



San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
Web: www.sanbag.ca.gov



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

AGENDA
Mountain/Desert Policy Committee

*****NOTE LOCATION AND TIME CHANGE*****

August 21, 2015

10:30 AM

Location

City of Barstow

Council Chambers, 220 East Mountain View Avenue, Barstow, CA 92311

Mountain/Desert Policy Committee Membership

Chair

*Robert Lovingood
Board of Supervisors*

*Julie McIntyre, Mayor
City of Barstow*

*Joel Klink, Mayor
City of Twentynine Palms*

Vice Chair

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

*Mike Leonard, Council Member
City of Hesperia*

*George Huntington, Mayor
Town of Yucca Valley*

*Rich Kerr, Mayor
City of Adelanto*

*Ed Paget, Mayor
City of Needles*

*James Ramos
Board of Supervisors*

*Curt Emick, Council Member
Town of Apple Valley*

*Ryan McEachron, Council Member
City of Victorville*

*Janice Rutherford
Board of Supervisors*

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

AGENDA

Mountain/Desert Policy Committee

**August 21, 2015
10:30 AM**

**Location
City of Barstow**

Council Chambers, 220 East Mountain View Avenue, Barstow, CA 92311

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

CALL TO ORDER

(Meeting Chaired by Ryan McEachron)

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

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

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

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

CONSENT CALENDAR

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

Consent - Project Delivery

- 2. Construction Contract Change Orders to on-going SANBAG Construction Contracts in the Mountain/Desert Region with Security Paving Company, Inc. and Skanska USA Civil West.**

Receive and file change order report.

Garry Cohoe

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

DISCUSSION ITEMS

Discussion - Regional/Subregional Planning

- 3. SANBAG Countywide Transportation Plan Update**

Receive information on the Draft San Bernardino Countywide Transportation Plan.

Timothy Byrne

This item will be presented to the Board of Directors Metro Valley Study Session on August 13, 2015. Information in this item was reviewed by the Transportation Technical Advisory Committee (TTAC) on June 29, 2015.

Discussion - Transportation Programming and Fund Administration

- 4. High Desert Corridor Project Update**

That the Mountain/Desert Policy Committee recommend the Board receive and file the report.

Ellen Pollema

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

- 5. Allocation to Baker Boulevard Bridge over Mojave River Project and Project Funding Agreement**

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

A. Allocate \$1,550,228 in North Desert Major Local Highway Program funds to the County of San Bernardino for the Baker Boulevard Bridge over Mojave River Project.

B. Approve Funding Agreement 15-1001157 in the amount of \$1,550,228 with the County of San Bernardino for the Baker Boulevard Bridge over Mojave River Project.

Ellen Pollema

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

6. Termination of State Route 138 Phase 2 Cooperative Agreement

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

Approve Amendment No. 1 to Cooperative Agreement C14183 with the California Department of Transportation for Phase 2 of the State Route 138 widening project thereby terminating C14183.

Andrea Zureick

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

Comments from Board Members

Brief Comments from Board Members

Public Comment

Brief Comments by the General Public

ADJOURNMENT

Additional Information

Attendance
SANBAG Entities
Acronym List
Mission Statement

The next Mountain/Desert Policy Committee Meeting will be September 18, 2015

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

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 SANBAG Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item when an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

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

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

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

*Adopted By SANBAG Board of Directors January 2008
Revised March 2014*

- 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: August 21, 2015

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

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

Background:

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

Item No.	Contract No.	Principals & Agents	Subcontractors
2	C13001	Security Paving Company, Inc. <i>Joseph Ferndino</i>	Cal-Stripe, Inc. Pacific Restoration Group Statewide Traffic Safety and Signs Flatiron Electric Group, Inc. Tahlequah Steel, Inc. DYWIDAG Systems International Crown Fence Company Tipco Engineering, Inc.
2	C13149	Skanska Civil, USA <i>Jeffery Langvin</i>	Ace Fence Company Austin Enterprises BC Traffic Specialist Diversified Landscape Company DYWIDAG System International Ferreira Construction Company, Inc. Stroer & Graf Hard Hat Sweeping Statewide Traffic Safety & Signs Tahelquah Steel, Inc. Techno Coatings Under Ground Manholes

Entity: CMA, COG, CTA, CTC, SAFE

Mountain-Desert Committee Agenda Item
August 21, 2015
Page 2

Financial Impact:

This item has no direct impact on the SANBAG budget.

Reviewed By:

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

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Mountain-Desert Committee
Date: August 21, 2015

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: August 21, 2015

Subject:

Construction Contract Change Orders to on-going SANBAG Construction Contracts in the Mountain/Desert Region with Security Paving Company, Inc. and Skanska USA Civil West.

Recommendation:

Receive and file change order report.

Background:

Of SANBAG's two on-going Construction Contracts in the Mountain/Desert region, both have had Construction Change Orders (CCO's) approved since the last reporting to the Mountain/Desert Policy Committee. The CCO's are listed below.

A. Contract Number (CN) C13001 with Security Paving Company for construction of the I-15 Ranchero Road Interchange project: CCO No. 9 Supplements 1 (\$15,851.43 additional funds for relocation of Caltrans right of way fence), CCO No. 17 Supplement 2 (\$357.77 additional funds for temporary relocation of Verizon line), CCO No. 40 Supplement 1 (\$420.64 additional funds for removal of lean concrete base and excavation for added jointed plane concrete anchors), CCO No. 62 Supplement 1 (\$6,954.50 additional funds for installing additional erosion control measures), CCO No. 74 Supplement 1 (\$61,675.63 additional funds for drainage system adjustments and associated grading), CCO No. 82 Supplement 1 (\$11,289.69 additional funds for additional grading within City of Hesperia right of way as directed by the Army Corp of Engineers), CCO No. 92 Supplement 1 (\$2,244.16 additional funds for extension of Concrete Barrier and anchor slab for crash cushion) and CCO No. 100 Supplement 1 (\$9,367.78 additional funds for coring top of existing concrete barrier for installation of chain link railing).

B. CN C13149 with Skanska USA Civil West for construction of the Lenwood Road Grade Separation project: CCO No. 11 Supplements 3 and 4 (\$151,136.07 and \$7,892.50 respectively in additional funds for resolution of NOPC No. 1 and change to pile foundation design), CCO No. 12 Supplement 1 (\$6,356.93 in additional funds for supplying 2 luminaires shown on the plans as existing but not found in the field), CCO No. 16 and Supplement 1 (\$147,872.70 for irrigation system and plantings and \$333,654.60 for additional funds for installation of gravel mulch and in lieu of temporary erosion control measures respectively per request of City), CCO No. 19 (\$16,020.00 for installation of cable railing atop Retaining Wall 23 and drainage wing-walls as required for fall protection but not accounted for in the Engineers Estimate) and CCO No. 20 (\$15,000.00 to compensate contractor for installation of 24 inch electrical conduit casing under bridge approach slabs).

Financial Impact:

This item imposes no financial impact, as all CCO's are within previously approved contingency amounts under Task No. 0881 and No. 0890.

Entity: CMA

Mountain-Desert Committee Agenda Item
August 21, 2015
Page 2

Reviewed By:

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

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
Mountain-Desert Committee
Date: August 21, 2015
Witnessed By:

I-15 Ranchero Road Interchange - Executed Change Orders		
Number	Description	Amount
1	Traffic Control	\$ 30,000.00
1 - S1	Traffic Control	\$ 200,000.00
2	Partnering	\$ 20,600.00
3	Dust Palliative	\$ 5,000.00
4	Apprentice Program	\$ 8,000.00
5	Dispute Resolution	\$ 15,000.00
6	Relocate Additional Joshua Trees	\$ 42,500.00
7	Temporary Silt Fence, Item 8	\$ 16,352.00
8	Shared Water Pollution Control Maintenance	\$ 8,000.00
8 - S1	Shared Water Pollution Control Maintenance	\$ 10,000.00
9	Relocate Right-of-Way Fence	\$ 63,520.00
9 - S1	Additional Funds	\$ 15,851.43
10	Additional Drainage Work	\$ 6,942.86
11	VOID - County Water Line	\$ 0.00
12	Asphalt Price Index Adjustment	\$ (116,494.13)
13	Maintain Existing Electrical System	\$ 8,500.00
14	Electrical Service Fees	\$ 5,000.00
15	Removal 96" Pipe End Sections	\$ 1,500.00
16	Credit for Agency Survey of ADL Burial	\$ (6,602.00)
16 - S1	Credit for Agency Survey of ADL Burial	\$ (690.50)
17	Temporary Relocation of Verizon Line at Ranchero Road	\$ 6,000.00
17 - S1	Temporary Relocation of Verizon Line at Ranchero Road	\$ 3,065.04
17 - S2	Additional Funds	\$ 357.77
18	Revised Access Road to 96" Pipe	\$ 47,833.50
19	VOID - Relocate Temporary Concrete Barrier	\$ 0.00
20	Contractor's Proposed Detour Ranchero Road	\$ 69,700.00
21	Signal Pole Change at Ranchero Road/Caliente Road	\$ 19,144.03
22	Drainage Changes on Sheet SD-9	\$ (5,334.78)
23	Remove and Reconstruct MBGR Southbound I-15	\$ 4,183.00
24	CLOSED - Additional Compensation for Sawcutting	\$ 0.00
25	Changing Grades Northbound and Southbound I-15	\$ 0.00
26	Change in Structural Section - Mariposa Road	\$ 139,277.10
27	Change Street Lights From HPS to LCD	\$ 18,851.08
28	Roadway Evacuation - Item 159	\$ 363,000.00
29	VOID - Utility Potholes	\$ 0.00
30	City Traffic Signal Cabinets - Type R	\$ 38,526.84
31	Closure of Caliente Road	\$ 5,000.00
32	Drainage System #16	\$ 8,586.30
32 - S1	Drainage System #16	\$ 11,321.40
33	Fence and Core U-Channel	\$ 25,735.52
34	Rotating Signal Pole Modification	\$ 2,167.53
35	VOID - Temporary Realignment of Mariposa	\$ 0.00
36	VOID - Pull Box Lids	\$ 0.00
37	Revise Girder Curve Data	\$ 0.00
38	Cooper Ground Wire for SCE	\$ 5,471.25
39	Gravel Ditch Revision to Line R-6	\$ 2,013.00
40	JPCP End Anchors, Remove LCB	\$ 40,527.51
40 - S1	Additional Funds	\$ 420.64
41	Conflicting Signal Pole at Caliente Road/Ranchero Road	\$ (2,270.41)
42	Closure of North Mariposa Road	\$ 43,000.00

