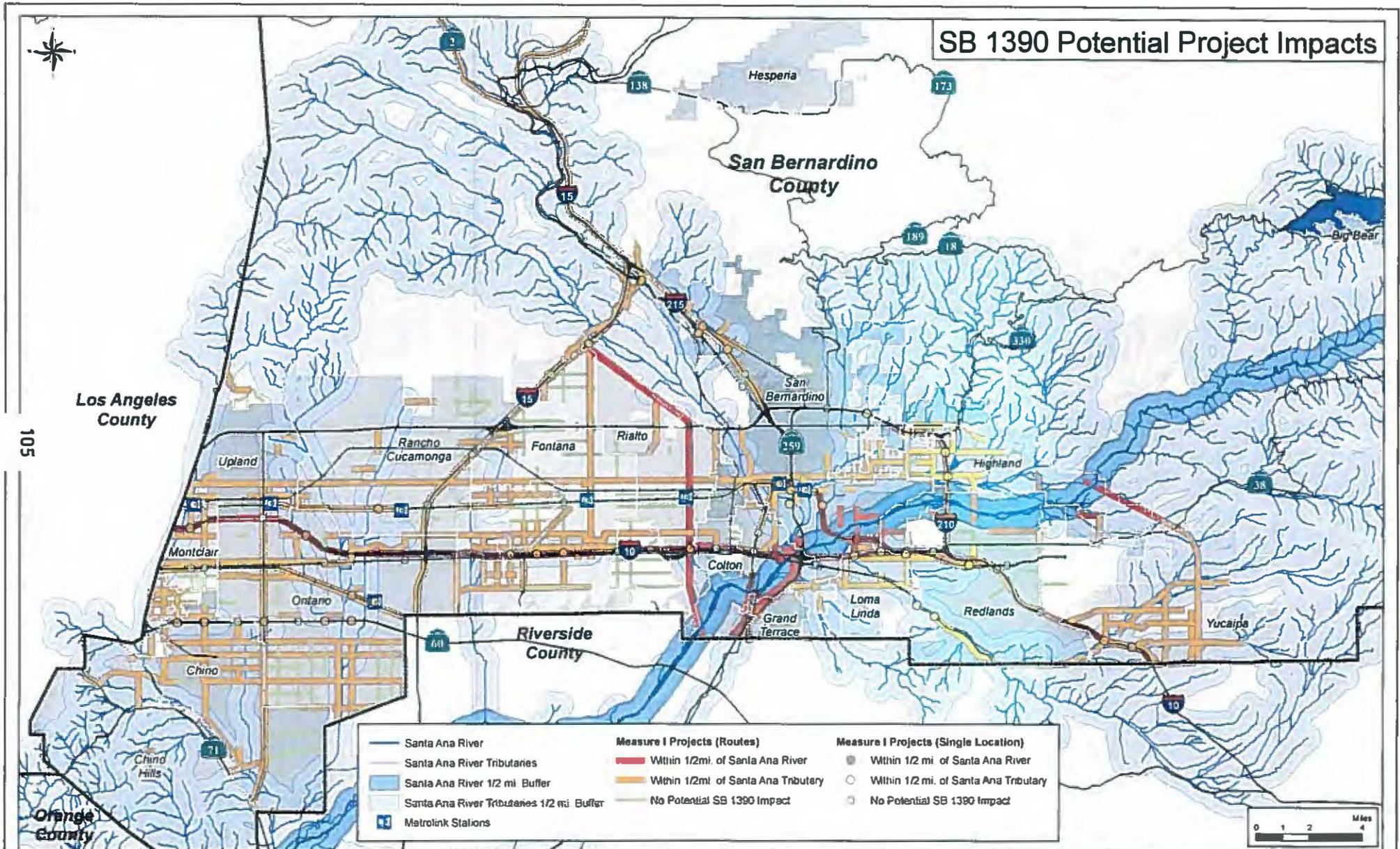
Staff recommends that the Board of Directors adopt a “Work with Author” position in order to secure amendments that protect SANBAG’s Measure I program of projects and ensure that San Bernardino County is adequately represented in associated advisory and ad hoc groups.

This recommendation is consistent with SANBAG’s 2014 adopted State Legislative Platform in Section VII (a), “Oppose legislation that could threaten the timely delivery of projects in the Measure I Expenditure Plan or interferes with the authority to administer any Measure I programs and services” and Section IV (j), “Support legislation to streamline the environmental review and project development process to avoid potentially duplicative and unnecessary steps, while maintaining critical environmental protections.”

Bill History
Introduced: February 21, 2014
Amended: April 29, 2014
Status: Passed Senate Natural Resources and Water Committee 9-0 Passed Senate Appropriations Committee 6-0 Passed Senate Floor 30-2 Pending committee assignment in the Senate

ATTACHMENT E

SB 1390 Potential Project Impacts



Source: U.S. Geological Survey National Hydrography Dataset

April 2014. G. Koblasz
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Attachment F

Bill Matrix

CA AB 39	AUTHOR:	Skinner [D]
	TITLE:	Energy: Conservation: Financial Assistance
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	12/03/2012
	LAST AMEND:	06/24/2013
	DISPOSITION:	Pending
	FILE:	A-50
	LOCATION:	Senate Inactive File
	SUMMARY:	Extends the operation of the Energy Conservation Assistance Act of 1979 that requires the State Energy Resources Conservation and Development Commission to administer the State Energy Conservation Assistance Account, a continuously appropriated account to provide grants and loans to local governments and public institutions to maximize energy use savings.
	STATUS:	
	09/12/2013	In SENATE. From third reading. To Inactive File.
CA AB 114	AUTHOR:	Salas [D]
	TITLE:	Proposition 39: Implementation: Workforce Development
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/14/2013
	LAST AMEND:	08/27/2013
	DISPOSITION:	Pending
	FILE:	A-42
	LOCATION:	Senate Inactive File
	SUMMARY:	Amends existing law that appropriates funds to the State Workforce Development Board to develop and implement a competitive grant program for eligible community-based and other training workforce organizations prepared disadvantaged youth or veterans for employment. Requires the Board to require a grant recipient to report to the Board specified information, and to review and assess the program in achieving the training and workforce development goals, identify problems and barriers, and provide solutions.
	STATUS:	
	09/12/2013	In SENATE. To Inactive File.
CA AB 229	AUTHOR:	Perez] [D]
	TITLE:	Infrastructure and Revitalization Financing Districts
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/04/2013
	LAST AMEND:	08/12/2013
	DISPOSITION:	Pending
	FILE:	A-7
	LOCATION:	Assembly Inactive File
	SUMMARY:	

Attachment F

Authorizes the creation by a city, county, city and county, and joint powers authority, of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes the creation of a district and the issuance of debt. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases.

STATUS:

09/11/2013 In ASSEMBLY. From Unfinished Business. To Inactive File.

CA AB 243

AUTHOR: Dickinson [D]
TITLE: Local Government: Infrastructure Financing Districts
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/06/2013
LAST AMEND: 08/19/2013
DISPOSITION: Pending
FILE: A-8
LOCATION: Assembly Inactive File

SUMMARY:

Authorizes the creation of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases if special conditions are met. Authorizes a district to fund various projects, including watershed land used for the collection and treatment of water for urban uses, flood management, open space, habitat restoration and development purposes.

STATUS:

09/11/2013 In ASSEMBLY. To Inactive File.

CA AB 380

AUTHOR: Dickinson [D]
TITLE: Oil Spills: Oil Spill Prevention and Response
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/14/2013
LAST AMEND: 05/28/2014
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 06/04/2014 9:30 am

SUMMARY:

Requires the Administrator for Oil Spill Response to post each oil spill contingency plan it receives on its Internet Web site for public review and to solicit public response. Requires offering grants to a local government with jurisdiction over or directly adjacent to surface water to complete, update, or revise such plan element and to train personnel to administer and implement the plan. Relates to the emergency response management and communication for railroad transport of oil or oil product cargo.

STATUS:

05/28/2014 From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.
 05/28/2014 In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.

CA AB 453	AUTHOR: Mullin [D] TITLE: Sustainable Communities FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/19/2013 LAST AMEND: 07/03/2013 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Amends existing law relating to the award of grants and loans to a council of governments, metropolitan planning organizations, regional transportation planning agencies, and city, county, or joint powers authorities to implement a plan to support sustainable communities development. Makes a local agency formation commission eligible for financial assistance. Requires a certain regional transportation plan to include the effect development may have on meeting greenhouse gas emissions reduction targets. STATUS: 08/30/2013 In SENATE Committee on APPROPRIATIONS: Held in committee.
CA AB 1046	AUTHOR: Gordon [D] TITLE: Department of Transportation: Innovative Delivery FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/22/2013 LAST AMEND: 03/21/2013 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Authorizes the Department of Transportation's District 4 director to direct existing district resources to the Innovative Delivery Team Demonstration Program. Authorizes department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement and accompanying work programs. STATUS: 08/19/2013 In SENATE Committee on APPROPRIATIONS: Not heard.
CA AB 1080	AUTHOR: Alejo [D] TITLE: Community Revitalization & Investment Authorities FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/22/2013 LAST AMEND: 08/20/2013 DISPOSITION: Pending LOCATION: Senate Appropriations Committee

Attachment F

SUMMARY:

Authorizes certain public entitles of a community revitalization and investment area to form a community revitalization plan within a community revitalization and investment authority to carry out the Community Redevelopment Law in a specified manner. Requires the authority to adopt a community revitalization plan for a community revitalization and investment area and authorizes the authority to include in that plan a provision for the receipt of tax increment funds.

STATUS:

08/30/2013 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA AB 1081

AUTHOR: Medina [D]
TITLE: Economic Development: Goods-Movement Infrastructure
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/22/2013
LAST AMEND: 08/12/2013
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:

Amends existing law that requires the Governor to submit to the Legislature a proposed infrastructure plan containing certain information concerning infrastructure needed by specified entities and a proposal for funding the needed infrastructure. Requires the plan to include additional information related to infrastructure identified by state and federal transportation authorities, recommendations for private sector financing, and strategies to address state goods movement needs.

STATUS:

08/30/2013 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA AB 1102

AUTHOR: Allen T [R]
TITLE: Beach Burning: Permit: South Coast Air Quality District
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/22/2013
LAST AMEND: 01/17/2014
DISPOSITION: Pending
COMMITTEE: Senate Environmental Quality Committee
HEARING: 06/04/2014 9:30 am
SUMMARY:

Makes inoperative an open burning rule that restricts the use or location of a beach fire ring adopted by the South Coast Air Quality Management District until a public agency with jurisdiction over the area obtains and implements an approved coastal development permit. Subjects the removing or restricting of such ring to the State Coastal Act. Requires the application for a permit to include specified information.

STATUS:

02/07/2014 Re-referred to SENATE Committees on ENVIRONMENTAL QUALITY and NATURAL RESOURCES AND WATER.

Attachment F

CA AB 1318	AUTHOR: Bonilla [D] TITLE: Student Financial Aid: Cal Grant Program FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/22/2013 LAST AMEND: 05/24/2013 DISPOSITION: Pending COMMITTEE: Senate Education Committee HEARING: 06/04/2014 9:00 am SUMMARY: Adds provisions to the Cal Grant Program that would set the maximum award levels for students attending nonprofit, nonpublic postsecondary educational institutions that are accredited by a specified entity for the 2014-15 award year. Provides that a such accredited postsecondary educational institution would be deemed a qualifying institution if the total amount of institutional aid provided to resident students is no less than 50% of the total Cal Grants awards received by their students. STATUS: 06/26/2013 In SENATE Committee on EDUCATION: Not heard.
CA AB 1331	AUTHOR: Rendon [D] TITLE: Clean, Safe, and Reliable Drinking Water Act of 2014 FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/22/2013 LAST AMEND: 05/08/2014 DISPOSITION: Pending LOCATION: Senate Governance and Finance Committee SUMMARY: Repeals the provisions that would create the Safe, Clean and Reliable Drinking Water Supply Act of 2012. Enacts the Clean, Safe and Reliable Drinking Water Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in a specified amount pursuant to the State General Obligation Bond Law to finance a clean and safe drinking water program. STATUS: 05/15/2014 Re-referred to SENATE Committee on GOVERNANCE AND FINANCE.
CA AB 1399	AUTHOR: Medina [D] TITLE: Income Taxation: Credits: New Market Tax Credit FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 03/11/2013 LAST AMEND: 09/06/2013 DISPOSITION: Pending LOCATION: Senate Governance and Finance Committee

SUMMARY:

Allows a credit under the Personal Income and Corporation Tax Laws, in conformity with a federal New Market Tax Credit, for investments in low-income communities. Imposes specified duties on the State Tax Credit Allocation Committee.