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

43	Utility Access West of Caliente Road/Ranchero Road	\$ 4,878.00
44	Additional Drainage Improvements Mariposa Road	\$ 44,397.48
45	Abandon Vaults	\$ 2,000.00
46	Additional Hydroseeding in City Right-of-Way	\$ 95,200.00
47	Grade Ditch Caliente Road	\$ 3,000.00
48	Increase Item 4" Stripe, Delineators	\$ 17,667.27
49	VOID - Revise Lane Closure Charts	\$ 0.00
50	Drainage System 20 Changes	\$ (13,611.50)
51	Extend HDPE Southwest Corner Caliente Road/Ranchero Road	\$ 1,320.00
52	Additional Signs and Markers (City)	\$ 2,436.00
53	PCCP Dike on JPCP	\$ 35,000.00
54	VOID - Detour for Falsework	\$ 0.00
55	Drainage Southwest Mariposa Road	\$ 10,362.20
56	VOID - Additional Grade to Drain Northbound I-15	\$ 0.00
57	In Ground Concrete Washout	\$ 0.00
58	Eliminate Redwood Header	\$ (5,309.00)
59	Regrade MVP's	\$ 15,000.00
60	VOID - Relocate SCE Vent Pipe	\$ 0.00
61	Revise Drainage Northbound On and Off-Ramps	\$ 45,324.75
62	Additional Permanent Erosion Control State Right-of-Way	\$ 35,000.00
62 – S1	Additional Funds	\$ 6,954.50
63	Revise Traffic Handling Plans	\$ 34,446.00
64	Revise Detour for Falsework	\$ 0.00
65	Delete Color from Bridge Deck	\$ (122,830.40)
66	VOID - Repair AC Dike and Eroded Slope	\$ 0.00
67	Sidewalk Joint Armor	\$ 0.00
68	Drainage System Augmentation	\$ 8,235.00
69	Repair Damaged Slopes	\$ 20,000.00
70	Electrical Modifications	\$ 75,000.00
71	Pedestrian Push Button Change	\$ 1,542.11
72	Additional Drainage System Northeast Corner Ranchero/Mariposa	\$ 1,484.90
73	Repair Damaged Pavement I-15	\$ 65,000.00
74	Modifications to Drainage System 18	\$ 54,209.25
74 – S1	Additional Funds	\$ 61,675.63
75	Revisions to HMA Structural Section on Ranchero Road	\$ 121,335.20
76	Retaining Walls Along Ranchero Road	\$ 445,741.55
76 - S1	Change to CIP Walls	\$ (125,114.55)
77	Change from Rock Blanket to Stamped Concrete	\$ (3,874.00)
78	Removal of Additional Joshua Tree	\$ 1,519.86
79	Change of Pedestrian Button Type	\$ 4,964.51
80	Pedestrian Barricades	\$ 9,484.00
81	Revision to Electrical Pull Boxes on Bridge	\$ 0.00
83	Bike Lane Striping on Ranchero Road	\$ 4,304.00
82	Additional Grading within City of Hesperia Right of Way	\$ 25,000.00
82 – S1	Additional Funds	\$ 11,289.69
84	Drainage Enhancements along Northbound on-ramp	\$ 50,000.00
85	Revisions to City Signs	\$ 9,195.39
86	Delete Color from Caltrans Curbed Median	\$ 2,869.15
87	Ramp Metering Standard Changes	\$ 19,882.24
88	I-15 Median Pavement Change	\$ 63,154.50
89	Bridge Profilographing	\$ 6,000.00
90	Conformance with ADA requirements	\$ 10,000.00

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

90 – S1	Additional Funds	\$ 10,000.00
90 – S2	Additional Funds	\$ 20,581.00
91	Drainage Inlet Markers	\$ 1,485.00
92	REACT Crash Cushion anchor slab	\$ 10,000.00
92 – S1	Additional Funds	\$ 2,244.16
93	Modifications to Infiltration Basins	\$ 5,000.00
93 – S1	County Encroachment Permit	\$ 1,000.00
93 – S2	Additional Funds	\$ 244,872.00
94	State Water Resources Control Board Annual Permit Fees	\$ 3,119.60
95	Slope Paving revisions at Abutment 3	\$ 3,708.10
96	Revisions to MBGR at southbound on ramp	\$ 5,812.00
98	Changes to Freeway Entrance Signs	\$ 2,229.60
99	Replacement of Ramp Lighting Poles	\$ 50,000.00
100	Chain Link Fence atop Bridge Barrier	\$ 41,966.40
100 – S1	Additional Funds	\$ 9,367.78
101	Recessed Pavement Markers	\$ 32,465.00
102	Relocation of Ramp Metering Cabinets	\$ 10,000.00
104	Stamped Concrete in Median Island on Rancho Road	\$ 63,392.00
105	Pedestrian Barriers on Rancho Road	\$ 3,161.40
106	Deleting Survey Monumentation Bid Items	\$ (3,300.00)
107	Additional Chain link Fence and strengthening MBGR	\$ 7,960.00
108	Hot Mixed Asphalt QC/QA	\$ 132,841.88
109	Add'l Qty. for Bid Items 20, 32, 33, 47, 52, 108, 112, 119, 157 and 176	\$ 109,445.06
110	Add'l Qty. for Bid Items 54 and 172	\$ 67,339.32
111	Additional Builders Risk Insurance Cost	\$ 23,467.95
CCO TOTAL		\$ 3,191,847.96
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 4,019,945.63

Lenwood Grade Separation – Executed Change Orders		
Number	Description	Amount
1	Partnering	\$ 12,000.00
2	Establish Dispute Review Board	\$ 15,000.00
3	Staging Revisions	\$ 0.00
4	Hot Mix Asphalt Substitution	\$ 0.00
5	Additional Traffic Control	\$ 10,000.00
5 – S1	Additional Traffic Control – Additional Funds	\$ 10,000.00
6	Change in Sewer Pipe Size	\$ 14,962.60
7	Bridge Architectural and Wall Aesthetic Treatments	\$ (3,657.76)
7 – S1	Additional Funds	\$ 12,833.31
8	Hazardous Waste Removal	\$ 6,000.00
9	Private Gas Service and Meter Relocation	\$ 6,600.00
9 – S1	Private Gas Service and Meter Relocation – Additional Funds	\$ 3,000.00
11	Abutment 1 Pile Layout and Tip Revisions	\$ (57,000.00)
11 – S1	Abutment 2 Pile Layout and Tip Revisions	\$ (17,000.00)
11 – S2	Item #59 Drive Pile Item Adjustment	\$ 107,950.00
11 – S3	Resolution of NOPC No. 1	\$ 151,136.07
11 – S4	Additional Funds for Resolution of NOPC No. 1	\$ 7,892.50
12	Signal and Lighting Improvements	\$ 13,816.23
12 – S1	Additional funds for supplying 2 luminaires	\$ 6,356.93
13	SCE Delay	\$ 50,000.00
14	MSE Texture Change	\$ 0.00

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

15	Verizon Manhole and Line Conflicting with MSE 37	\$ 14,000.00
15 – S1	Additional Funds	\$ 10,000.00
16	Irrigation System and Plantings in lieu of Temporary Erosion Control	\$ 147,872.70
16 – S1	Gravel Mulch in lieu of Temporary Erosion Control	\$ 333,654.60
17	Apprentice On-the Job Training	\$ 2,000.00
17 – S1	Additional Funds	\$ 2,500.00
18	Edison Provided Overhead Insulators	\$ 2,941.83
19	Additional Cable Railing	\$ 16,020.00
20	Electrical conduit casing under bridge approach slabs	\$ 15,000.00
CCO TOTAL		\$ 893,879.01
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 1,815,859.40

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

Minute Action

AGENDA ITEM: 3

Date: August 21, 2015

Subject:

SANBAG Countywide Transportation Plan Update

Recommendation:

Receive information on the Draft San Bernardino Countywide Transportation Plan.