STATUS:

09/10/2013 Re-referred to SENATE Committee on RULES.
 09/10/2013 Re-referred to SENATE Committee on GOVERNANCE AND FINANCE.

CA AB 1445 **AUTHOR:** Logue [R]
TITLE: Water Infrastructure Act of 2014
FISCAL yes
COMMITTEE:
URGENCY yes
CLAUSE:
INTRODUCED: 01/06/2014
LAST AMEND: 02/14/2014
DISPOSITION: Pending
LOCATION: Assembly Water, Parks and Wildlife Committee
SUMMARY:
 Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. Enacts the State Water Infrastructure Act of 2014. Authorizes the issuance of bonds in a specified amount to finance a public benefit associated with water storage and water quality improvement projects.
STATUS:
 02/14/2014 To ASSEMBLY Committee on WATER, PARKS AND WILDLIFE.
 02/14/2014 From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE with author's amendments.
 02/14/2014 In ASSEMBLY. Read second time and amended. Re-referred to Committee on WATER, PARKS AND WILDLIFE.

CA AB 1447 **AUTHOR:** Waldron [R]
TITLE: Global Warming Solutions Act of 2006
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/06/2014
LAST AMEND: 04/22/2014
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
 Relates to moneys in the Greenhouse Gas Reduction Fund under the Global Warming Solutions Act of 2006. Authorizes sustainable infrastructure projects to include traffic signal synchronization when the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effect.
STATUS:
 05/28/2014 To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

Attachment F

CA AB 1509 **AUTHOR:** Fox [D]
TITLE: Veterans: Transition Assistance
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/14/2014
LAST AMEND: 03/25/2014
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Requires the Department of Veterans Affairs to develop a transition assistance program for veterans who have been discharged from the Armed Forces of the United States or the National Guard of any state.
STATUS:
05/28/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
*****To SENATE. (64-5)

CA AB 1521 **AUTHOR:** Fox [D]
TITLE: Local Government Finance: Property Tax Revenue
FISCAL yes
COMMITTEE:
URGENCY yes
CLAUSE:
INTRODUCED: 01/16/2014
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Modifies a specified reduction and transfer provision for the 2014-15 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.
STATUS:
05/27/2014 In ASSEMBLY. Read third time, urgency clause adopted.
Passed ASSEMBLY. *****To SENATE. (75-0)

CA AB 1527 **AUTHOR:** Perea [D]
TITLE: Public Water Systems: Drinking Water
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/17/2014
LAST AMEND: 04/09/2014
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Requires the Strategic Growth Council to manage and award financial assistance to a city, county, local area formation commission, special district, nonprofit organization or entity for the preparation, planning, and implementation of a public water system consolidation, merger, or extension of service project for the purposes of promoting water conservation. Requires the assistance to be provided from available moneys pursuant to a specified bond act.
STATUS:
05/28/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
*****To SENATE. (54-24)

CA AB 1537	AUTHOR: Levine [D] TITLE: General Plan Housing Element: Regional Housing Need FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 01/22/2014 LAST AMEND: 04/21/2014 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Requires a county that is in the San Francisco-Oakland-Fremont Metropolitan Statistical Area and that has a specified population or less to be considered suburban for purposes of determining the densities appropriate to accommodate housing for lower income households. Requires certain cities incorporated within such counties to be considered suburban. Requires a county or city so classified to make certain reports to the Legislature and the Department of Housing and Community Development. STATUS: 05/28/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.
CA AB 1582	AUTHOR: Mullin [D] TITLE: Redevelopment: Successor Agencies FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/03/2014 LAST AMEND: 04/22/2014 DISPOSITION: Pending LOCATION: Senate Governance and Finance Committee SUMMARY: Relates to the Community Redevelopment Law. Relates to payments on enforceable obligations. Revises the timeline for the preparation of the required Recognized Obligation Payment Schedule to provide that a successor agency prepare a schedule for an annual fiscal period. Authorizes the Recognized Obligation Payment Schedule to be amended by the oversight board if the amendment is approved at least a certain number of days before the date of the next property tax distribution. STATUS: 05/22/2014 To SENATE Committee on GOVERNANCE AND FINANCE.
CA AB 1586	AUTHOR: Holden [D] TITLE: Public Contracts: Hiring: Priority Consideration FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/03/2014 LAST AMEND: 05/07/2014 DISPOSITION: Pending LOCATION: SENATE

Attachment F

SUMMARY:

Requires a provision of a public contract for services to include priority consideration for qualified job applicants who are receiving or have exhausted entitlement to unemployment insurance benefits, and residents of a targeted employment area.

STATUS:

05/27/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
*****To SENATE. (52-23)

CA AB 1624	AUTHOR:	Gordon [D]
	TITLE:	Self-Generation Incentive Program
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/10/2014
	LAST AMEND:	05/28/2014
	DISPOSITION:	Pending
	FILE:	26
	LOCATION:	Assembly Third Reading File

SUMMARY:

Requires the Public Utilities Commission to require electrical corporations to administer the self-generation incentive program for distributed energy resources and to allocate funding for the program and to reduce, annually, that total amount allocated to the program. Limits eligibility for incentives. Requires a capacity factor for each distributed energy resource technology in the program, and the level of related incentives. Provides the factors to be considered in allocating related funding.

STATUS:

05/28/2014 In ASSEMBLY. Read third time and amended. To third reading.

CA AB 1690	AUTHOR:	Gordon [D]
	TITLE:	Local Planning: Housing Elements
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/13/2014
	DISPOSITION:	Pending
	LOCATION:	Senate Transportation and Housing Committee

SUMMARY:

Requires the program that sets forth a schedule of actions during the planning period that the local government is undertaking, or intends to undertake, to implement the policies and achieve the goals and objectives of the housing element to accommodate at least 50% of the very low and low-income housing need on sites designated for residential use or mixed-uses.

STATUS:

05/22/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA AB 1696	AUTHOR:	Wleckowski [D]
	TITLE:	Energy Alternatively Fueled Vehicles: Incentives
	FISCAL	no
	COMMITTEE:	

Attachment F

URGENCY no
CLAUSE:
INTRODUCED: 02/13/2014
DISPOSITION: Pending
COMMITTEE: Senate Governmental Organization Committee
HEARING: 06/24/2014 9:30 am
SUMMARY:

Amends existing law that requires the Department of General Services and the Department of Transportation to develop and implement advanced technology vehicle parking incentive programs. Expressly lists parking spaces with charging stations for plug-in hybrid and electric vehicles as an example of the incentives.

STATUS:
05/15/2014 To SENATE Committee on GOVERNMENTAL ORGANIZATION.

CA AB 1705

AUTHOR: Williams [D]
TITLE: Public Contracts: Payment
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/13/2014
LAST AMEND: 03/28/2014
DISPOSITION: Pending
COMMITTEE: Senate Governmental Organization Committee
HEARING: 06/10/2014 9:30 am
SUMMARY:

Amends existing law that authorizes the retention proceeds withheld from any payment by an awarding entity from the original contractor, by the original contractor from any subcontractor, and by a subcontractor from any subcontractor, to exceed a specified percentage on projects that are substantially complex. Requires that the bid documents include details explaining the basis for the finding in addition to the actual retention amount.

STATUS:
05/15/2014 To SENATE Committee on GOVERNMENTAL ORGANIZATION.

CA AB 1707

AUTHOR: Wilk [R]
TITLE: Water Quality: Scientific Peer Review
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/13/2014
LAST AMEND: 05/01/2014
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Amends existing law that requires the State Water Resources Control Board and the regional water quality control boards to prescribe waste discharge requirements in accordance with the federal national pollutant discharge elimination system permit program. Relates to an external scientific peer review. Requires the Board to post on its Internet Web site a copy of the external scientific peer review for regulations of the Board.

STATUS:
05/23/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
*****To SENATE. (73-0)

CA AB 1711	AUTHOR: Cooley [D] TITLE: Administrative Procedures Act: Impact Assessment FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/13/2014 LAST AMEND: 04/03/2014 DISPOSITION: Pending LOCATION: Senate Governmental Organization Committee SUMMARY: Amends existing law that requires every state agency subject to the Administrative Procedure Act to provide an initial statement of reasons for proposing the adoption, amendment, or repeal of a regulation. Requires agencies proposing such action that is not a major regulation or that is a major regulation to prepare an economic impact assessment that makes specified assessments. Requires the assessment to be included in the initial statement of reasons. Requires the adoption of related instructions. STATUS: 05/08/2014 To SENATE Committees on GOVERNMENTAL ORGANIZATION and ENVIRONMENTAL QUALITY.
CA AB 1720	AUTHOR: Bloom [D] SANBAG Position: Support TITLE: Vehicles: Bus Gross Weight FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/13/2014 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Relates to existing law that prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axis exceeds 20,500 pounds. Extends the provision that exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory. STATUS: 05/22/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.
CA AB 1721	AUTHOR: Linder [R] TITLE: Vehicles: High-Occupancy Vehicle Lanes FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/13/2014 LAST AMEND: 04/24/2014 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee

SUMMARY:

Amends existing law that exempts a vehicle, eligible under these provisions to use high occupancy vehicle lanes, from toll charges imposed on single-occupant vehicles in designated high-occupancy toll lanes unless prohibited by federal law. Grants a vehicle, eligible under these provisions to use HOV lanes, a toll-free or reduced-rate passage in HOT lanes.

STATUS:

05/15/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA AB 1724	<p>AUTHOR: Frazier [D] TITLE: Construction Manager/General Contractor: Transit Agency FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/14/2014 LAST AMEND: 03/28/2014 DISPOSITION: Pending FILE: 9 LOCATION: Assembly Third Reading File SUMMARY: Authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method to design and construct certain projects. Requires such agency after completion of any project using such method to prepare a report that describes each project and relevant data. Requires the report to be posted on the agency's Web site. Requires that agency to comply with prevailing wage provisions and to reimburse any enforcement costs. STATUS: 05/08/2014 In ASSEMBLY. Read second time. To third reading.</p>
CA AB 1731	<p>AUTHOR: Perea [D] TITLE: Integrated Regional Water Management Plans: Funding FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/14/2014 DISPOSITION: Pending COMMITTEE: Senate Natural Resources and Water Committee HEARING: 06/10/2014 9:30 am SUMMARY: Requires, in each integrated regional water management region, that not less than a specified percentage of any funding for integrated regional water management planning purposes be used to facilitate and support the participation of disadvantaged communities in integrated regional water management planning and for projects that address critical water supply or water quality needs for disadvantaged communities. STATUS: 04/10/2014 To SENATE Committees on NATURAL RESOURCES AND WATER and ENVIRONMENTAL QUALITY.</p>

Attachment F

CA AB 1739	AUTHOR:	Dickinson [D]
	TITLE:	Groundwater Basin Management: Sustainability
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/14/2014
	LAST AMEND:	04/22/2014
	DISPOSITION:	Pending
	LOCATION:	SENATE
	SUMMARY:	Amends existing law concerning groundwater management plans adopted by local agencies. Requires a sustainable groundwater management plan to be adopted for certain basins by any groundwater management agency. Prohibits the extraction of groundwater within a groundwater basin for new commercial, multifamily residential, or industrial development, except for the use of a single-family domestic well, unless the groundwater basin has a sustainable groundwater management plan.
	STATUS:	
	05/28/2014	In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (48-24)
CA AB 1741	AUTHOR:	Frazier [D]
	TITLE:	Public Works: Prevailing Wage Rates: Assessments
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/14/2014
	LAST AMEND:	04/07/2014
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	Relates to the issuance by the Labor Commissioner of a civil wage and penalty assessment for violating laws regulating public works contracts, including the payment of prevailing wages. Specifies that a contractor, subcontractor, or surety may deposit the full amount of the assessment or notice with the Department of Industrial Relations in the form of cash or a bond issued by a surety company admitted to do business in the State in a form acceptable to the Department.
	STATUS:	
	05/23/2014	In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.
CA AB 1799	AUTHOR:	Gordon [D]
	TITLE:	Land Use: Mitigation Lands
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/18/2014
	LAST AMEND:	05/01/2014
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee

Attachment F

SUMMARY:

Specifies, where a governmental entity or specified district is the transferee of property, that an endowment or other financial mechanism is not required if the entity or district provides evidence to the local or State agency that it possesses an investment-grade credit rating by a nationally recognized rating organization or other equivalent evidence of financial responsibility and enters into a contractual agreement enforcing mitigation requirements. Requires related reporting.

STATUS:

05/23/2014 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

CA AB 1811 **AUTHOR:** Buchanan [D]
TITLE: High-Occupancy Vehicle Lanes
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2014
LAST AMEND: 04/08/2014
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Amends the value pricing high-occupancy vehicle program that authorizes the entry and use of high-occupancy vehicle lanes by single-occupant vehicles for a fee. Authorizes the program to require a high-occupancy vehicle to have an electronic transponder or other electronic devices for law enforcement purposes.