Background:

SANBAG currently collaborates with the Southern California Association of Governments (SCAG) on a broad range of transportation and sustainability initiatives. As part of these collaborative efforts, SANBAG was directly involved in the development of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and is currently involved in development of the 2016-2040 RTP/SCS. The 2012-2035 RTP/SCS was adopted by SCAG's Regional Council on April 4, 2012.

While SCAG develops the RTP/SCS, the land use and transportation changes within it are largely driven by the respective actions of local governments, transit agencies, Caltrans, and County Transportation Commissions. It is therefore critical that the Transportation Commissions be engaged in the implementation of the Plan in order for its benefits to be realized. In addition, progress toward the implementation of the RTP/SCS needs to be reflected in each subsequent RTP/SCS cycle.

The RTP portion of the RTP/SCS is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 25-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs.

The SCS was required by Senate Bill 375 to better integrate land use and transportation strategies that will achieve Greenhouse Gas (GHG) reduction targets set by the California Air Resources Board (CARB). The focus of the SCS is on GHG reductions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning.

The purpose of the SANBAG Countywide Transportation Plan (CTP) is to lay out a strategy for long term investment in and management of San Bernardino County's transportation assets. It is serving as input to the SCAG 2016-2040 RTP/SCS. On December 3, 2014, the SANBAG Board of Directors received information on the Draft San Bernardino County Project List that SANBAG submitted to SCAG as initial input into the 2016-2040 RTP/SCS. The list was prepared as part of the CTP development process. Initial growth forecasts (estimates of

Entity: CTC

Mountain-Desert Committee Agenda Item

August 21, 2015

Page 2

employment, households, and population through 2040) were also developed collaboratively by SANBAG and local jurisdictions and were presented to the Board of Directors Metro Valley Study Session and Mountain/Desert Policy Committee in May 2014 and were subsequently transmitted to SCAG.

A draft 2016-2040 RTP/SCS is anticipated to be released in October 2015 with the public outreach and comment period lasting through January 2016. The SCAG Regional Council is expected to adopt the 2016-2040 RTP/SCS in April 2016.

The Executive Summary of the Draft SANBAG CTP is provided as Attachment 1 to this agenda item, and the full Draft CTP can be accessed at:

http://www.sanbag.ca.gov/planning2/plan_county-wide-transit.html.

The CTP recognizes that the transportation landscape is changing. As we look back over the trends and accomplishments of the last 25 years, we see a gradual shift at the state level from a principal focus on mobility and congestion relief to a principal focus on sustainability. We see this even in the titles of key propositions and legislation. Sustainability has certainly not been ignored in prior decades, and need for congestion relief remains in the decades to come, but clearly the emphasis has shifted. This shift is a significant consideration in how San Bernardino County plans its transportation system going forward.

As highlighted in the CTP, the following key transportation-related issues will need to be addressed as we move forward. These are not the only ones, but represent key areas where SANBAG should consider taking action or advocating positions.

1. **Transportation funding** – It is well known that State and federal funding levels are not keeping up with operations and maintenance needs and requirements for new or expanded infrastructure. The purchasing power of the state gas tax has declined over time. In the meantime, the population of the Inland Empire increased 63% in the 20 years from 1990 to 2010, a growth rate of 2.5% per year. Local funds now represent over 50% of transportation infrastructure revenue in San Bernardino County.
2. **Congestion relief and economic competitiveness** – Although the statewide emphasis has shifted to sustainability, the need for congestion relief cannot be ignored. We live in a globally competitive environment, in which the speed and cost of doing business still matters a great deal. It is essential that San Bernardino County maintain the transportation advantages that we currently enjoy with our robust freeway and interchange network to support the logistics industry. Some 20% of our jobs are now related to logistics, and logistics hubs will continue to play a major role in bringing business and employment to our area.
3. **System preservation and operations** – The tens of billions of dollars in street and highway infrastructure investment must be preserved. Although Caltrans and local jurisdictions are the owners and operators of our freeways and arterial streets, SANBAG can be a partner with them to ensure that these roadways and structures are maintained and that the operations are optimized. Likewise, the need for operating funds for transit is a major emerging issue and will limit transit network expansion if it is not addressed.

- 4. Land use** – SANBAG and local jurisdictions are aggressively promoting transit oriented development (TOD) as part of a strategy for economic growth and for achieving the regional SB 375 targets. An example is the study for the Advanced Regional Rail Integrated Vision East (ARRIVE) Corridor along the San Bernardino Metrolink line, which is exploring achievable strategies for TOD for each of the six stations along this line in San Bernardino County. The challenge with TOD in San Bernardino County has to do with market readiness. Jurisdictions cannot impose development types and densities that the market cannot yet afford. The strategy must be one of preparing for TOD, while also being patient and demonstrating commitment to rail/transit infrastructure that will attract TOD developers. Most jurisdictions with rail station assets are ready to support TOD, and some have had recent success, but they may need assistance with infrastructure investment, which was dealt a serious blow with the State’s dissolution of redevelopment agencies.
- 5. Transit system interconnectivity** – The transit network is growing, both regionally and in the Inland Empire and in terms of both rail and bus. Improved coordination is needed across transit (rail, fixed route bus, and demand responsive) and ridesharing modes (carpool and vanpool) to provide a high level of customer service at an affordable cost. The telecommunications industry reminds us that successful communications is all about the network. The same is true in building the transit and ridesharing system, and we need to think in terms of interconnectivity, not independent systems.
- 6. Attainment of air quality standards** – Ozone attainment in the South Coast Air Basin is at a critical juncture. As the Basin gets closer to background ozone concentrations (estimated by SCAQMD at 48 parts per billion), the path to attainment will require adoption of technologies and fleet turnover rates that are acknowledged by many as not feasible within the timelines prescribed by EPA. We need to push forward on air quality improvements, but at a rate that our local economy and industry can absorb, based on technologies that can be cost-effectively incorporated into the marketplace. A balanced approach is needed.
- 7. Sustainability and GHG reduction** – SANBAG and our local agency partners have been leaders in regional planning for GHG reduction. The lofty goals of AB 32 and GHG-related Executive Orders now need to be translated into an approach that can achieve those goals without damaging the economy or our region’s competitiveness. Recent analysis in the California Transportation Plan has indicated that land use change and expansion of transit services will produce a relatively small portion of the GHG reductions needed. The analysis indicated that radical transformation in vehicle and fuels technology will need to be the primary mechanism to produce the 80% reduction in GHGs from the transportation fleet targeted for 2050 and 40% by 2030. As with attainment for criteria pollutants, GHG reductions need to be approached in a balanced way.

The CTP is San Bernardino County's long-term plan for transportation. It is focused on several over-arching goals that build on the SANBAG Mission Statement. The goals of the CTP are to:

- Improve safety and mobility for all modes of travel in San Bernardino County by residents, businesses, employees, students and visitors.
- Integrate countywide transportation plans and initiatives, to better serve the needs of the county, and to coordinate transportation systems with other counties through the Regional Transportation Plan/Sustainable Communities Strategy.
- Plan and deliver transportation projects and services in a manner that promotes the County's economic competitiveness, affordable housing, environmental quality, overall sustainability, and access by the full spectrum of system users.
- Promote stewardship of the public resources entrusted to SANBAG and other transportation agencies in the County through analysis and application of the most cost-effective approaches to delivering transportation projects and programs.
- Promote the funding of transportation needs through collaboration with local, state, federal, and private stakeholders.
- Support state, regional, and local environmental and sustainability goals.

The CTP goals are supported by an underlying set of objectives which represent the measureable means to achieve the goals. Objectives include:

- Reduce travel times for both highway and transit travel
- Maximize the efficiency and reliability of the transportation system
- Reduce vehicle hours traveled
- Reduce vehicle emissions, both criteria pollutants and GHG emissions
- Increase the share of people carpooling, bicycling, walking and taking transit
- Reduce accidents
- Preserve existing infrastructure in a cost-effective manner
- Encourage development around existing and planned transit stations and hubs

San Bernardino County is home to a world class network of freeways, arterials, freight rail lines, airports, and transit routes. This network, together with our proximity to the Ports of Los Angeles and Long Beach, is one of the primary reasons that the County has become a strategic location for logistics. However, this network must be maintained and built upon to satisfy the needs of both existing operations and future growth.

Significant growth is anticipated in San Bernardino County through 2040. Annualized growth rates from 2012 to 2040 are 1.0 percent for population and 1.6 percent for employment, or total growth rates of 32 percent and 56 percent, respectively, over the full 28-year period.