STATUS:

05/15/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA AB 1813 **AUTHOR:** Quirk [D]
TITLE: Global Warming Solutions Act of 2006
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2014
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:

Establishes the Fuel Producer Capital Assistance program to distribute moneys to liquid-transportation-fuel producers who wish to locate within the state a large-scale production facility that produces a specified number. Establishes the Fuel producers Capital Assistance Fund to implement the program.

STATUS:

02/27/2014 To ASSEMBLY Committee on NATURAL RESOURCES.

CA AB 1839 **AUTHOR:** Gatto [D]
TITLE: Income Taxes: Qualified Motion Pictures
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2014

Attachment F

LAST AMEND: 05/23/2014
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Establishes similar tax credits for qualified motion pictures under the Person Income Tax and Corporation Tax laws. Extends the scope of the existing credits to an applicable percentage of qualified related expenditures for television pilot episodes, visual effects, and music scoring and track recording. Allows a credit, beginning on a specified date, against qualified state sales and use taxes, and a credit to reduce the tentative minimum tax under the Corporation Tax Law.

STATUS:

05/28/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
 *****To SENATE. (76-0)

CA AB 1874

AUTHOR: Gonzalez [D]
TITLE: Integrated Regional Water Management Plans: Funding
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2014
LAST AMEND: 04/23/2014
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Requires the Department of Water Resources to develop a streamlined application process for certain regional water management groups. Requires, in order to get water management grant funds through the process, the group must file a streamlined application including specified information. Requires awarding funds according to a statutory formula and covers regions. Requires the group to provide a list of projects to be funded and the Department to award the funding within a specified time period.

STATUS:

05/23/2014 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

CA AB 1939

AUTHOR: Daly [D]
TITLE: Public Works: Prevailing Wages: Contractor's Costs
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2014
LAST AMEND: 04/24/2014
DISPOSITION: Pending
COMMITTEE: Senate Judiciary Committee
HEARING: 06/10/2014 1:30 pm
SUMMARY:

Relates to public works and the prevailing wage. Authorizes a contractor to bring an action to recover from the party it directly contracts with, any increased costs, including labor costs, penalties, and legal fees incurred as a result of any decision by the Department of Industrial Relations, the Labor and Workforce Development Agency or a court that classifies that the work covered by the project is a public work.

STATUS:

05/15/2014 To SENATE Committee on JUDICIARY.

CA AB 1963	AUTHOR: Atkins [D] TITLE: Redevelopment FISCAL yes COMMITTEE: URGENCY yes CLAUSE: INTRODUCED: 02/19/2014 LAST AMEND: 04/21/2014 DISPOSITION: Pending LOCATION: Senate Governance and Finance Committee SUMMARY: Relates to existing law that requires successor agencies to wind down the affairs of dissolved redevelopment agencies and which suspends such requirement, except as it applies to the transfer or assets and properties for governmental use, until the Department of Finance has approved a long-range property management plan. Requires the property of a former redevelopment agency to be disposed of according to law if a long-range property management plan has not been approved by a specified date. STATUS: 05/22/2014 To SENATE Committee on GOVERNANCE AND FINANCE.
CA AB 1970	AUTHOR: Gordon [D] TITLE: Global Warming Solutions Act: Community Investment FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/19/2014 LAST AMEND: 04/10/2014 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Creates the Community Investment and Innovation Program and requires moneys to be available from the Greenhouse Gas Reduction Fund for purposes of awarding grants and other financial assistance to eligible applicants who submit plans to develop and implement integrated community-level greenhouse gas emissions reductions in their region. Requires the Strategic Growth Council to administer the program. STATUS: 05/23/2014 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.
CA AB 1999	AUTHOR: Atkins [D] TITLE: Personal Income and Corporation Taxes: Rehabilitation FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/20/2014 LAST AMEND: 05/15/2014 DISPOSITION: Pending LOCATION: SENATE

Attachment F

SUMMARY:

Allows a credit against the Personal Income Tax and the Corporation Tax laws in an amount, determined pursuant to a specified section of the Internal Revenue Code that is paid or incurred during the taxable year for rehabilitation of certified historic structures. Provides for a credit of specified percentage if the structure meets specified criteria. Requires a review of the credit by the Legislative Analyst.

STATUS:

05/27/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
*****To SENATE. (75-0)

CA AB 2008	<p>AUTHOR: Quirk [D] TITLE: Transit Village Plans: Goods Movement FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/20/2014 LAST AMEND: 05/07/2014 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Amends existing law that authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics including demonstrable public benefits. Requires the plan to address demonstrable public benefits beyond the increase in transit usage including a number of specified benefits. Adds as a benefit the minimization of the impact of goods movement on air quality, traffic, and public safety through dedicated loading and unloading facilities. STATUS: 05/28/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.</p>
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CA AB 2013	<p>AUTHOR: Muratsuchi [D] TITLE: Vehicles: High-Occupancy Vehicle Lanes FISCAL yes COMMITTEE: URGENCY yes CLAUSE: INTRODUCED: 02/20/2014 LAST AMEND: 04/02/2014 DISPOSITION: Pending COMMITTEE: Senate Transportation and Housing Committee HEARING: 06/10/2014 1:30 pm SUMMARY: Increases the number of identifiers that the Department of Motor Vehicles is authorized to issue under provisions authorizing the issuance of such identifiers to certain vehicles permitted to use high-occupancy vehicle lanes. STATUS: 05/15/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.</p>
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CA AB 2023	<p>AUTHOR: Wagner [R] TITLE: Eminent Domain: Compensation: Loss of Goodwill FISCAL no</p>
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Attachment F

COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/20/2014
LAST AMEND: 04/21/2014
DISPOSITION: Pending
COMMITTEE: Senate Judiciary Committee
HEARING: 06/10/2014 1:30 pm

SUMMARY:

Amends existing law that provides that an owner of property taken by eminent domain is entitled to compensation for loss of goodwill. Requires that an owner prove that goodwill existed before a taking. Provides that evidence of other elements would be presented to the trier of fact only if there is credible evidence that goodwill existed.

STATUS:

05/22/2014 To SENATE Committee on JUDICIARY.

CA AB 2040

AUTHOR: Garcia [D]
TITLE: Public Official Compensation
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/20/2014
LAST AMEND: 05/23/2014
DISPOSITION: Pending
LOCATION: SENATE

SUMMARY:

Requires a local agency to report to the Controller the annual compensation of its public officials. Requires a local agency that is required to report and that maintains an Internet Web site to post that information on the Controller's Government Compensation in California Internet Web site. Requires the entities to consult regarding the reporting requirements for such disclosure.

STATUS:

05/28/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
 *****To SENATE. (78-0)

CA AB 2043

AUTHOR: Bigelow [R]
TITLE: Safe Clean and Reliable Drinking Water Supply Act
FISCAL yes
COMMITTEE:
URGENCY yes
CLAUSE:
INTRODUCED: 02/20/2014
LAST AMEND: 05/19/2014
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee

SUMMARY:

Repeals provisions of the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. Enacts the Safe, Clean, and Reliable Water Supply Act of 2014, which, if adopted by votes, would authorize the issuance of bonds in a specified amount to finance a safe drinking water and water supply reliability program.

STATUS:

05/21/2014 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.

Attachment F

CA AB 2045 **AUTHOR:** Rendon [D]
TITLE: Energy Improvements and Financing
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/20/2014
LAST AMEND: 04/23/2014
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
 Enacts the Non-Residential Real Property Energy Retrofit Financing Act of 2014. Provides financial assistance through the issuance of revenue bonds, to owners of eligible real properties. Requires that the bonds be secured by the recording of an energy remittance repayment agreement lien. Requires the Energy Resources Conservation and Development Commission to collect installment payments from owners of eligible real properties whose applications it has approved.
STATUS:
 05/23/2014 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

CA AB 2050 **AUTHOR:** Quirk [D]
TITLE: State Global Warming Solutions Act: Scoping Plan
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/20/2014
LAST AMEND: 05/23/2014
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
 Requires the State Air Resources Board to include specified elements when updating a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in statewide greenhouse gas emissions. Requires the Economic and Technology Advancement Advisory Committee to consist of a certain number of members who are experts in energy technology and economics. Deletes authorization for the committee to advise the state board on certain developments relating to emission reductions.
STATUS:
 05/28/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
 *****To SENATE. (54-20)

CA AB 2090 **AUTHOR:** Fong [D]
TITLE: High Occupancy Toll Lanes: Santa Clara County
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/20/2014
LAST AMEND: 03/27/2014
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee

Attachment F

SUMMARY:

Requires the Santa Clara Valley Transportation Authority to establish appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes by high occupancy vehicles without adversely affecting other traffic on the state highway system. Provides that such vehicles may be required to have an electronic transponder or other electronic device for enforcement purposes.

STATUS:

05/15/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA AB 2119

AUTHOR: Stone [D]

TITLE: Local Transaction and Use Taxes

FISCAL no

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/20/2014

LAST AMEND: 05/14/2014

DISPOSITION: Pending

LOCATION: Senate Governance and Finance Committee

SUMMARY:

Authorizes the board of supervisors of a county to levy, increase, or extend a transaction and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county or the unincorporated area of the county, if levied on the unincorporated area of the county; requires tax revenues to only be used within the area for which the tax was approved by the qualified voters..

STATUS:

05/28/2014 To SENATE Committee on GOVERNANCE AND FINANCE.

CA AB 2137

AUTHOR: Quirk [D]

TITLE: Energy Efficiency Programs: Small Businesses

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/20/2014

LAST AMEND: 05/15/2014

DISPOSITION: Pending

LOCATION: SENATE

SUMMARY:

Requires the Office of Small Business Advocate to develop and maintain on its Web site a section on all of the energy efficiency programs that are available to small businesses within the State. Requires the Public Utilities Commission to develop and maintain on its Internet Web site a section dedicated to the entire electrical corporation and gas corporation energy efficiency programs that are available to small businesses within the state, and the small business demand side energy programs.

STATUS:

05/27/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
*****To SENATE. (77-0)

Attachment F

CA AB 2176	AUTHOR: Perez J [D] TITLE: Governor's Office of Business and Economic Development FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/20/2014 LAST AMEND: 04/09/2014 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Amends existing law that provides that an employer may not order a mass layoff, relocation, or termination at a covered establishment without giving prior notice to employees and the Employment Development Department and other local agencies. Requires the employer to also provide written notice to the Governor's Office of Business and Economic Development and the Employment Development Department to post the notice on its Internet Web site. Requires the Office to develop a state economic development plan. STATUS: 05/23/2014 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.
CA AB 2193	AUTHOR: Gordon [D] TITLE: Habitat Restoration and Enhancement Act FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/20/2014 LAST AMEND: 05/23/2014 DISPOSITION: Pending LOCATION: SENATE SUMMARY: Enacts the Habitat Restoration and Enhancement Act and related fund. Authorizes the Department of Fish and Wildlife to schedule fees for projects, based on the cost of a project, sufficient to recover all reasonable administrative and implementation costs of the Department relating to the project. STATUS: 05/28/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (77-0)
CA AB 2197	AUTHOR: Mullin [D] TITLE: Vehicles: Temporary License Plates FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/20/2014 LAST AMEND: 04/23/2014 DISPOSITION: Pending LOCATION: Assembly Appropriations Committee SUMMARY: Requires the Department of Motor Vehicles to contract with a private industry partner for the development of a temporary license plate system to enable vehicle dealers and lessor-retailers to print temporary license plates on weatherproof paper or other media selected by the Department.

Attachment F

STATUS:
05/23/2014 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

CA AB 2227 **AUTHOR:** Quirk [D]
TITLE: Citizens Oversight Board: Implementation
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/20/2014
LAST AMEND: 05/23/2014
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
 Requires members of the Citizens Oversight Board to reviews all expenditures from the Clean Energy Job Creation Fund, to serve a specified number of terms. Provides for the appointment of a Board Chair and Vice Chair and each person's duties. Provides Board meeting requirements. Authorizes the Board to form committees. Requires the Board to prepare an annual report.
STATUS:
 05/28/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (77-0)

CA AB 2250 **AUTHOR:** Daly [D]
TITLE: Toll Facilities: Revenues
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/21/2014
LAST AMEND: 04/24/2014
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
 Requires the Department of Transportation when entering into a cooperative agreement with a local agency for a managed land on the State highway system, to ensure that any toll revenues from the managed land that is administered by the local agency remain available for expenditure within the respective corridor in which the managed lane is located.
STATUS:
 05/22/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA AB 2280 **AUTHOR:** Alejo [D]
TITLE: Community Revitalization and Investment Authorities
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/21/2014
LAST AMEND: 04/07/2014
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/10/2014 1:30 pm

SUMMARY:

Authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, to carry out provisions of the Community Redevelopment Law. Provides for the financing of these activities by the issuance of bonds serviced by tax increment revenues. Provides for periodic audits of the authority with respect to affordable housing.