The CTP tested two scenarios based on different levels of transportation service and forecast funding. The Baseline Scenario includes projects that can be funded with traditionally available local, Measure I, State, and federal revenue sources through 2040. The Aggressive Scenario is a needs-based scenario assuming additional sources of revenue. However, the Aggressive

Scenario is also consistent with the RTP/SCS “financially constrained” plan. This includes SCAG’s “innovative revenue sources” contained in the 2012-2035 RTP/SCS, a substantial increase over traditionally available funding streams. This CTP does not recommend one scenario over the other, but delineates both to illustrate the transportation projects that could be implemented and maintained in each case.

The Aggressive Scenario includes all projects in the Baseline Scenario plus the additional projects listed. The funding assumptions include some of the major “innovative sources” included in the SCAG RTP/SCS. The Aggressive Scenario excludes certain projects that are included in the SCAG RTP/SCS that are regional in nature, such as the SCAG dedicated truck lanes on State Route 60 (SR-60). The Draft CTP presents a summary of the projects included in the Baseline and Aggressive Scenarios. The Baseline Scenario includes projects contained in the 10-Year Delivery Plan plus those additional projects viewed to be affordable in the forecast of traditionally available funding levels.

In order to obtain the maximum level of feedback and input on the draft CTP, the document has been widely distributed for review and comment. The objective is to ensure that the document is reviewed by as many stakeholders as possible to ensure that all issues are identified and addressed appropriately. The initial step in rolling out the draft CTP was to present to the Transportation Technical Advisory Committee on June 29, 2015. Subsequently, links to the document have been forwarded to the following groups to ensure maximum exposure to stakeholders throughout the county:

- SANBAG Planning and Development Technical Forum
- SANBAG City/County Managers Technical Advisory Committee
- SANBAG Board of Directors and Board of Directors Interested Parties
- San Bernardino County Active Transportation Network
- The Riverside San Bernardino Institute of Transportation Engineers
- Inland Empire Women’s Transportation Seminar
- Public and Specialized Transportation Advisory and Coordination Council
- Caltrans
- Building Industry Association
- Southern California Association of Governments Technical Working Group, representing a cross-section of stakeholders from throughout the SCAG region
- South Coast Air Quality Management District
- California Air Resources Board

The draft document has also been posted on the SANBAG website with a request to review and submit comments. Announcements of the availability of the draft document for public review and comment have also been disseminated via SANBAG social media outlets. In addition, workshops held by SCAG in May and June 2015 were an added opportunity for the public to provide input to the RTP/SCS, including input on the projects and growth forecasts being considered for San Bernardino County.

The CTP is a living document that will be updated in concert with future RTP/SCS updates. Future versions of the CTP will monitor the performance of the various strategies and refine the

Mountain-Desert Committee Agenda Item

August 21, 2015

Page 6

financial outlook, project lists and future actions necessary to ensure safe and efficient movement of people and goods throughout San Bernardino County.

Financial Impact:

This item has no impact on the Fiscal Year 2015/2016 budget.

Reviewed By:

This item will be presented to the Board of Directors Metro Valley Study Session on August 13, 2015. Information in this item was reviewed by the Transportation Technical Advisory Committee (TTAC) on June 29, 2015.

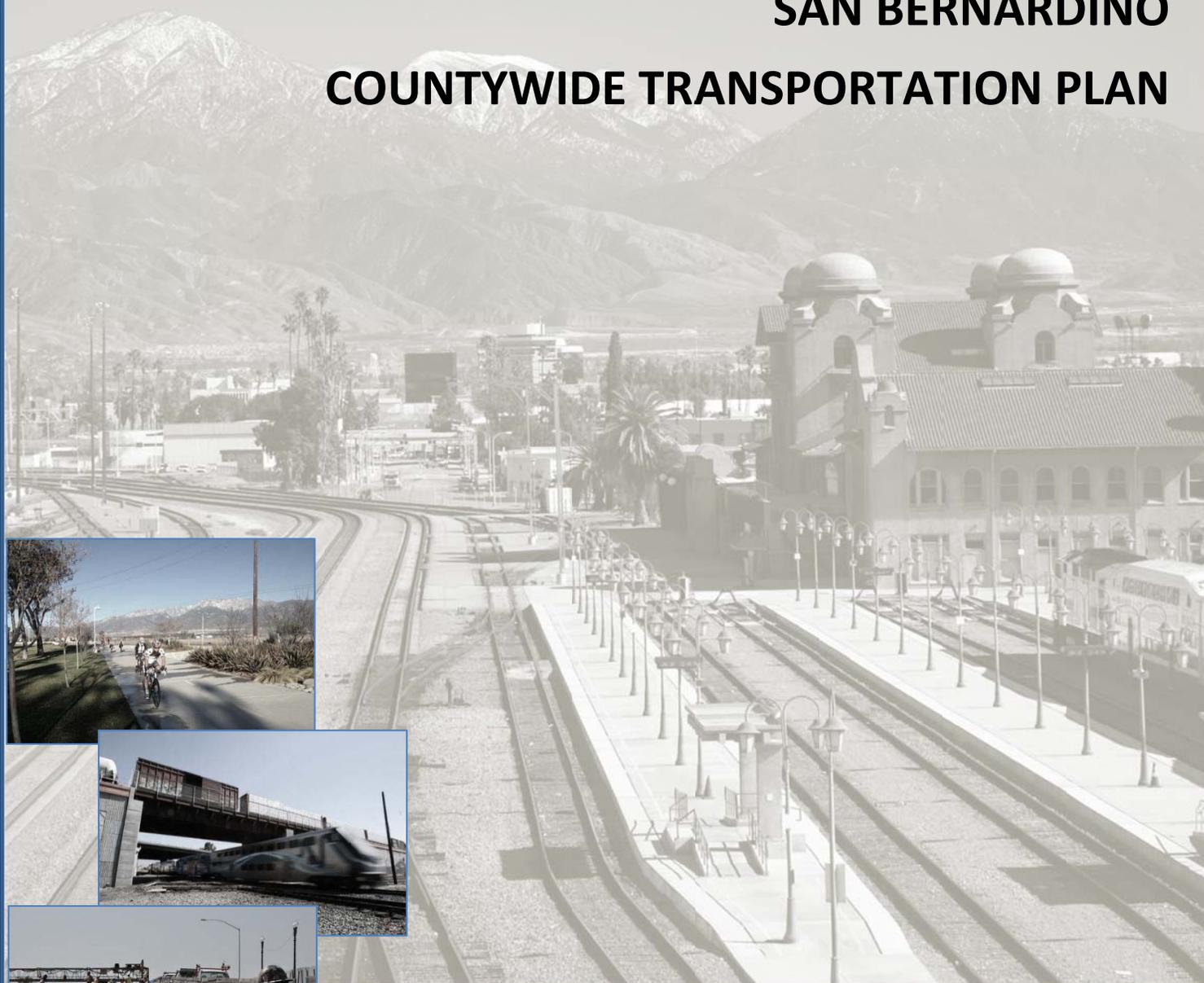
Responsible Staff:

Timothy Byrne, Chief of Planning

Approved
Mountain-Desert Committee
Date: August 21, 2015

Witnessed By:

DRAFT SAN BERNARDINO COUNTYWIDE TRANSPORTATION PLAN



Prepared by:



San Bernardino Associated Governments
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410-1715

SANBAG Mission Statement

To enhance the quality of life for all residents, SANBAG will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen 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.

SANBAG Member Jurisdictions

- City of Adelanto
- Town of Apple Valley
- City of Barstow
- City of Big Bear Lake
- City of Chino
- City of Chino Hills
- City of Colton
- City of Fontana
- City of Grand Terrace
- City of Hesperia
- City of Highland
- City of Loma Linda
- City of Montclair
- City of Needles
- City of Ontario
- City of Rancho Cucamonga
- City of Redlands
- City of Rialto
- City of San Bernardino
- County of San Bernardino
- City of Twentynine Palms
- City of Upland
- City of Victorville
- City of Yucaipa
- Town of Yucca Valley

SANBAG Board of Directors

President

Ryan McEachron, Council Member
City of Victorville

Darcy McNaboe, Mayor
City of Grand Terrace

Joel Klink, Mayor
City of Twentynine Palms

Vice-President

Robert A. Lovingood, Supervisor
County of San Bernardino

Mike Leonard, Council Member
City of Hesperia

Ray Musser, Mayor
City of Upland

Rich Kerr, Mayor
City of Adelanto

Larry McCallon, Mayor
City of Highland

Dick Riddell, Council Member
City of Yucaipa

Curt Emick, Council Member
Town of Apple Valley

Rhodes "Dusty" Rigsby, Mayor
City of Lorna Linda

George Huntington, Mayor
Town of Yucca Valley

Julie McIntyre, Mayor
City of Barstow

Paul Eaton, Mayor
City of Montclair

Janice Rutherford, Supervisor
County of San Bernardino

Bill Jahn, Mayor Pro Tem
City of Big Bear Lake

Edward Paget, Mayor
City of Needles

James Ramos, Supervisor
County of San Bernardino

Dennis Yates, Mayor
City of Chino

Alan Wapner, Mayor Pro Tem
City of Ontario

Curt Hagman, Supervisor
County of San Bernardino

Ed Graham, Council Member
City of Chino Hills

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Josie Gonzales, Supervisor
County of San Bernardino

Frank Navarro, Council Member
City of Colton

Jon Harrison, Mayor Pro Tem
City of Redlands

John Bulinski, Caltrans
Ex-Officio Member

Michael Tahan, Mayor Pro Tem
City of Fontana

Deborah Robertson, Mayor
City of Rialto

Ray Wolfe, *Executive Director*

Eileen Teichert, *SANBAG Counsel*

Table of Contents

- ES Executive Summary..... ES-1
- I. Introduction I-1
 - SANBAG Background..... I-1
 - SANBAG Responsibilities..... I-1
 - Countywide Transportation Plan (CTP) Development I-4
 - CTP Goals I-5
 - CTP Relationship to Countywide/Regional Planning Efforts I-6
- II. State of the Subregion II-2
 - Physical Environment..... II-2
 - Environmental Setting II-3
 - Demographic Environment..... II-4
 - Highways..... II-9
 - Arterial System..... II-12
 - Modeling Analysis of Highway System II-12
 - Transit II-14
 - Goods Movement/Freight II-21
 - Freight and Air Quality..... II-28
 - Airports II-30
 - Active Transportation II-31
 - Travel Demand Management II-36
- III. Financial Forecast III-1
 - Background III-1
 - Baseline and Aggressive Scenario Revenue Forecasts..... III-2
- IV. Future of the Subregion..... IV-1
 - Growth Forecasts..... IV-1
 - Sustainability..... IV-5
 - SANBAG’s Role in Sustainability..... IV-8
- V. Transportation Investments V-1
 - The Mobility Pyramid..... V-1
 - Highway V-4
 - Transit V-5
 - Airports V-16
 - Goods Movement/Freight V-16
 - Active Transportation V-20
- VI. Transportation Strategy..... VI-1
 - Overarching Principles VI-1
 - CTP Key Strategic Issues..... VI-2
 - Individual Strategies VI-3
- VII. Acronym List VII-1
- VIII. Appendices
 - Appendix A - Baseline Scenario Project Listing
 - Appendix B - Aggressive Scenario Project Listing

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

List of Tables

Table ES-1: Ten-Year Delivery Plan Projects ES-7

Table ES-2: CTP Scenarios ES-9

Table ES-3: Forecast 2040 San Bernardino County Daily Performance Statistics..... ES-10

Table ES-4: Summary of Long-Term Transportation and Sustainability Strategies ES-11

Table II-1: San Bernardino County 2012 Population/Employment..... II-5

Table II-2: SBTAM County to County Person Trip Summaries II-12

Table II-3: SBTAM San Bernardino County Performance Statistics II-13

Table II-4: Existing San Bernardino Transit Service Provider Summary II-15

Table II-5: Non-Motorized Trips to Work..... II-32

Table II-6: City Bike Path Mileage by Class..... II-35

Table III-1: Estimate of Uncommitted Revenue Beyond the Ten-Year Delivery Plan III-4

Table III-2: Ten-Year Delivery Plan Projects III-5

Table III-3: New Revenue Sources and Innovative Financing Strategies for 2012 RTP/SCS III-6

Table IV-1: San Bernardino County Forecast Population and Employment Growth IV-2

Table IV-2: Forecast 2040 County to County Person Trip Growth..... IV-10

Table IV-3: Forecast 2040 San Bernardino County Performance Statistics IV-11

Table V-1: CTP Scenarios..... V-3

Table V-2: Forecast 2040 San Bernardino County Baseline Scenario Performance Statistics V-10

Table V-3: Forecast 2040 San Bernardino County Aggressive Scenario Performance Statistics V-13

Table VI-1: Summary of Long-Term Transportation and Sustainability Strategies..... VI-4

List of Figures

Figure ES-1: Existing and Planned Regional Rail Network..... ES-2

Figure ES-2: Decline in State Gas Tax Purchasing Power ES-4

Figure ES-3: San Bernardino County Forecast Population and Employment Growth ES-8

Figure I-1: San Bernardino County and SANBAG Subregion I-2

Figure I-2: SANBAG Range of Activities I-3

Figure II-1: San Bernardino Historic Population..... II-2

Figure II-2: Percentage of 2011 Greenhouse Gas Emissions in California II-3

Figure II-3: PM 2.5 Days above National 24-Hour Standard in Southern California II-4

Figure II-4: San Bernardino County Existing Land Uses II-6

Figure II-5: Existing Population Density II-7

Figure II-6: Median Household Income..... II-8

Figure II-7: Employment by Clusters with Greater than 20,000 Jobs II-8

Figure II-8: Existing Employment Density II-9

Figure II-9: San Bernardino County Freeway/Arterial System II-10

Figure II-10: Historical AM Peak Period PeMS Delay II-11

Figure II-11: Historical PM Peak Period PeMS Delay II-11

Figure II-12: Base Year 2012 AM Peak Period Transportation System Performance II-13

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

Figure II-13: Base Year 2012 PM Peak Period Transportation System Performance..... II-14

Figure II-14: San Bernardino County Transit System II-16

Figure II-15: Regional Rail Network..... II-20

Figure II-16: Weekday Railway Utilization II-23

Figure II-17: Developed Industrial/Warehousing Land Use II-24

Figure II-18: Railroad Crossing Locations II-25

Figure II-19: Freeway, Rail Lines and Intermodal Facilities II-26

Figure II-20: Existing San Bernardino County Daily Truck Volumes II-27

Figure II-21: San Bernardino County Air Districts II-28

Figure II-22: NOx Emission Reductions Needed to Meet Federal Ozone Standards II-29

Figure II-23: Ontario International Passengers II-30

Figure II-24: San Bernardino County Bicycle Facilities II-32

Figure III-1: Measure I Historical Revenue III-1

Figure III-2: Measure I Revenue Allocation by Subarea III-2

Figure III-3: Decline in State Gas Tax Purchasing Power III-3

Figure IV-1: Population Growth Density IV-3

Figure IV-2: Employment Growth Density IV-4

Figure IV-3: San Bernardino County Person Trip Distribution IV-11

Figure IV-4: Daily Traffic Volume Growth 2012-2040 IV-12

Figure IV-5: AM Peak Period Forecast 2040 No Build Congestion IV-13

Figure IV-6: PM Peak Period Forecast 2040 No Build Congestion IV-14

Figure V-1: Mobility Pyramid V-1

Figure V-2: Aggressive Scenario Projects V-4

Figure V-3: Baseline Scenario Transit Projects V-6

Figure V-4: Aggressive Scenario Transit Projects V-7

Figure V-5: AM Peak Period Forecast 2040 Baseline Scenario Congestion V-11

Figure V-6: PM Peak Period Forecast 2040 Baseline Scenario Congestion V-12

Figure V-7: AM Peak Period Forecast 2040 Aggressive Scenario Congestion V-14

Figure V-8: PM Peak Period Forecast 2040 Aggressive Scenario Congestion V-15

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

ES Executive Summary

The transportation landscape is changing. As we look back over the trends and accomplishments of the last 25 years, we see a gradual shift at the state level from a principal focus on mobility and congestion relief to a principal focus on sustainability. We see this even in the titles of key propositions and legislation. Sustainability has certainly not been ignored in prior decades, and need for congestion relief remains in the decades to come, but clearly the emphasis has shifted. This shift is a significant consideration in how San Bernardino County plans its transportation system going forward.

The purpose of this Countywide Transportation Plan (CTP) is to lay out a strategy for long term investment in and management of San Bernardino County's transportation assets. Before describing the strategy, however, it is important to understand some of the history behind these changes in emphasis to properly set the stage for a number of challenging issues that need to be addressed in the CTP.

Transportation Funding in the Last 30 Years - A Brief History

The emphasis on mobility and congestion relief in California can be seen in legislation dating back to the mid-1980s, when the state legislature began authorizing sales taxes for transportation projects in individual counties. Under this legislation, counties and cities could cooperatively establish new "transportation authorities" to administer the tax proceeds in keeping with voter-approved expenditure programs. In 1984, voters in Santa Clara County approved the first such sales tax in California. The legislature soon gave all counties the power to adopt these taxes, prompting 17 counties, including San Bernardino County, to adopt these voter-approved taxes by 1990.

The voter-approved San Bernardino County half-cent sales tax began generating funds in April, 1990. Some of the cornerstone projects in the first Measure I Expenditure Plan included construction of the SR-71 and SR-210 freeways and initiation of service for the regional Metrolink commuter rail system in 1991. The SR-60 and I-10 freeways underwent major upgrades to 4 mixed flow lanes plus 1 High-Occupancy Vehicle (HOV) lane in the West Valley, and a truck climbing lane was added on eastbound I-10 through Redlands.

At the regional level, the sales tax measures have enabled Southern California to go from virtually no passenger rail service in 1990 to over 500 miles of commuter rail and over 100 miles of heavy rail and light rail today. This has been an important element in transforming downtown Los Angeles into a much more vibrant center of activity than it was 20 years ago, with greatly increased transit connectivity region wide. **Figure ES-1** shows the current extent of the regional rail network. San Bernardino County is a vital part of this growing network.