STATUS:

05/22/2014 To SENATE Committees on TRANSPORTATION AND HOUSING and GOVERNANCE AND FINANCE.

CA AB 2290	AUTHOR:	Perez J [D]
	TITLE:	California Infrastructure and Economic Development Bank
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/21/2014
	DISPOSITION:	Pending
	LOCATION:	Senate Governance and Finance Committee
	SUMMARY:	
		Relates to the California Infrastructure and Economic Development Bank in the Governor's Office of Business and Economic Development. Adds a Member of the Assembly, or a designee and a Member of the Senate, or a designee as advisory members of the board. Requires the bank to serve as the primary state agency for purposes of developing an application for, and applying to, any federal infrastructure bank or financial authority.
	STATUS:	
	05/22/2014	To SENATE Committees on GOVERNANCE AND FINANCE and RULES.

CA AB 2348	AUTHOR:	Stone [D]
	TITLE:	Natural Resources Climate Improvement Program
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/21/2014
	LAST AMEND:	04/22/2014
	DISPOSITION:	Pending
	LOCATION:	Assembly Appropriations Committee
	SUMMARY:	
		Establishes the Natural Resources Climate Improvement Program to assist in the development and implementation of natural resources projects selected by state conservancies and the Wildlife Conservation Board that maximize greenhouse gas emission reductions or sequestration. Authorizes moneys from the Greenhouse Gas Reduction Fund to be available to implement the Natural Resources Climate Improvement Program.
	STATUS:	
	05/23/2014	In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

CA AB 2355	AUTHOR:	Levine [D]
	TITLE:	Local Agencies: Streets and Highways: Recycled Material
	FISCAL	yes
	COMMITTEE:	

Attachment F

URGENCY: no
CLAUSE:
INTRODUCED: 02/21/2014
LAST AMEND: 04/01/2014
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Requires a local agency that has jurisdiction over a street or highway to either adopt the standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and previous backfill materials, or discuss why it is not adopting those standards at a regularly scheduled public hearing of the local agency's legislative or other governing body.

STATUS:
 05/22/2014 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA AB 2363

AUTHOR: Dahle [R]
TITLE: Electricity Procurement
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/21/2014
LAST AMEND: 05/06/2014
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Requires the Public Utilities Commission to direct electrical corporations to include in their proposed procurement plans the use of any nonzero integration cost adders. Requires the Commission to adopt a nonzero integration cost adder methodology that reflects a reasonable cost estimate of the costs of procuring capacity and energy required to accommodate the electrical generation of a particular eligible renewable energy source.

STATUS:
 05/27/2014 In ASSEMBLY. Read third time. Passed ASSEMBLY.
 *****To SENATE. (76-0)

CA AB 2390

AUTHOR: Muratsuchi [D]
TITLE: Low Carbon Fuel Standard: Green Credit Reserve
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/21/2014
LAST AMEND: 05/23/2014
DISPOSITION: Pending
FILE: 55
LOCATION: Assembly Third Reading File
SUMMARY:

Requires the Treasure to establish and administer a Low Carbon and Renewable Fuels Credit Reserve to facilitate the development of renewable and low carbon transportation fuels produced in the state from in-state feedstocks by providing stability for the value of credits generated by the production of those fuels pursuant to the low-carbon fuel standard and the federal renewable fuel standard.

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STATUS:
05/27/2014 In ASSEMBLY. Read second time. To third reading.

CA AB 2415 **AUTHOR:** Ting [D]
TITLE: Property Tax Agents
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/21/2014
LAST AMEND: 05/23/2014
DISPOSITION: Pending
FILE: 57
LOCATION: Assembly Third Reading File
SUMMARY:
 Prohibits a property tax agent from communicating directly with any county official for the purpose of influencing official action relating to the establishment of a taxable value for any property subject to taxation, and from representing a taxpayer without being registered. Provides a violation is a misdemeanor. Requires a list of such agents and of agents who have been fined or had their license revoked and to make the lists public on a specified Web site. Relates registration renewal biennial.
STATUS:
 05/27/2014 In ASSEMBLY. Read second time. To third reading.

CA AB 2445 **AUTHOR:** Chau [D]
TITLE: Community Colleges: Transportation Fees
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/21/2014
DISPOSITION: Pending
COMMITTEE: Senate Education Committee
HEARING: 06/04/2014 9:00 am
SUMMARY:
 Specifies that a community college district is authorized to enter into a contract for the specified transportation services if a majority of the students of that district, or campus of that district, approve the payment of a certain fee within the same time period.
STATUS:
 05/08/2014 To SENATE Committee on EDUCATION.

CA AB 2471 **AUTHOR:** Frazier [D]
TITLE: Public Contracts: Change Orders
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/21/2014
LAST AMEND: 05/23/2014
DISPOSITION: Pending
FILE: 59
LOCATION: Assembly Third Reading File

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SUMMARY:

Requires a public entity, when authorized to order changes or additions in the work in a public works contract awarded to the lowest bidder, to issue a change order promptly. Requires if this requirement is not met, the public entity to be liable to the original contractor for the work that has already been performed, a documentation is submitted. Authorizes the submission of a change order for extra work performed by a subcontractor. Authorizes subcontractor request. Requires subcontractor notification.

STATUS:

05/27/2014 In ASSEMBLY. Read second time. To third reading.

CA AB 2554

AUTHOR: Rendon [D]
TITLE: Clean, Safe, and Reliable Drinking Water Act of 2014
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/21/2014
LAST AMEND: 04/23/2014
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Repeals the Safe, Clean, and Reliable Drinking Water Act of 2012 that would authorize the issuance of bonds to finance a safe drinking water and water supply reliability program via a bond act if passed by the voters at a statewide general election. Enacts the Clean, Safe, and Reliable Drinking Water Act of 2014 to authorize bonds in a specified amount to finance a clean, safe, and reliable drinking water program if passed by the voters at a statewide general election.

STATUS:

04/29/2014 From ASSEMBLY Committee on WATER, PARKS AND WILDLIFE: Do pass to Committee on APPROPRIATIONS. (10-3)

CA AB 2555

AUTHOR: Bocanegra [D]
TITLE: Cradle-to-Career Initiatives: Plan
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/21/2014
LAST AMEND: 04/23/2014
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:

Requires the Superintendent of Public Instruction to develop a plan for expanding cradle-to-career initiatives throughout the State. Requires the plan to include certain things, including a description of the components of effective initiatives, and recommendations. Requires the Superintendent to submit the plan to the Legislature by a specified date.

STATUS:

05/23/2014 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

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CA AB 2574	AUTHOR: Rodriguez [D]	SANBAG Position: Oppose
	TITLE: Metro Gold Line Foothill Extension Authority	
	FISCAL yes	
	COMMITTEE:	
	URGENCY no	
	CLAUSE:	
	INTRODUCED: 02/21/2014	
	LAST AMEND: 03/17/2014	
	DISPOSITION: Pending	
	LOCATION: Assembly Transportation Committee	
	SUMMARY:	
	Amends existing law that creates the Metro Gold Line Foothill Extension Construction Authority for purposes of the development of a light rail project from the City of Los Angeles to the cities of Pasadena and Montclair to provide the extension is to the City of Ontario, instead of the City of Montclair. Grants the Los Angeles County Metropolitan Transportation Authority the authority to operate the portion of the light rail project that extends the project to the LA/Ontario International Airport.	
	STATUS:	
	04/28/2014	In ASSEMBLY Committee on TRANSPORTATION: Not heard.
CA AB 2597	AUTHOR: Ting [D]	
	TITLE: Energy: PACE Program	
	FISCAL yes	
	COMMITTEE:	
	URGENCY no	
	CLAUSE:	
	INTRODUCED: 02/21/2014	
	LAST AMEND: 04/23/2014	
	DISPOSITION: Pending	
	LOCATION: Senate Energy, Utilities and Communications Committee	
	SUMMARY:	
	Amends existing law requiring the establishment of a Property Assessed Clean Energy Reserve Program to assist local jurisdictions in financing the installation of distributed generation renewable energy sources or energy or water efficiency improvements on residential projects, and which requires a specified authority, in considering the eligibility of a public agency's program for assistance, to consider whether the program provides a specified loan. Provides the loan maximums based on property value.	
	STATUS:	
	05/28/2014	To SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS.
CA AB 2651	AUTHOR: Linder [R]	
	TITLE: Vehicle Weight Fees: Transportation Bond Debt	
	FISCAL yes	
	COMMITTEE:	
	URGENCY no	
	CLAUSE:	
	INTRODUCED: 02/21/2014	
	DISPOSITION: Pending	
	LOCATION: Assembly Second Reading File	

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SUMMARY:

Prohibits weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.

STATUS:

05/12/2014 Withdrawn from ASSEMBLY Committee on TRANSPORTATION.

05/12/2014 In ASSEMBLY. Ordered to second reading.

CA AB 2653

AUTHOR: Linder [R]

TITLE: Transportation Finance

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/21/2014

LAST AMEND: 03/28/2014

DISPOSITION: Pending

LOCATION: Assembly Budget Committee

SUMMARY:

Relates to provisions of the Constitution which restrict the use of certain fuel excise tax revenues. Deletes certain provisions allocating revenues derived from an increased motor vehicle fuel excise tax to State Highway Account reimbursement, the State Transportation Improvement Program, and the State Highway Operations and Protection Program. Provides for apportionment to cities and counties by the Controller. Deletes a specified transfer of revenues to the Transportation Debt Service Fund.

STATUS:

03/28/2014 To ASSEMBLY Committee on BUDGET.

03/28/2014 From ASSEMBLY Committee on BUDGET with author's amendments.

03/28/2014 In ASSEMBLY. Read second time and amended. Re-referred to Committee on BUDGET.

CA AB 2686

AUTHOR: Perea [D]

TITLE: Clean, Safe, and Reliable Water Supply Act of 2014

FISCAL yes

COMMITTEE:

URGENCY yes

CLAUSE:

INTRODUCED: 02/21/2014

LAST AMEND: 05/01/2014

DISPOSITION: Pending

LOCATION: Assembly Appropriations Committee

SUMMARY:

Repeals the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. Enacts the Clean, Safe, and Reliable Water Supply Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in an unspecified amount, to finance a clean, safe, and reliable water supply program. Provides for the submission of the bond act to the voters at a statewide general election.

STATUS:

05/21/2014 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.

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CA ACA 1	AUTHOR:	Donnelly [R]
	TITLE:	Administrative Regulations: Legislative Approval
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	12/03/2012
	DISPOSITION:	Failed
	LOCATION:	ASSEMBLY
	SUMMARY:	Requires an administrative agency to submit all regulations to the Legislature for approval. Authorizes the Legislature, by means of a concurrent resolution, to approve a regulation adopted by an administrative agency of the state.
	STATUS:	
	02/03/2014	From ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW without further action pursuant to JR 62(a).
CA ACA 3	AUTHOR:	Campos [D]
	TITLE:	Local Government Finance: Public Safety Services
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/22/2013
	DISPOSITION:	Pending
	LOCATION:	Assembly Local Government Committee
	SUMMARY:	Authorizes the imposition, extension, or increase of a special tax for funding fire, emergency response, police, or sheriff services, upon the approval of 55% of the voters voting. Creates an additional exception to the 1% limit for a rate imposed by a city, county, or special district to service bonded indebtedness incurred to fund certain fire, emergency response, police, or sheriff buildings or facilities, and equipment that is approved by 55% of the voters of the city, county, or special district.
	STATUS:	
	04/04/2013	To ASSEMBLY Committees on LOCAL GOVERNMENT and APPROPRIATIONS.
CA ACA 8	AUTHOR:	Blumenfield [D]
	TITLE:	Local Government Financing: Voter Approval
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/13/2013
	LAST AMEND:	04/04/2013
	DISPOSITION:	Pending
	LOCATION:	Senate Governance and Finance Committee
	SUMMARY:	Proposes an amendment to the Constitution to create an additional exception to the 1% limit for an ad valorem tax rate imposed by a city, county, city and county, or special district, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district.

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STATUS:
06/27/2013

To SENATE Committees on GOVERNANCE AND FINANCE and ELECTIONS AND CONSTITUTIONAL AMENDMENTS.