Mobility needs were further highlighted in Proposition 111, titled The Traffic Congestion Relief and Spending Limitation Act Of 1990, passed by the voters of California in June 1990. The official proposition summary stated, in part:

"This measure would enact a statewide traffic congestion relief program and update the spending limit on state and local government to better reflect the needs of a growing California population. It would provide new revenues to be used to reduce traffic congestion by building state highways, local streets and roads, and public mass transit facilities. This measure would enact a 55% increase in truck weight fees and a five-cent-per-gallon increase in the fuel tax on August 1, 1990, and an additional one cent on January 1 of each of the next four years."

with commitments to initiating passenger rail service to Redlands, extension of the Gold Line to Montclair, and improvements to Metrolink service. It also set in motion the approval of a development mitigation program that all the cities in the Valley and Victor Valley implemented through development impact fees (DIFs) for partial funding of interchanges, arterials, and rail/highway grade separations.

Assembly Bill 32 (AB 32), passed in 2006, introduced a new focus on growing California in a sustainable way. As indicated on the California Air Resources Board website, *“The passage of AB 32, the California Global Warming Solutions Act of 2006, marked a watershed moment in California’s history. By requiring in law a sharp reduction of greenhouse gas (GHG) emissions, California set the stage for its transition to a sustainable, low-carbon future. AB 32 was the first program in the country to take a comprehensive, long-term approach to addressing climate change, and does so in a way that aims to improve the environment and natural resources while maintaining a robust economy. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020 — a reduction of approximately 15 percent below emissions expected under a ‘business as usual’ scenario.”* Subsequent Executive Orders by Governors Schwarzenegger and Brown have stated the need for dramatic reductions of 80% in GHG emissions from the transportation sector by 2050 and 40% by 2030.

Senate Bill 375 further increased the focus on sustainability for regions as they grow, requiring that each region, including SCAG, prepare a Sustainable Communities Strategy. As part of the six-county SCAG region, SANBAG and its local jurisdictions were partners with SCAG in crafting the first SCS, incorporated into the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS.

SANBAG is also a partner with two Air Quality Management Districts (South Coast and Mojave Desert) to attain air quality standards set by the Environmental Protection Agency. Both air basins are designated as non-attainment and the South Coast air basin is designated an “extreme” non-attainment area. Although tremendous progress has been made in cleaning the air over the last several decades, the South Coast air basin is still well short of what is needed to attain federal ozone standards by 2023 and a subsequent stricter attainment goal by 2032. This is of concern to San Bernardino County, because the path to attainment falls heavily on the transportation sector.

The County of San Bernardino and SANBAG adopted the Countywide Vision in 2011, setting in motion initiatives spanning across 10 Vision elements as described later in the CTP: Education, Environment, Housing, Image, Infrastructure, Jobs/Economy, Public Safety, Quality of Life, Water, and Wellness. This has established San Bernardino County as a sustainability leader in the region and helps guide county and city agencies in establishing and attaining sustainability goals.

Framing the Issues

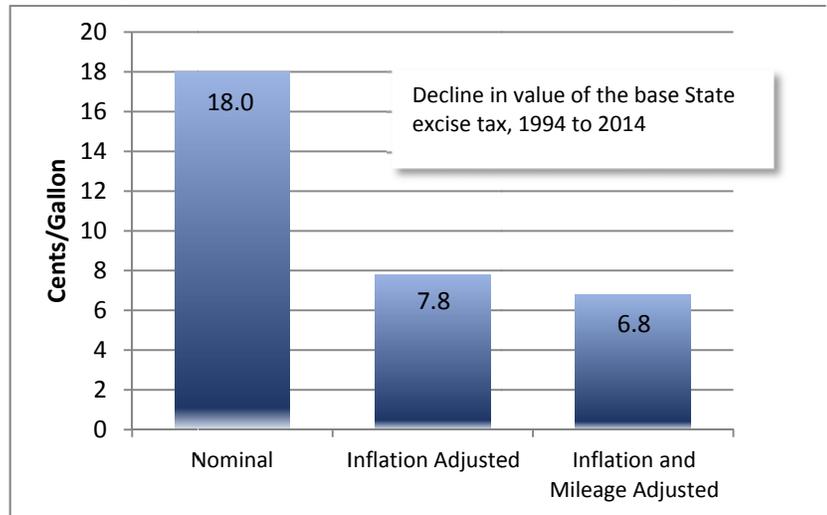
With the above as context, what types of issues will SANBAG and our partner agencies face over the horizon of this Countywide Transportation Plan, through 2040? This section highlights several of the core transportation-related issues that will need to be addressed as we move forward. These are not the only ones, but represent key areas where SANBAG should consider taking action or advocating positions.

1. **Transportation funding** – It is well known that State and federal funding levels are not keeping up with operations and maintenance needs and requirements for new or expanded infrastructure. **Figure ES-2** presents the decline in purchasing power of the state gas tax in cents per gallon. In the meantime, the population of the Inland Empire increased 63% in the 20 years from 1990 to 2010, a growth rate of 2.5% per year. Local funds now represent over 50% of transportation infrastructure revenue in San Bernardino County.

2. **Congestion relief and economic competitiveness**

– Although the statewide emphasis has shifted to sustainability, the need for congestion relief cannot be ignored. We live in a globally competitive environment, in which the speed and cost of doing business still matters a great deal. It is essential that San Bernardino County maintain the transportation advantages that we currently enjoy with our robust freeway and interchange network to support the logistics industry. Some 20% of our jobs are now related to logistics, and logistics hubs will continue to play a major role in bringing business and employment to our area.

Figure ES-2: Decline in State Gas Tax Purchasing Power



Source: Caltrans

3. **System preservation and operations**

– The tens of billions of dollars in street and highway infrastructure investment must be preserved. Although Caltrans and local jurisdictions are the owners and operators of our freeways and arterial streets, SANBAG can be a partner with them to ensure that these roadways and structures are maintained and that the operations are optimized. Routine maintenance can avoid the much larger expenditures that will be incurred from neglect. Likewise, the need for operating funds for transit is a major emerging issue and will limit transit network expansion if it is not addressed.



4. **Land use**

– SANBAG and local jurisdictions are aggressively promoting transit oriented development (TOD) as part of a strategy for economic growth and for achieving the regional SB 375 targets. An example is the study for the ARRIVE Corridor along the San Bernardino Metrolink line, which is exploring achievable strategies for TOD for each of the six stations along this line in San Bernardino County. The challenge with TOD in San Bernardino County has to do with market readiness. Jurisdictions cannot impose development types and densities that the market cannot yet afford. The strategy must be one of preparing for TOD, while also being patient and demonstrating commitment to rail/transit infrastructure that will attract TOD developers. Most jurisdictions with rail station assets are ready to support TOD, and some have had recent success, but they may need assistance with infrastructure investment, which was dealt a serious blow with the State’s dissolution of redevelopment agencies.

5. **Transit system interconnectivity**

– The transit network is growing, both regionally and in the Inland Empire and in terms of both rail and bus. Improved coordination is needed across transit (rail, fixed route bus, and demand responsive) and ridesharing modes (carpool and vanpool) to provide a high level of customer service at an affordable cost. The telecommunications industry reminds us that successful communications is all about the network. The same is true in building the transit and ridesharing system, and we need to think in terms of interconnectivity, not independent systems.

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

6. **Attainment of air quality standards** – Ozone attainment in the South Coast Air Basin is at a critical juncture. As the Basin gets closer to background ozone concentrations (estimated by SCAQMD at 48 ppb), the path to attainment will require adoption of technologies and fleet turnover rates that are acknowledged by many as not feasible within the timelines prescribed by EPA. We need to push forward on air quality improvements, but at a rate that our local economy and industry can absorb, based on technologies that can be cost-effectively incorporated into the marketplace. A balanced approach is needed.
7. **Sustainability and GHG reduction** – SANBAG and our local agency partners have been leaders in regional planning for GHG reduction. The lofty goals of AB 32 and GHG-related Executive Orders now need to be translated into an approach that can achieve those goals without damaging the economy or our region's competitiveness. Recent analysis in the California Transportation Plan has indicated that land use change and expansion of transit services will produce a relatively small portion of the GHG reductions needed. The analysis indicated that radical transformation in vehicle and fuels technology will need to be the primary mechanism to produce the 80% reduction in GHGs from the transportation fleet targeted for 2050 and 40% by 2030. As with attainment for criteria pollutants, GHG reductions need to be approached in a balanced way.

CTP Key Issues

- Transportation funding
- Congestion relief and economic competitiveness
- System preservation and operations
- Land use
- Transit system interconnectivity
- Attainment of air quality standards
- Sustainability and GHG reduction

CTP Goals and Objectives

The CTP is San Bernardino County's long-term plan for transportation. It is focused on several overarching goals that build on the SANBAG Mission Statement. The goals of the CTP are to:

- Improve safety and mobility for all modes of travel in San Bernardino County by residents, businesses, employees, students and visitors.
- Integrate countywide transportation plans and initiatives, to better serve the needs of the county, and to coordinate transportation systems with other counties through the Regional Transportation Plan/Sustainable Communities Strategy.
- Plan and deliver transportation projects and services in a manner that promotes the County's economic competitiveness, affordable housing, environmental quality, overall sustainability, and access by the full spectrum of system users.
- Promote stewardship of the public resources entrusted to SANBAG and other transportation agencies in the County through analysis and application of the most cost-effective approaches to delivering transportation projects and programs.
- Promote the funding of transportation needs through collaboration with local, state, federal, and private stakeholders.
- Support state, regional, and local environmental and sustainability goals.

The CTP goals are supported by an underlying set of objectives which represent the measureable means to achieve the goals. Objectives include:

- Reduce travel times for both highway and transit travel

- Maximize the efficiency and reliability of the transportation system
- Reduce vehicle hours traveled
- Reduce vehicle emissions, both criteria pollutants and GHG emissions
- Increase the share of people carpooling, bicycling, walking and taking transit
- Reduce accidents
- Preserve existing infrastructure in a cost-effective manner
- Encourage development around existing and planned transit stations and hubs

The CTP and Its Relationship to Other Plans

The CTP needs to be understood in the context of several other plans and programs managed by SANBAG.

- The Measure I 2010-2040 Ordinance and Expenditure Plan extended the half-cent sales tax for transportation for an additional 30 years to 2040. The Expenditure Plan identifies how the Measure I revenue is to be allocated by subarea and program. The Expenditure Plan is provided in Appendix A of the Measure I Strategic Plan at http://www.sanbag.ca.gov/planning2/plan_measure-i.html.
- The Measure I 2010-2040 Strategic Plan, approved by the SANBAG Board in April 2009, specifies the policies by which the funds are to be managed. It also provides an overall funding and management strategy for Measure I. The Plan can be reviewed at the link above.
- The Measure I Strategic Plan required the development of a Ten-Year Delivery Plan. The purpose of the Delivery Plan is to define the scope, schedule and budget for projects to be developed and delivered in the early years of Measure I 2010-2040. The Delivery Plan was first approved by the Board in early 2012 and was updated in early 2014. The Delivery Plan can be found under Publications at the SANBAG home page at <http://www.sanbag.ca.gov/>. **Table ES-1** presents the projects included in the Delivery Plan.
- The Development Mitigation Nexus Study, approved by the SANBAG Board in 2005, identifies funding forecast to be generated from new development over the course of Measure I 2010-2040. These funds, generated primarily from transportation fees on new development, are used as part of the funding package for three types of projects in the Valley and Victor Valley: freeway interchanges, arterials, and rail/highway grade separations. The Nexus Study identifies the shares of funding for which local jurisdictions are responsible. The Nexus Study (Appendix K of the CMP) can be accessed at <http://www.sanbag.ca.gov/planning2/congestion-mgmt.html>.
- The Federal Transportation Improvement Program (FTIP) is a short-term listing of all transportation projects proposed over a six-year period for the SCAG region. SANBAG submits the San Bernardino County portion of the FTIP to SCAG, with major updates scheduled every even year. See the link to the FTIP at <http://ftip.scag.ca.gov/Pages/2015/adopted.aspx>.
- The Regional Transportation Plan/Sustainable Communities Strategy is prepared by SCAG every four years, with substantial input from County Transportation Commissions and local governments. The San Bernardino CTP is one of the primary sources of input to the RTP/SCS. The current RTP/SCS was prepared for the 2012-2035 timeframe. An update for 2016 through 2040 is scheduled for adoption by SCAG in April 2016. See <http://rtpscs.scag.ca.gov/Pages/default.aspx>.

Table ES-1: Ten-Year Delivery Plan Projects

Measure I Programs	
Cajon Pass Subarea Program	
I-15/I-215 (Devore) Interchange	
San Bernardino Valley Freeway Program	
I-10 Widening (HOV or Express Lanes) from LA County Line to Ford Street	
I-15 Express Lanes from Riverside County Line to I-215	
I-215 Widening from Riverside County Line to I-10	
I-10 Truck Climbing Lane from Live Oak to Riverside County Line	
SR-210 Widening from Highland Avenue to I-10	
San Bernardino Valley Freeway Interchange Program	
I-10/Cherry Avenue	I-10/Alabama Street
I-10/Citrus Avenue	I-15/Baseline Road
I-10/Tippecanoe Avenue Phase 1 & 2	I-10/Mount Vernon Avenue
I-10/Cedar Avenue	SR-60/Archibald Avenue
SR-210/Baseline Road	I-10/Monte Vista Avenue
SR-60/Central Avenue	I-10/Pepper Avenue Phase 2
I-10/University Avenue	I-10/Riverside Avenue Phase 2
I-215/University Parkway	
San Bernardino Valley Major Street Program	
North Vineyard Avenue Grade Separation (Union Pacific)	
South Milliken Avenue Grade Separation (Union Pacific)	
Glen Helen Parkway Grade Separation (Burlington Northern-Santa Fe)	
Palm Avenue Grade Separation (Burlington Northern-Santa Fe)	
Laurel Avenue Grade Separation (Burlington Northern-Santa Fe)	
San Bernardino Valley Metrolink/Passenger Rail Program	
Downtown San Bernardino Rail	
Redlands Passenger Rail	
San Bernardino Line Double Track (Preliminary Engineering)	
Gold Line to Montclair (Environmental Documentation/Preliminary Engineering)	
Valley Express Bus & Bus Rapid Transit Program	
E Street Bus Rapid Transit	
Victor Valley Major Local Highway Program	
Yucca Loma Corridor – Yucca Loma Bridge and Yates Road	
I-15/Ranchero Road Interchange	
Yucca Loma Corridor – Green Tree Boulevard Extension	
US-395 Widening from SR-18 to Chamberlaine Way	
Ranchero Road Corridor	
North Desert Major Local Highway Program	
Lenwood Road Grade Separation	

Source: SANBAG Measure I 2010-2040 Ten-Year Delivery Plan, March 2014

Summary of the CTP Analysis of Future Transportation Needs and Funding

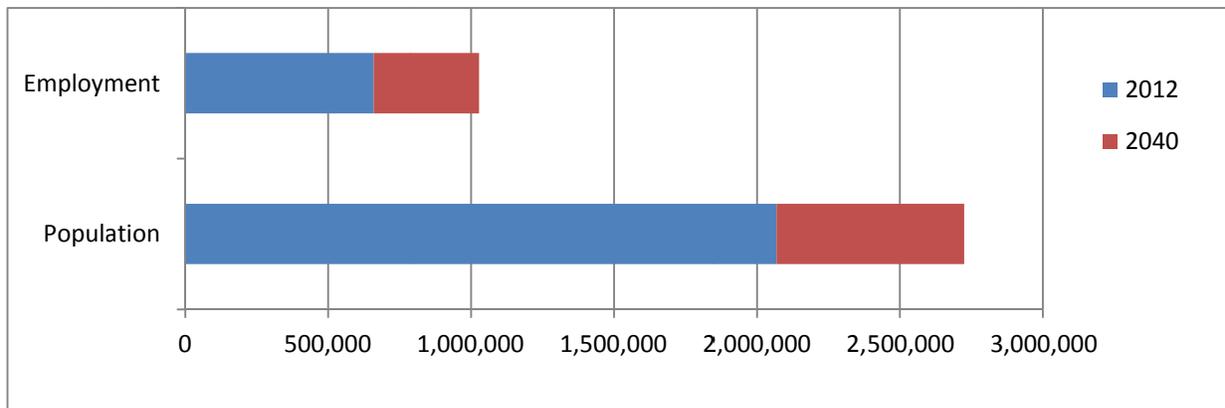
San Bernardino County is home to a world class network of freeways, arterials, freight rail lines, airports, and transit routes. This network, together with our proximity to the Ports of Los Angeles and Long Beach, is one of the primary reasons that the County has become a strategic location for logistics. However, this network must be maintained and built upon to satisfy the needs of both existing operations and future growth.

As indicated in **Figure ES-3** significant growth is anticipated in San Bernardino County through 2040. Annualized growth rates from 2012 to 2040 are 1.0 percent for population and 1.6 percent for employment, or total growth rates of 32 percent and 56 percent, respectively, over the full 28-year period.

Approximately \$5.4 billion (in 2015 dollars) is forecast to be collected through the life of Measure I 2010-2040

The CTP tested two scenarios based on different levels of transportation service and forecast funding. The Baseline Scenario includes projects that can be funded with traditionally available local, Measure I, State, and federal revenue sources through 2040. The Aggressive Scenario is a needs-based scenario assuming additional sources of revenue. However, the Aggressive Scenario is also consistent with the RTP/SCS “financially constrained” plan. This includes SCAG’s “innovative revenue sources” contained in the 2012-2035 RTP/SCS, a substantial increase over traditionally available funding streams. This CTP does not recommend one scenario over the other, but delineates both to illustrate the transportation projects that could be implemented and maintained in each case.