CA SB 1	<p>AUTHOR: Steinberg [D] TITLE: Sustainable Communities Investment Authority FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 12/03/2012 LAST AMEND: 09/03/2013 DISPOSITION: Pending FILE: A-5 LOCATION: Senate Inactive File SUMMARY: Authorizes certain public entitles of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority to carry out the Community Redevelopment Law. Provides for tax increment funding receipt under certain economic development and planning criteria. Establishes prequalification requirements for receipt of funding. Requires monitoring and enforcement of prevailing wage requirements within the area. Excludes certain types of farmland. STATUS: 09/12/2013 In SENATE. To Inactive File.</p>
CA SB 11	<p>AUTHOR: Pavley [D] TITLE: Alternative Fuel and Vehicle Technologies: Funding FISCAL yes COMMITTEE: URGENCY yes CLAUSE: INTRODUCED: 12/03/2012 LAST AMEND: 09/06/2013 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Relates to compensation for the retirement of certain high polluting vehicles. Requires an update to guidelines for an enhanced fleet modernization program to include specified elements. Establishes compensation for replacement vehicles. Extends smog abatement fees in amounts required to make deposits into the Alternative and Renewable Fuel and Vehicle Technology Fund, the Air Quality Improvement Fund, and a specified Subaccount. Relates to grants for air emission pollutant reduction projects. STATUS: 09/11/2013 In ASSEMBLY Committee on TRANSPORTATION: Not heard.</p>
CA SB 33	<p>AUTHOR: Wolk [D] TITLE: Infrastructure Financing Districts: Voter Approval FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 12/03/2012</p>

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LAST AMEND: 08/26/2013
DISPOSITION: Pending
FILE: A-10
LOCATION: Assembly Inactive File
SUMMARY:

Revises provisions governing infrastructure financing districts. Eliminates the requirement of voter approval for creation of the district and for bond issuance, and authorizes the legislative body to create the district subject to specified procedures. Authorizes the creation of such district subject to specified procedures. Authorizes a district to finance specified actions and project. Prohibits financing until a certain requirement is met. Prohibits assistance to a vehicle dealer or big box retailer.

STATUS:
 09/11/2013 In ASSEMBLY. To Inactive File.

CA SB 69

AUTHOR: Roth [D]
TITLE: Property Tax Revenue: Vehicle License Fee
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/10/2013
LAST AMEND: 05/06/2014
DISPOSITION: Pending
LOCATION: Assembly Rules Committee
SUMMARY:

Amends existing law that requires each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount for a Vehicle License Fee Property Tax Compensation Fund in each county treasury. Modifies the reduction and transfer provisions for the a specified fiscal year and for each year thereafter by providing for a vehicle license fee adjustment calculated on the basis of changes in assessed valuation.

STATUS:
 05/06/2014 From ASSEMBLY Committee on RULES with author's amendments.
 05/06/2014 In ASSEMBLY. Read second time and amended. Re-referred to Committee on RULES.

CA SB 133

AUTHOR: DeSaulnier [D]
TITLE: Redevelopment
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/28/2013
LAST AMEND: 08/06/2013
DISPOSITION: Pending
FILE: A-3
LOCATION: Senate Inactive File
SUMMARY:

Amends the Community Redevelopment Law. Requires a redevelopment agency to include additional information relating to any major audit violations, any corrections of those violations, and planning and general administrative expenses of the Low and Moderate Income Housing Fund. Authorizes quality control reviews by the Controller and the publishing of those reviews. Requires

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audits of such agencies to ensure compliance with the law. Relates to funding for housing construction and/or rehabilitation.

STATUS:

09/10/2013 In SENATE. From Unfinished Business. To Inactive File.

CA SB 176 **AUTHOR:** Galglani [D]
TITLE: Administrative Procedures
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/06/2013
LAST AMEND: 08/07/2013
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
 Requires the Office of Administrative Law to allow electronic submission to the Office by a state agency of notices required to be published and information required to be submitted pursuant to specified provisions of existing law. Expands the public discussion required described in existing law to require a state agency proposing to adopt regulations, prior to publication of a notice of proposed adoption, amendment, or repeal, to involve parties that would be subject to the regulations in such discussions.
STATUS:
 08/30/2013 In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.
 08/30/2013 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

CA SB 628 **AUTHOR:** Beall [D]
TITLE: Infrastructure Financing: Transit Priority Projects
FISCAL: no
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/22/2013
LAST AMEND: 08/05/2013
DISPOSITION: Pending
FILE: A-59
LOCATION: Senate Inactive File
SUMMARY:
 Eliminates the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit priority project. Requires a specified percentage of the revenue for increasing, improving, and preserving the supply of lower and moderate-income housing. Requires a low-income housing replacement ordinance.
STATUS:
 08/19/2013 Withdrawn from Enrollment.
 08/19/2013 Ordered Held at SENATE desk.

CA SB 731 **AUTHOR:** Steinberg [D]
TITLE: Environment: California Environmental Quality Act
FISCAL: yes
COMMITTEE:

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URGENCY: no
CLAUSE:
INTRODUCED: 02/22/2013
LAST AMEND: 09/09/2013
DISPOSITION: Pending
LOCATION: Assembly Second Reading File

SUMMARY:

Relates to the State Environmental Quality Act. Provides that certain impacts of a residential, mixed-use, or employment center project within a transit priority area shall not be considered significant impacts. Requires guidelines for thresholds of significance for noise and transportation impacts to be made available. Requires preparation of environmental impact reports. Extends the tolling of time for judicial actions and mitigation measures. Relates to sustainable communities planning and grants.

STATUS:

09/11/2013 From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass as amended. (9-0)

CA SB 785

AUTHOR: Wolk [D]
TITLE: Design-Build
FISCAL: yes
COMMITTEE:
URGENCY: no
CLAUSE:
INTRODUCED: 02/22/2013
LAST AMEND: 01/14/2014
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee

SUMMARY:

Repeals certain authorizations and enacts provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and certain local agencies to use the design-build procurement process for specified public works. Authorizes the use of such process by the Marin Healthcare District when contracting for building and improvements construction to a hospital or health facility. Requires specified moneys to be deposited into the State Public Works Enforcement Fund.

STATUS:

05/08/2014 To ASSEMBLY Committee on LOCAL GOVERNMENT.

CA SB 848

AUTHOR: Wolk [D]
TITLE: Safe Drinking Water, Water Quality, and Water Supply
FISCAL: yes
COMMITTEE:
URGENCY: yes
CLAUSE:
INTRODUCED: 01/09/2014
LAST AMEND: 02/20/2014
DISPOSITION: Pending
LOCATION: Senate Second Reading File

SUMMARY:

Repeals the provisions of existing law that created the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. Enacts the Safe Drinking Water, Water Quality, and Flood Protection Act of 2014 which would authorize the issuance of bonds pursuant to the State General Obligation Bond Law to finance a safe drinking water, water quality, and water supply program.

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STATUS:

05/23/2014

From SENATE Committee on APPROPRIATIONS: Do pass as amended to Committee on RULES. (5-2)

CA SB 953 **AUTHOR:** Roth [D] **SANBAG Position: Support**

TITLE: Vehicles: Parking: Public Grounds

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/06/2014

LAST AMEND: 05/01/2014

DISPOSITION: Pending

LOCATION: ASSEMBLY

SUMMARY:

Amends existing law prohibiting a person from driving a vehicle or animal, or stopping, or leaving standing a vehicle or animal, whether attended or not, upon the driveways, paths, parking facilities, or ground of specified public entities, including a transit district and a public transportation agency, except with the permission of, and upon and subject to specified conditions, of the governing body of a specified public body. Includes specified county transportation commissions with the listed entities.

STATUS:

05/23/2014

In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (32-0)

CA SB 969 **AUTHOR:** DeSaulnier [D] **SANBAG Position: Oppose Unless Amended**

TITLE: Public Works

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/10/2014

LAST AMEND: 05/27/2014

DISPOSITION: Pending

LOCATION: ASSEMBLY

SUMMARY:

Authorizes these provisions to be known and cited as the Public Works Project Oversight Improvement Act. Defines a megaproject as a transportation project with total estimated development and construction costs exceeding a specified amount. Requires the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves.

STATUS:

05/28/2014

In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (35-0)

CA SB 990 **AUTHOR:** Vldak [R]

TITLE: Transportation Funds: Disadvantaged Small Communities

FISCAL yes

COMMITTEE:

URGENCY yes

CLAUSE:

INTRODUCED: 02/12/2014

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LAST AMEND: 04/21/2014
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Requires that no less than a specified percentage of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities. Requires regional transportation agencies and county transportation commissions, in programming these moneys, to prioritize funding congestion relief and safety needs.

STATUS:
 04/29/2014 In SENATE Committee on TRANSPORTATION AND HOUSING: Failed passage.
 04/29/2014 In SENATE Committee on TRANSPORTATION AND HOUSING: Reconsideration granted.

CA SB 1033 **AUTHOR:** Torres [D]
TITLE: Land Use: Local Planning: Housing Elements
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/14/2014
DISPOSITION: Pending
COMMITTEE: Assembly Housing and Community Development Committee
HEARING: 06/04/2014 9:00 am
SUMMARY:
 Amends the Planning and Zoning Law that requires the housing element, in turn to contain, among other items, an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. Revises references to redevelopment agencies within those housing element provisions to instead refer to successor housing agencies.
STATUS:
 05/08/2014 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT.

CA SB 1037 **AUTHOR:** Hernandez E [D]
TITLE: Los Angeles County MTA: Transactions and Use Tax
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2014
LAST AMEND: 05/01/2014
DISPOSITION: Pending
COMMITTEE: Assembly Local Government Committee
HEARING: 06/18/2014 1:30 pm
SUMMARY:
 Requires the Los Angeles County Metropolitan Transportation Authority (MTA), prior to submitting an amended transactions and use tax ordinance to the voters, to amend its expenditure plan previously prepared for the voter-approved Measure R transactions and use tax with respect to certain matters relating to projects and programs to be funded under that Measure and

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to develop a transparent process to determine the most recent cost estimates. Requires the MTA include the plan in its long range plan.

STATUS:

05/19/2014 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.

CA SB 1049 **AUTHOR:** Pavley [D]
TITLE: Integrated Regional Water Management Plans
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2014
LAST AMEND: 04/23/2014
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:
 Amends the Integrated Regional Water Management Planning Act. Includes projects or programs that reduce energy used to acquire, transport, treat, or distribute water, or that develop and maintain computer models and analytic tools to model regional water management strategies as a regional project or program. Requires a regional water management group to include all water suppliers that are within a watershed area, the area over a groundwater basin or subbasin, or the area within a county's boundaries.
STATUS:
 05/23/2014 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA SB 1064 **AUTHOR:** Hill [D]
TITLE: Public Utilities Commission: Railroads: Safety
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2014
LAST AMEND: 04/08/2014
DISPOSITION: Pending
COMMITTEE: Assembly Utilities and Commerce Committee
HEARING: 06/09/2014 3:00 pm
SUMMARY:
 Enacts similar provisions applicable to National Transportation Safety Board (NTSB) safety recommendations concerning railroads.

CA SB 1077 **AUTHOR:** DeSaulnier [D]
TITLE: Vehicles: Mileage-Based Fee Pilot Program
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2014
LAST AMEND: 04/21/2014
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

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Requires the Transportation Agency to develop a pilot program designed to assess specified issues relating to implementing a mileage-based fee in the State to replace the State's existing fuel excise tax calculating mileage and collecting road use information, processes for managing, storing, transmitting such fee. Requires the Department of Motor Vehicles to submit a report on how best to implement such a fee and recommendations on public and private agency access to fee data that ensure privacy.

STATUS:

05/27/2014 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (23-11)

CA SB 1121 **AUTHOR:** De Leon [D]

TITLE: State Green Bank Board

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/19/2014

LAST AMEND: 04/29/2014

DISPOSITION: Pending

LOCATION: ASSEMBLY

SUMMARY:

Establishes the State Green Bank Board. Specifies the Board's membership. Provides the board would be responsible to evaluate the current State financial support for commercially viable clean energy projects and innovative energy technology projects; requires the Board to make specific recommendations relating to its duties in a report to the Legislature.

STATUS:

05/27/2014 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (24-12)

CA SB 1122 **AUTHOR:** Pavley [D]

TITLE: Sustainable Communities: Strategic Growth Council

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/19/2014

LAST AMEND: 05/05/2014

DISPOSITION: Pending

LOCATION: Senate Appropriations Committee

SUMMARY:

Requires the Strategic Growth Council to manage and award financial assistance for the purpose of supporting the implementation of sustainable communities strategies or alternate planning strategies, to be funded by the Greenhouse Gas Reduction Fund. Requires guidelines for funds use. Authorizes such assistance for the development and implementation of agricultural, natural resource, and open space land protection plans consistent with sustainable communities and greenhouse gas emission reduction plans.

STATUS:

05/23/2014 In SENATE Committee on APPROPRIATIONS: Held in committee.

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CA SB 1125	AUTHOR: Pavley [D] TITLE: Global Warming Solutions Act: Emissions Reduction FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/19/2014 LAST AMEND: 05/13/2014 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Requires the State Air Resources Board to develop quantitative, advisory reduction targets for greenhouse gas emissions and short-lived climate pollutants, in order to inform future legislative action. Requires the Board to report to the Legislature on those targets. STATUS: 05/23/2014 In SENATE Committee on APPROPRIATIONS: Held in committee.
CA SB 1129	AUTHOR: Steinberg [D] TITLE: Successor Agencies to Redevelopment Agencies FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/19/2014 LAST AMEND: 05/27/2014 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Authorizes a successor agency to utilize the proceeds of bonds issued during the 2011 calendar year, upon the approval of the oversight board, if the oversight board, in consultation with the relevant metropolitan planning organization, determines that the use of the bond proceeds is consistent with the sustainable communities strategy. Prohibits required compensation agreements as part of the approval of a long-range property management plan. Requires the approval of a plan as expeditiously as possible. STATUS: 05/28/2014 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (27-8)
CA SB 1190	AUTHOR: Jackson [D] TITLE: Courts: Judgeships FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/20/2014 LAST AMEND: 04/29/2014 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Increases the number of judges in the division of the Fourth Appellate District of the Court of Appeal located in the San Bernardino/Riverside area; Appropriates an unspecified sum from the General Fund to the Judicial Branch for the

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purpose of funding those additional appellate court judgeships and accompanying staff.

STATUS:

05/23/2014 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA SB 1200 **AUTHOR:** Padilla [D]
TITLE: Public Postsecondary Education: Academic Standards
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/20/2014
LAST AMEND: 04/22/2014
DISPOSITION: Pending
COMMITTEE: Assembly Higher Education Committee
HEARING: 06/10/2014 1:30 pm
SUMMARY:
 Requires the Trustee of the California State University and requests the Regents of the University of California to develop guidelines for high school computer-science courses to be approved for purposes of recognition for admission to the respective systems. Encourages the University of California to ensure that such courses that satisfy the mathematics subject area requirements for admission build upon fundamental mathematics content align with the standards of the Academic Content Standards Commission.
STATUS:
 05/15/2014 To ASSEMBLY Committee on HIGHER EDUCATION.

CA SB 1204 **AUTHOR:** Lara [D]
TITLE: Clean Truck, Bus, and Off-Road Vehicle: Equipment
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/20/2014
LAST AMEND: 05/06/2014
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Creates the State Clean Truck, Bus and Off-Road Vehicle and Equipment Technology Program to be funded from cap and trade revenues, to fund near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, with priority to be given to certain projects, including project that benefit disadvantaged communities. Requires the State Air Resources Board to create a multiyear framework and plan, and to adopt guidelines to implement the program.
STATUS:
 05/27/2014 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (26-10)

CA SB 1228 **AUTHOR:** Hueso [D]
TITLE: Trade Corridors Improvement Fund
FISCAL yes
COMMITTEE:
URGENCY no

Attachment F

CLAUSE:

INTRODUCED: 02/20/2014

LAST AMEND: 03/27/2014

DISPOSITION: Pending

LOCATION: ASSEMBLY

SUMMARY:

Provides for the continuation of the Trade Corridors Improvement Fund for the purpose of receipt and expenditure of revenues from sources other than a specified bond act. Provides for allocation of those revenues for similar purposes as the bond act, but specifically for infrastructure improvements that benefit the State's land ports of entry. Requires funded projects to demonstrate how they will reduce greenhouse gas emission consistent with the Greenhouse Gas Reduction Fund.

STATUS:

05/27/2014 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (35-1)

CA SB 1260

AUTHOR: DeSaulnier [D]

TITLE: Local Government: Affordable Housing

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/21/2014

DISPOSITION: Pending

LOCATION: Senate Appropriations Committee

SUMMARY:

Eliminates the requirement of a infrastructure financing districts that constructs dwelling units to set aside not less than 20% of those units for affordable housing for persons and families of low- and moderate-income.

STATUS:

05/23/2014 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA SB 1268

AUTHOR: Beall [D]

TITLE: Natural Resources Climate Improvement Program

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/21/2014

LAST AMEND: 05/07/2014

DISPOSITION: Pending

LOCATION: Senate Appropriations Committee

SUMMARY:

Establishes the Natural Resources Climate Improvement Program, to assist in the development and implementation of highly leveraged, regionally integrated natural resources projects that maximize greenhouse gas emissions reductions or sequestration. Authorizes moneys from the Greenhouse Gas Reduction Fund to be available to implement the program.

STATUS:

05/23/2014 In SENATE Committee on APPROPRIATIONS: Held in committee.

Attachment F

CA SB 1292	AUTHOR: Hueso [D] TITLE: Safe Drinking water State Revolving Fund FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/21/2014 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Relates to the Safe Drinking Water State Revolving Fund. Increases the maximum amount of a construction grant award for a water system serving severely disadvantaged communities. STATUS: 05/28/2014 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (32-2)
CA SB 1298	AUTHOR: Hernandez E [D] TITLE: High Occupancy Toll Lanes FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/21/2014 LAST AMEND: 05/07/2014 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Removes the limitations on the number of high-occupancy toll lanes. Specifies additional requirements for agreements between the Los Angeles County Metropolitan Transportation Authority, the Department of Transportation, and the Department of the California Highway Patrol that identify respective obligations and liability of each party relating to the program. Requires the authority to establish appropriate traffic flow guidelines to not change vehicle occupancy requirements and to define operation hours. STATUS: 05/27/2014 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (31-0)
CA SB 1312	AUTHOR: Steinberg [D] TITLE: Transportation Commission: Annual Report FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/21/2014 DISPOSITION: Pending LOCATION: Assembly Third Reading File SUMMARY: Amends existing law requiring California Transportation Commission to adopt an annual report for submission to the legislature. Deletes the provision relating to the loan and transfer summary and discussion that was to be included in the reports. STATUS: 05/19/2014 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (32-0)

Attachment F

CA SB 1347	AUTHOR: Anderson [R] TITLE: Public Contracts: School Districts: Charter Schools FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/21/2014 LAST AMEND: 05/07/2014 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Requires a school district or charter school to post on its Internet Web site a list of any contracts for the construction of a public work or improvement involving an expenditure of more than a specified amount that was awarded in the prior calendar year. Requires the list to contain specified information. STATUS: 05/23/2014 In SENATE Committee on APPROPRIATIONS: Held in committee.
CA SB 1390	AUTHOR: Correa [D] TITLE: Santa Ana River Conservancy Program FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/21/2014 LAST AMEND: 04/29/2014 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Establishes the Santa Ana River Conservancy Program to acquire specified lands within a specified distance on either side of the riverbed of the Santa Ana River. Prescribes the management, powers, and duties of the conservancy for purposes of the program. Creates the Santa Ana River Conservancy Program Account. Authorizes expending funds in the account for land acquisition, capital improvements, and support of the program's operations. STATUS: 05/27/2014 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (30-2)
CA SB 1418	AUTHOR: DeSaulnier [D] TITLE: Vehicle Weight Fees: Transportation Bond Debt Service FISCAL yes COMMITTEE: URGENCY yes CLAUSE: INTRODUCED: 02/21/2014 LAST AMEND: 05/01/2014 DISPOSITION: Pending LOCATION: Senate Appropriations Committee SUMMARY: Repeals provisions of existing law which allow for the transfer of weight fees on the registration of commercial motor vehicles from the State Highway Account to reimburse the General Fund for debt service on transportation bonds.

Attachment F

Requires of specified percentage of the revenues derived from the increase in motor fuel excise taxes to be deposited in the State Highway Account to be allocated to city and county streets and roads, and another percentage to the State Highway Operation and Protection Program.

STATUS:

05/23/2014 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA SB 1433 **AUTHOR:** Hill [D]

TITLE: Local Agency Public Construction Act

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 02/21/2014

DISPOSITION: Pending

COMMITTEE: Assembly Local Government Committee

HEARING: 06/18/2014 1:30 pm

SUMMARY:

Relates to the local agency public construction act. Amends existing law authorizing a transit operator to enter into a design build contract. Relates to transit district municipal operator, included municipal operator, or transit development board, a consolidated agency, or any joint powers authority. Includes a local or regional agency responsible for the construction of transit projects. Eliminates the requirement that the project cost exceed a specified amount. Deletes the repeal date.

STATUS:

05/23/2014 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.

CA SB 1446 **AUTHOR:** DeSaulnier [D]

TITLE: Health Care Coverage: Small Employer Market

FISCAL yes

COMMITTEE:

URGENCY yes

CLAUSE:

INTRODUCED: 02/21/2014

LAST AMEND: 05/27/2014

DISPOSITION: Pending

FILE: 52

LOCATION: Senate Third Reading File

SUMMARY:

Allows a small employer health care service plan contract or small employer health insurance policy that does not qualify as a grandfathered health plan under the federal Patient Protection Act to be renewed until a specified date and to continue to be in force until a specified date. Exempts those health care service plan contracts and health insurance policies from various provisions of State law that implement the federal act reforms.

STATUS:

05/28/2014 In SENATE. Read second time. To third reading.

CA SCA 4 **AUTHOR:** Liu [D]

TITLE: Local Government Transportation Project: Voter Approval

FISCAL no

COMMITTEE:

Attachment F

URGENCY no
CLAUSE:
INTRODUCED: 12/03/2012
LAST AMEND: 08/28/2013
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:

Proposes an amendment to the Constitution to provide the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of a related proposition that includes certain requirements. Prohibits the local government from expending any revenues derived from a special transportation tax approved by the voters at any time prior to the completion of an identified capital project funded by specified revenues.

STATUS:
08/29/2013 Re-referred to SENATE Committee on APPROPRIATIONS.

CA SCA 8

AUTHOR: Corbett [D]
TITLE: Transportation Projects: Special Taxes: Voter Approval
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 12/14/2012
LAST AMEND: 05/21/2013
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:

Proposes an amendment to the Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition includes certain requirements.

STATUS:
08/29/2013 Re-referred to SENATE Committee on APPROPRIATIONS.

CA SCA 9

AUTHOR: Corbett [D]
TITLE: Local Government: Economic Development: Special Taxes
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 12/18/2012
LAST AMEND: 05/21/2013
DISPOSITION: Pending
LOCATION: Senate Appropriations Committee
SUMMARY:

Proposes an amendment to the Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects requires the approval of a specified percentage of its voters voting on the proposition, if the proposition contains specified requirements.

STATUS:
06/27/2013 Re-referred to SENATE Committee on APPROPRIATIONS.

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CA SCA 11	AUTHOR:	Hancock [D]
	TITLE:	Local Government: Special Taxes: Voter Approval
	FISCAL	no
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/25/2013
	LAST AMEND:	05/21/2013
	DISPOSITION:	Pending
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	
		Proposes an amendment to the Constitution to condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements.
	STATUS:	
	06/27/2013	Re-referred to SENATE Committee on APPROPRIATIONS.



- 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: 14

Date: June 11, 2014

Subject: State and Federal Legislative Platform Update

Recommendation:* That the Committee recommend the Board:

Adopt the proposed schedule and process for an update to the State and Federal Legislative Platforms

Background: SANBAG's 2013-2014 State and Federal Legislative Platforms were adopted on November 7, 2012 in preparation for the 2013-2014 State Legislative Session and the 113th Congress. On November 6, 2013, the Board of Directors adopted revised platforms following an update occurring under the new Director of Legislative Affairs. In recognition of the two-year legislative cycle, the platforms were adopted with the intent to guide staff's analyses and recommendations on legislative and regulatory items under consideration through November 2014.

The platforms have served as the foundation for understanding the perspective of the SANBAG Board of Directors on various key issues that are anticipated to be considered during the course of the legislative session. A number of issues have arisen in the current session that may require some updates to the platforms so that they can continue to guide staff recommendations on policy items. To conduct this update, staff proposes the following process for consideration.

Staff would work internally to prepare revised, draft State and Federal Legislative Platforms to be presented to the General Policy Committee (Committee) for

Approved
General Policy Committee

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

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

GPC1406b-wvs

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406b1-wvs.doc>

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2014/gpc1406/AgendaItems/GPC1406b2-wvs.doc>

feedback. After making changes requested by the Committee, staff will distribute the draft documents to additional stakeholders for input. As part of this update, SANBAG plans to outreach to Local, State and Federal Elected Officials; the City/County Technical Advisory Committee (TAC); and the Public and Specialized Transportation Advisory and Coordination Council (PASTACC). This process will allow for feedback on existing platform items and for consideration of any new proposed additions to the platforms.

Following this outreach, Proposed 2015-2016 Final Platforms will be presented to the General Policy Committee and Board of Directors for consideration.