Figure ES-3: San Bernardino County Forecast Population and Employment Growth



The Aggressive Scenario includes all projects in the Baseline Scenario plus the additional projects listed. The funding assumptions include some of the major “innovative sources” included in the SCAG RTP/SCS. The Aggressive Scenario excludes certain projects that are included in the SCAG RTP/SCS that are regional in nature, such as the SCAG dedicated truck lanes on SR-60. **Table ES-2** presents a summary of the projects included in the Baseline and Aggressive Scenarios. The Baseline Scenario includes projects contained in the 10-Year Delivery Plan plus those additional projects viewed to be affordable in the forecast of traditionally available funding levels. The funding assumptions are listed on the right side of the table.

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

Table ES-2: CTP Scenarios

		Projects	Funding
CTP Scenarios	Baseline	<p>10-Year Delivery Plan Plus Constrained Projects through 2040:</p> <ul style="list-style-type: none"> • Freeway/Interchange Program (10-YDP Projects only) • I-15 Express Lanes to US-395 • I-215 North HOV lane (SR-210 to I-15) • Valley Interchange Phasing Program (constrained to revenue) or Priority 11-18 interchanges (note that priorities are being re-evaluated in 2015) • Arterial Program (constrained to revenue) • No additional grade separations • Redlands Passenger Rail Project • Gold Line to Montclair • Metrolink double track (CP Lilac to CP Rancho) • Metrolink expansion (50 daily trains) • Active Transportation Projects supportable by grants and Transportation Development Act funds • West Valley Connector Express Bus • Foothill/5th Express Bus 	<p>Core Revenues, Financially Constrained Traditional sources:</p> <ul style="list-style-type: none"> • Measure I Forecast revenue in 10-YDP • State revenues constrained to gas tax collections • Federal revenues constrained to gas tax collections • Tolls for express lane scenario • Transit revenue adequate to cover current operations held at 3% • Mitigation fees
	Aggressive	<p>Baseline Projects Plus the Following:</p> <ul style="list-style-type: none"> • Freeway Improvements <ul style="list-style-type: none"> ○ Full Buildout of I-215 from I-10 to SR-60 (including I-215/Washington-Mt Vernon interchange) ○ I-215 mixed flow lane from SR-210 to I-15 ○ Completion of I-10 to Riverside Co. Line with HOV or Express Lanes ○ SR-210 HOV lane from I-215 to I-10 ○ I-10/I-15 Express Lane Connectors • Interchange Program Buildout • Arterial Program Buildout • All Nexus Study Grade Separations • Additional Alameda Corridor East Grade Separations • Additional rail projects (i.e. Redlands Rail Phase 2) • Additional Metrolink double track segments • BRT (West Valley Connector, Foothill-5th) • Express Bus (Remaining key transit corridors) • Non-Motorized Transportation Plan buildout (Secondary Active Transportation Projects) • Goods movement projects (truck climbing lanes, Intermodal access improvements) • East-West Freight Corridor (regional project) • High Desert Corridor (public and/or private funding) • Passenger Rail to Ontario Airport 	<p>Match Funding to Infrastructure Need Potential options:</p> <ul style="list-style-type: none"> • Tolls for express lane scenario • Supplemental Measure I • State and Federal gas taxes indexed to be on par with current authorizations with inflation • Regional/State/Federal VMT fee (or equivalent) • Aggressive assumptions for State Bonds/Federal Stimulus • Prop 1B-type infusion every 10 years • Federal freight dollars

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

The performance of the transportation system is presented in **Table ES-3**. This analysis was generated using the San Bernardino Transportation Analysis Model (SBTAM), which is a focused sub-model derived from the SCAG regional model. SBTAM includes the same network as in the 6-county SCAG region, but with additional detail in San Bernardino County. The results show a substantial reduction in vehicle hours of travel and savings in delay within San Bernardino County for the Baseline Scenario. A savings of 100,000 vehicle hours per weekday would equate to over \$400 million in delay savings per year, based on the value of time alone (typically in the range of \$15 per hour).

Table ES-3: Forecast 2040 San Bernardino County Daily Performance Statistics

Measure of Effectiveness	2012	2040 No Build	2040 Baseline	Percent Change from 2040 No Build	2040 Aggressive	Percent Change from 2040 No Build
Vehicle Miles Traveled	56,462,829	81,122,010	82,051,483	1.1%	82,945,126	2.2%
Vehicle Hours Traveled	1,203,423	2,029,243	1,884,948	-7.1%	1,886,904	-7.0%
Vehicle Hours of Delay	140,982	476,229	342,267	-28.1%	274,436	-42.4%
Average Speed (mph)	46.9	40.0	43.5	8.8%	44.0	9.9%

Source: SBTAM

Summary of the CTP Transportation Strategy

There are two parts to SANBAG’s transportation strategy: a set of overarching principles, coupled with individual strategies by geographic area, mode, and function.

Overarching Principles

- **Customer focus** – SANBAG and other public agencies exist to serve their traveling “customers.” Customers extend across all auto, transit, truck, and non-motorized modes.
- **Partnership-building** – SANBAG is part of a multi-agency team to deliver mobility and safety improvements to our customers. Other important parts of the team include Caltrans, transit agencies, local jurisdictions, SCAG, air quality management districts, and the private sector. Good communication and collaboration is essential for each agency to accomplish its part of the overall mission.
- **Stewardship** – The public has entrusted resources to SANBAG and other transportation-related agencies. We must be good stewards of both the limited financial resources available and the environmental resources we need to preserve as the system is built.
- **Cost-effectiveness** – Investments should be made in a way that maximizes the benefits derived from the available resources, with due attention given to geographic equity.
- **Economic competitiveness** – The transportation system exists to enable the businesses and residents of San Bernardino County to thrive. Our continued investment in transportation efficiency will enhance San Bernardino County as a business location.
- **Delivering on commitments** – Commitments are made at multiple levels, but major ones include: delivering the range of projects reflected in the Measure I Expenditure Plan; equitably distributing State, federal, and Measure I funding to the county’s transit agencies and local jurisdictions; supporting implementation of the San Bernardino Countywide Vision; fulfilling commitments in the Sustainability MOU with SCAG; and supporting other statewide sustainability goals while fostering economic growth.
- **System preservation** – SANBAG and its agency partners need to work together to estimate maintenance needs and seek the funding needed to preserve/operate capital investment in highways and transit systems.

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

Individual Strategies

Individual strategies can be grouped into three primary categories:

- Geographic
- Modal
- Functional

Table ES-4 presents proposed SANBAG strategies for the modal, functional and geographic categories incorporated into the Strategic Plan. Modal categories have been nested into the primary geographic subareas of the Measure I Strategic Plan. The primary challenge or challenges associated with each component are identified, along with corresponding strategies that address the challenges.

Table ES-4: Summary of Long-Term Transportation and Sustainability Strategies

Category	Challenge	Strategy
Valley Categories by Mode		
Freeway system	Forecasts show that the system will be highly congested by 2040. Funding for capacity and operational enhancements to the system is expected to be constrained.	Position the freeway system to adapt to future demands by using a managed lane approach and improved traffic management and information systems across all freeways.
Freeway interchanges	Projected Measure I, state, and federal funds will be insufficient to meet all the interchange improvement needs.	Spread Measure I funds across interchange hot-spots using both a phased approach and right-sizing of full interchange improvements. Look to a future Measure I, state, and federal funds to complete the freeway interchange program.
Rail/highway grade separations	Projected Measure I, state, and federal funds will be insufficient to build all the grade separations identified.	Prioritize additional grade separations and proceed with project development on at least two projects, to take advantage of potential future freight funding opportunities.
Arterials	Arterial project construction has lagged original expectations.	Encourage jurisdictions to accelerate arterial improvement projects and continue policy flexibility for funding development shares. SANBAG will identify arterial improvements that are particularly important to route continuity.
Passenger Rail	Stations along the Metrolink San Bernardino Line and the Redlands Rail corridor are our most significant opportunities for transit oriented development and transit-related economic growth. Funds for rail services are limited, and Metrolink costs are increasing faster than available funding.	To encourage investment, jurisdictions along these corridors need assurances from SANBAG/Metrolink that service can be maintained and, ideally, expanded. Develop a sustainable funding plan, and integrate operations for these corridors wherever possible. Position Metrolink capacity-enhancement projects for future implementation funding.
Gold Line	Timing of extension of Gold Line to Montclair and beyond is uncertain, and issue of overlapping Metrolink/Gold Line/ONT corridors needs to be resolved.	Develop an integrated operational/funding solution for Gold Line and Metrolink in coordination with LA Metro, Metrolink, and local jurisdictions.

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

Table ES-4: Summary of Long-Term Transportation and Sustainability Strategies, Continued

Category	Challenge	Strategy
Valley Categories by Mode, Continued		
Transit Connection to ONT	The City of Ontario is negotiating for the transfer of control of Ontario International Airport to the City. The region would benefit from improved transit access for passengers and employees.	Take a phased approach to transit access to ONT, beginning with shuttle service from the Metrolink Rancho Cucamonga station, with a possible longer term solution emerging from corridor-level analysis.
Bus Rapid Transit (BRT)	The cost of building all the BRT corridors in the Long Range Transit Plan far exceeds available funding. The proper technology solution to carry across future express bus/BRT corridors also needs to be resolved.	Develop an