In order to ensure that the platforms are revised and updated in time for the next legislative session, staff is proposing the update occur under the following schedule:

- | | |
|-----------------------------|--|
| June 11 | General Policy considers adoption of update schedule and process. |
| July 2 | Board of Directors considers adoption of update schedule and process. |
| August 13 | Present Draft Revised Platforms to the General Policy Committee for review and comment. Request General Policy Committee approval for distribution for stakeholder feedback. |
| August 13 –
September 12 | Distribute Draft Platforms to stakeholders for feedback. |
| October 8 | Present Proposed Final Platforms to the General Policy Committee. |
| November 5 | Present Proposed Final Platforms to the Board of Directors. |

The 2013-2014 State Legislative Platform is included as Attachment A and the 2013-2014 Federal Legislative Platform is included as Attachment B.

Financial Impact: This item has no fiscal impact on the FY2013/2014 SANBAG Budget.

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

Responsible Staff: Wendy Strack, Director of Legislative and Public Affairs

SANBAG 2014 State Legislative Platform

The annual legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable the San Bernardino Associated Governments (SANBAG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the SANBAG Board of Directors on state legislative, regulatory, and administrative matters that are anticipated to be addressed in the coming legislative session.

SANBAG will collaborate with regional and statewide stakeholder groups to advance the legislative program including, but not limited to, the Southern California Consensus Group, Mobility 21, California Association of Councils of Governments, the Self-Help Counties Coalition, the California Transit Association, the Southern California Regional Rail Authority, and the High Desert Corridor Joint Powers Authority.

Key Issues

In the coming legislative session, SANBAG anticipates that a number of key issues may be considered including initiatives related to California Environmental Quality Act (CEQA) modernization, Cap and Trade funding distributions, and innovative project delivery mechanisms.

CEQA Modernization

- a) Support revisions that expedite project delivery while maintaining critical environmental protections.
- b) Continue to support public disclosure and accountability provisions providing the important public input component of project review.
- c) Support a review of existing state and federal environmental and planning laws to reduce unnecessary and duplicative provisions.
- d) Oppose additional review and process requirements that delay projects and increase costs while achieving little to no additional environmental benefits.
- e) Oppose provisions that allow the CEQA process to be used to achieve non-environmental goals or to slow or delay projects that otherwise meet adopted environmental standards and include required mitigation measures.

Cap and Trade

- a) Auction revenue from fuels should implement the AB 32 regulatory program and Sustainable Communities Strategies as required under SB 375 to reduce greenhouse gas (GHG) emissions from transportation.
- b) Favor cost-effective and integrated transportation and land use strategies.
- c) Project funding determinations should be done primarily at regional level reflecting each region's transportation funding structures under statewide criteria for evaluating GHG impacts. Criteria for project selection should be uniform statewide and developed by the State of California. Regions shall administer competitive funding processes and select projects based on these criteria.
- d) Allow flexibility at the regional and local level to develop most cost effective projects.
- e) Assist local governments in meeting regional GHG reduction goals.
- f) Create a performance-based approach to maximize regional flexibility with improved modeling and verification systems to ensure effective results.

Attachment A

- g) Promote innovation, collaboration, economic development and sustainability.
- h) Support co-benefits such as air quality, public health, resource protection, equity, affordable housing, agriculture, and safety.
- i) Ensure that the distribution of funds arising from transportation sources fund a broad array of projects that are geographically balanced rather than focus exclusively on a single or limited set of specified projects.

Innovative Project Delivery

SANBAG will advocate that innovative financing opportunities remain available for county transportation commissions to leverage local dollars, accelerate construction and job creation, and provide mobility options for the traveling public.

- a) Support the consideration of public-private partnerships (P3s) in the development of transportation improvements.
- b) Work to ensure that existing innovative project delivery methods such as design-build, construction manager/general contractor, and other tools are available and effective for a broad variety of projects including highways, transit, and local streets and roads.
- c) Support measures that expand the use of design-build and P3s, with expanded flexibility and reduced multi-level approval and reporting requirements for projects that are largely locally funded or locally controlled.
- d) Advocate for reforms to ensure projects are delivered faster, with increased flexibility and better coordination.
- e) Support legislation and/or administrative reforms to enhance project delivery, including contracting out to the private sector, as appropriate.
- f) Oppose efforts to impose additional mandates, hurdles, and requirements, beyond those already in existence, on lead agencies using alternative project delivery mechanisms.

I. State/Local Fiscal Issues

- a) SANBAG will advocate for stable State funding, indexed for population growth, for transportation projects in San Bernardino County.
- b) Oppose unfunded mandates on local governments.
- c) Support priority state funding for projects supported by voter-approved transportation local sales tax measures.
- d) Support efforts to maintain and protect transportation and transit funding as approved under the gas tax swap and as protected under Proposition 22. Oppose the diversion of transportation revenues for non-transportation purposes.
- e) Oppose efforts to link existing transportation funding sources to the achievement of AB 32 objectives. Such priorities should be funded with new or enhanced funding sources rather than the reprioritization of existing, already oversubscribed sources.
- f) Support budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program, State Highway Operation and Protection Program, bond programs, and the Measure I Expenditure Plan.
- g) Support the implementation of Moving Ahead for Progress in the 21st Century (MAP-21) in an equitable manner at established funding levels with respect for the roles and responsibilities in existence in each region guiding project selection and discretion in allocation decisions.
- h) Support retention of decision making, project selection, and funding authority at the county transportation commission level governing the use of all related funding sources.

Attachment A

- i) Oppose legislative or regulatory actions that rely on regional transportation agencies to raise revenue for transportation or planning purposes.
- j) Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, demand management, active transportation, and air quality programs which relieve congestion, improve air quality, and enhance economic development.
- k) Oppose an unreasonable increase in the administrative fees levied by the Board of Equalization for the collection and administration of county transportation sales tax measures and seek relief if necessary.
- l) Support state policies that assure timely allocation of transportation revenue and allow for regions to advance projects with local funds as needed.
- m) Support legislation that will incentivize counties without a voter approved tax measure for transportation to become “self-help” counties and recognizes/rewards the investment in the state’s transportation system made by self-help counties.
- n) Support the resolution of outstanding Buy America implementation issues to ensure that projects are able to move forward without unreasonable delays and cost increases.

II. Council of Governments

- a) Support local control of the Ontario International Airport in recognition of the benefits of goods movement and passenger travel to San Bernardino County and the Inland Empire.
- b) Support efforts for Council of Government development and funding.
- c) Monitor legislation related to incentives for the development of affordable housing and transit-oriented developments
- d) Support legislative and regulatory actions that incentivize the attraction, retention, and growth of businesses and employment in San Bernardino County.

III. Goods Movement

- a) Support the development of the state freight plan, which recognizes the unique needs of San Bernardino County and its significant role in freight movement. The plan should not only recognize the economic benefits of the freight industry but should also include proposals to mitigate the associated congestion, air quality and community impacts and a recognition of the regions parallel transportation systems through a corridor based approach.
- b) Support legislation that reduces freight-related impacts to San Bernardino County, including a particular focus on impacts to disadvantaged communities.
- c) Ensure that goods movement project selection and prioritization authority is maintained at the local level.
- d) Monitor any state container fee legislation to ensure that San Bernardino County goods movement projects are funded and that San Pedro Bay Ports are not placed at a competitive disadvantage that would harm the overall Southern California economy.
- e) Oppose legislation that allows triple trailers in urbanized areas of San Bernardino County because of safety concerns, with the exception of border cities and/or bump stations, or dedicated truck lanes (e.g. Barstow/Needles).
- f) Support legislation to reduce road damage from heavy trucks by reduced axle loading rather than an exclusive focus on gross vehicle weight.
- g) Support recognition of the importance of inland ports to overall goods movement systems as part of any investment plan.

IV. Energy, Air Quality & the Environment

- a) Support incentives to transition to alternative fuels and electric vehicles (EVs), including tax benefits and other incentives.

Attachment A

- b) Support cost effective and technologically feasible conversion and replacement of public transit fleets to alternative fuels and EVs.
- c) Support programs to provide refueling/recharging infrastructure for alternative fuel or electric vehicles.
- d) Support Property Assessed Clean Energy (PACE) program financing.
- e) Support utility planning and upgrades to electrical infrastructure in support of fleet conversion and possible rail electrification programs.
- f) Monitor regional proposals aimed at Cap and Trade and its focus on infrastructure impacts.
- g) Continue to support the independence of the Mobile Source Air Pollution Reduction Review Committee, and the protection of AB 2766 funding.
- h) Oppose legislative action that would reduce SANBAG's discretion in allocating Congestion Mitigation and Air Quality (CMAQ) funds.
- i) Work in partnership with the South Coast Air Quality Management District and the Mojave Desert Air Quality Management District to promote job creation and retention, protect the public health, and work to improve the overall quality of life for San Bernardino County residents.
- j) Support legislation to streamline the environmental review and project development process to avoid potentially duplicative and unnecessary steps, while maintaining critical environmental protections.

V. Highways & Roads

- a) Support current program funding for Freeway Service Patrol, ride-sharing and call boxes, consistent with the level of growth and utilization.
- b) Support equitable funding and resources for San Bernardino County freeway landscaping and maintenance.
- c) Monitor the use of National Environmental Policy Act oversight authority delegated to the California Department of Transportation to ensure that local and state projects are receiving equal benefits and reduced project review times.
- d) Participate in studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives
- e) Encourage the new State Transportation Agency to develop a mechanism for reporting on the performance of the new agency and the quality of the state and local project delivery programs and services, particularly in light of new requirements to locally fund state services such as oversight, project initiation documents, and other items.

VI. Transit & Commuter Rail

- a) Advocate that transit operations continue to have a strong state funding role as a vital service that improves mobility and helps meet federal and state mandates.
- b) Oppose additional requirements for increased service levels unless they are agreed to by the transit operator or appropriately funded.
- c) Advocate for a safe, appropriately funded, and growing bus and rail system in Southern California with equitable distribution of funds and flexibility in the administration of the programs to meet the needs of each region.
- d) Support state funding for Positive Train Control.
- e) Support legislation and programs that facilitate (or remove obstacles to) transit oriented development near rail and bus rapid transit stations.
- f) Advocate for high speed, and higher speed, rail investment in San Bernardino County and

Attachment A

connectivity with local and regional transit.

- g) Support increased funding for higher speed commuter rail and improved transit connectivity as feeder services for High Speed Rail (HSR).
- h) Assure a SANBAG role in the planning for HSR and advocate for the full evaluation of all viable routes serving San Bernardino County before a final alternative is chosen.
- i) Advocate priority for the L.A.-San Diego via the Inland Empire HSR route.
- j) Advocate to secure funding for the completion of all connectivity projects complementary to the development of HSR.
- k) Support incentives for ridesharing and/or reimbursement for transit passes.
- l) Support funding to allow local agencies to properly fund Metrolink service in our region, reflect the high ridership from inland counties.
- m) Support appropriate funding levels from state sources to support transit operations that help to achieve AB 32 and SB 375 goals. The state should also recognize that, absent a new source of state funding, agencies will be unable to fully fund the level of service required to meet those goals in the future.

VII. General

- a) Oppose legislation that could threaten the timely delivery of projects in the Measure I Expenditure Plan or interferes with the authority to administer any Measure I programs and services.
- b) Oppose legislative and regulatory efforts to reduce SANBAG's ability to efficiently and effectively contract for goods and services, conduct business for the good of the organization, and limit or transfer risk or liability.
- c) Monitor changes to the Brown Act that relate to the use of new technologies for communication with the public and with members of the Board of Directors, as well as changes to legislation related to public records and information requests.

SANBAG 2014 Federal Legislative Platform

The annual legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable the San Bernardino Associated Governments (SANBAG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the SANBAG Board of Directors on federal legislative, regulatory, and administrative matters that are anticipated to be addressed.

SANBAG will continue to partner with public and private sector entities to support common objectives in Washington including fostering the unity of the Southern California Consensus Group and collaborating with the Coalition for America's Gateways and Trade Corridors, Mobility 21 on a national freight system, and the High Desert Corridor Joint Powers Authority.

I. Funding

- a) Seek the highest level of federal transportation dollars to California and San Bernardino County for SANBAG projects and programs including, but not limited to: interstate highways; transit capital and operations in order to help to meet federal environmental goals; intercity commuter, and higher speed rail; goods movement; intelligent transportation systems and new technologies that maximize existing infrastructure; safety, maintenance, and operations funding for all modes; and regional airport ground access and development needs.
- b) Support early action on extending and expanding the federal Surface Transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21).
- c) Support regional consensus building efforts for potential new funding strategies for transportation.
- d) Oppose efforts to eliminate or erode contract authority for the Highway Trust Fund and support efforts to maintain the principle that transportation-based revenue should be reserved only for transportation purposes.
- e) Support the Transportation Infrastructure Finance and Innovation Act program which provides Federal credit assistance in the form of direct Treasury loans, loan guarantees, and lines of credit to finance highway, rail, and green energy projects of national and regional significance.
- f) Support Build America Bonds and America Fast Forward programs to help states and localities pursue needed capital for infrastructure.
- g) Advocate for the protection of current transportation revenues, additional flexibility for existing revenues, and an accelerated national investment in infrastructure.
- h) Support the implementation of MAP-21 at established funding levels with respect for the roles and responsibilities in existence in each region for project selection and discretion in allocation decisions. Additionally ensure that any extension of MAP-21 or any new reauthorization effort align programs with traditional roles and responsibilities for each region with respect to project selection and allocation decisions.
- i) Ensure that the streamlining provisions of MAP-21 are implemented in a timely manner and in a manner that provides the maximum benefits to project delivery schedules.

II. Council of Governments

- a) Support efforts for Council of Government development and funding.
- b) SANBAG will work with the Congressional delegation and local stakeholders to aggressively advocate for legislation, budget actions or proposals that transfer Ontario International Airport to local control in recognition of the benefits of its goods movement and passenger travel to San Bernardino County and the State of California.

- c) Support legislation and administrative actions that enable the implementation of the Property Assessed Clean Energy (PACE) program in San Bernardino County.
- d) Support initiatives, legislation, and regulatory actions that incentivize the attraction, retention, and growth of businesses and employment in San Bernardino County.

III. Goods Movement

- a) SANBAG will advocate for federal investment in goods movement infrastructure, and policies that properly recognize Southern California and San Bernardino County's role as the nation's premier containerized freight gateway.
- b) Support targeted funding for goods movement projects of national significance that are beyond the funding capacity of local and state transportation programs and budgets (e.g. dedicated exclusive clean truck lanes).
- c) Advocate that any federal goods movement program is funded at a level that is commensurate with national needs and ensure that such funds are protected from diversion for other uses through the designation of a trust fund.
- d) Ensure that revenues generated by any fee that is levied on freight be specifically designated to fund projects that mitigate congestion, air quality, and community impacts directly associated with the movement of freight, and a clear causal relationship should exist between the freight system on which fees are levied and the impacts to be mitigated.
- e) Ensure that revenue collected on freight be administered in partnership with local and regional elected officials and entities impacted by freight movement. SANBAG should be included in any governance structure dealing with revenue collected from freight moved through San Bernardino County.
- f) Support development of a national/regional freight movement plan with clearly defined ports and corridors and inland improvement needs to provide for timely, reliable freight transport, timely implementation of freight-related strategies needed for attainment of federal health-based air quality standards and mitigation of freight-related impacts in communities.
- g) Ensure that federal goods movement legislation imposes no unfunded mandates for administration or oversight regarding new revenue mechanisms and to retain control over project implementation at the local level.
- h) Oppose legislation that allows triple trailers in urbanized areas of San Bernardino County because of safety concerns with the exception of border cities and/or bump stations, or dedicated truck lanes (e.g. Barstow/Needles).
- i) Support legislation to reduce road damage from heavy trucks by reduced axle loading rather than an exclusive focus on gross vehicle weight.
- j) Participate in national dialogue on freight policy and its focus on improving the performance of the freight network and advocate for improving Southern California's freight strategy.
- k) As part of defining the national freight network, seek recognition of the unique network of parallel corridors in Southern California and recognize the entire corridor as part of the national network rather than focusing on centerlane miles of individual facilities.
- l) Support recognition of the importance of inland ports to overall goods movement systems as part of any investment plan.

IV. Project Delivery & Innovation

- a) Advocate for reforms that will accelerate project procurement, promote flexibility and innovation in financing, and respect local control.
- b) Support the expanded use of design-build project delivery for federally funded highway and

- surface transportation projects.
- c) Support the streamlining of federal reporting/monitoring requirements to reduce project delivery times without eliminating critical oversight mechanisms.
 - d) Support authority for regional transportation entities to implement pricing measures on federal-aid highways if desired for that region.
 - e) Support local options to privatize various aspects of transportation that would maximize available federal funding (e.g. P3s).
 - f) Support measures that would provide regional flexibility in meeting the operational requirements for high occupancy vehicle lanes.
 - g) Advocate for the implementation and further inclusion of recommendations for project streamlining initiatives as included in the Orange County Transportation Authority's Breaking Down Barriers report.
 - h) Support the resolution of outstanding Buy America implementation issues to ensure that projects are able to move forward without unreasonable delays and cost increases.

V. Energy, Air Quality, & the Environment

- a) Advocate that any federal revenue generated from taxes or fees on energy products used for transportation are utilized for transportation purposes.
- b) Support utility planning and upgrades of electrical infrastructure to support fleet conversion and possible rail electrification programs.
- c) Monitor national Cap and Trade policies as they relate to infrastructure impacts.
- d) Monitor the use of National Environmental Policy Act (NEPA) oversight authority delegated to the California Department of Transportation to ensure that local and state projects are receiving equal benefits and reduced project review times.
- e) Protect funding sources for congestion relief and pollution reduction related to the transportation sector.
- f) Support efforts to secure funds to facilitate the conversion of public sector fleets to alternative fuels to meet local, state and federal fleet conversion mandates, and provide for the replacement of aging alternative fuel fleets.
- g) Support tax benefits and/or incentives for private sector transportation demand management programs and alternative fuel programs.
- h) Ensure that federal goods movement legislation considers and underscores federal responsibilities for facilitation of international trade and interstate commerce, and regulation of interstate commerce in ways consistent with attainment of federal air quality standards and NEPA.
- i) Support efforts to increase the amount and proportion of Congestion Mitigation and Air Quality (CMAQ) funds received by the State of California and ensure that the funds flow to county transportation commissions such as SANBAG for the appropriate South Coast and Mojave Desert Air Basin areas.
- j) Support streamlined environmental revisions that remove duplication of state and federal processes when state regulations and environmental protections exceed federal requirements.
- k) Participate in the development of livability and sustainability programs for the citizens of San Bernardino County.
- l) Oppose additional review and process requirements that delay projects and increase costs while achieving little to no additional environmental benefits.
- m) Monitor federal regulatory efforts to ensure that any new environmental requirements placed on local agencies are accompanied by the funding necessary for implementation.

VI. Transit & Commuter Rail

- a) Advocate for policies that keep our rail systems safe and increase federal investment in commuter rail services.
- b) Support federal funding of Positive Train Control (PTC) and rail safety programs.
- c) Support priority funding for early implementation of PTC technologies and ensure that various technologies are compatible across the nation.
- d) Advocate that the appropriate local or regional entity, such as SANBAG, be partners in on-going federal policy discussions to alter the liability cap for commuter rail accidents.
- e) Support legislation to change and/or exempt level boarding access requirements for existing commuter rail systems.
- f) Support policies that recognize the importance and fund commuter rail and transit connectivity to High Speed Rail.
- g) Support the inclusion of San Bernardino County projects in the New and Small Starts programs.
- h) Work to secure the greatest commuter tax benefits possible to incentivize the use of transit options.



- 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: 15

Date: June 11, 2014

Subject: Request for Proposal for SANBAG's State Advocacy Services

Recommendation:* That the Committee recommend the Board:

Approve the release of a Request for Proposal 14174 for State Advocacy Services to be provided from December 1, 2014 through November 30, 2016.

Background: In September 2009, the SANBAG Board of Directors approved a contract extension for State Advocacy Services, which expired on September 30, 2012. As the contract allowed to two, one-year option term extensions, those option terms were exercised to extend the contract to September 30, 2014. In order to align the contract with the legislative calendar, a time extension was approved by the Executive Director in April 2014 to extend the contract through November 30, 2014. No additional funds were needed for this extension.

As the contract has exercised all of the remaining option terms, it is necessary to prepare a new Request for Proposals for State Advocacy Services. The revised RFP Scope of Work is provided as Attachment A for Committee review and comment.

*

Approved
General Policy Committee

Date: _____

Moved: _____ *Second:* _____

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

Witnessed: _____

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.
 GPC1406c-wvs

<http://portal.sanbag.ca.gov/mgmt/committec/gpc/gpc2014/gpc1406/AgendaItems/GPC1406c1-wvs.docx>

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

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

The recommended contract duration for this RFP is two years, with two, two-year option term extensions to match the state and federal legislative session calendars.

Financial Impact: SANBAG has budgeted for State Advocacy Services contracts in the FY2014/2015 SANBAG Budget (4901.01.0503.52001)

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. This item has not been reviewed by General Counsel.

Responsible Staff: Wendy Strack, Director of Legislative and Public Affairs

Attachment A
Draft Scope of Work

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

1.0 Program Development

1.1 Assist with the development of SANBAG’s annual state legislative platform by identifying potential policy issues, key anticipated funding and regulatory items, changing political dynamics, and upcoming legislative proposals.

1.2 Identify potential sponsor legislation, secure authors for any such proposals, draft language and amendments, support committee analyses, prepare testimony, as well as build the necessary coalitions and support to secure passage and signature for SANBAG sponsored or co-sponsored legislation.

1.3 Maintain a current awareness of SANBAG Board actions, programs, activities, policies, as well as items before the California Transportation Commission (CTC).

1.4 Develop and maintain knowledge of the technical and political aspects of transportation funding in California, as well as the priorities and issues affecting councils of governments.

Deliverables:

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

2.0 Relationships

2.1 Posses strategic relationships and communicate SANBAG’s positions on key legislative items; sponsor legislation; and budgetary, regulatory, or policy issues with key legislators, members and committee staff, and the Administration, as well as state agencies such as the California State Transportation Agency, the California Department of Transportation, the CTC, the California Air Resources Board, the Board of Equalization, the California Department of Finance, the California Highway Patrol, the state Environmental Protection Agency, the Strategic Growth Council, and any other state department, agency, board, or commission whose decisions impact SANBAG.

2.2 Routinely communicate and collaborate with the San Bernardino County State Legislative Delegation regarding SANBAG’s interests and priorities.

2.3 Identify key partners, groups, and individuals to build alliances, partnerships and coalitions in order to advance SANBAG’s interests. Coordinate efforts with statewide and regional entities

seeking common goals and outcomes. Additionally, coordinate with other Southern California transportation agencies and councils of governments on areas of mutual concern.

Deliverables:

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

3.0 Advocacy

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

3.2 Assist in the development of, coordination of, and leadership on advocacy, strategy, and tactics to advance and achieve SANBAG's state legislative and funding priorities.

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

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

3.5 Assist in the development and implementation of statewide transportation policy that is favorable to SANBAG.

3.6 Represent and advocate on behalf of SANBAG or with SANBAG Board Members or staff at meetings. This also includes testifying on behalf of or preparing/organizing testimony for SANBAG Board Members or staff.

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

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

Deliverables:

- *Provide relevant bill numbers or copies of regulations along with a summary and information related to sponsors, supporters, and opponents.*
- *Notification of hearings and securing of speaker spots, as appropriate.*
- *Analyses of budgetary proposals or legislative items impacting SANBAG.*
- *Secure equitable share of funding for SANBAG projects, programs, services, and priorities.*
- *Achieving SANBAG legislative, funding, and regulatory advocacy objectives.*
- *Copies of all written correspondence, testimony, and position papers given on behalf of SANBAG.*

4.0 Sacramento Travel

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

4.2 Assist with the development of an Annual Advocacy Trip to Sacramento for SANBAG Board Members and staff, upon request. This includes securing meetings space; scheduling meetings with the Administration, Legislative Leadership, and key members and staff; as well as identifying issues for consideration including briefing Sacramento stakeholders on SANBAG's adopted legislative program and priorities and to provide an update on SANBAG projects, programs and services.

Deliverables:

- *Schedule of meetings with key stakeholders, Members of the Legislature, and the Administration.*
- *Successful arrangement of a Sacramento Advocacy Trip, if applicable.*

5.0 Administrative Issues

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

5.2 Written and Oral Reports

5.2.1 Provide a monthly invoice for work performed on behalf of SANBAG, including a written update of activities engaged in on behalf of SANBAG during that time period including but not limited to: testimony before committees, individual meetings with Legislator or staff, and the status of SANBAG's key legislative initiatives.

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

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

5.2.4. Assist with the review and finalization of SANBAG's Annual Legislative Report to the Board of Directors.

5.3 The Consultant shall maintain close communication with SANBAG's staff and Board of Directors.

Deliverables:

- *An office in Sacramento, convenient to the State Capitol.*
- *A monthly invoice including a summary of activities engaged in on behalf of SANBAG.*

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

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

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

San Bernardino Associated Governments



MISSION STATEMENT

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

- Improve cooperative regional planning

- Develop an accessible, efficient, multi-modal transportation system

- Strengthen economic development efforts

- Exert leadership in creative problem solving

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

Approved June 2, 1993
Reaffirmed March 6, 1996

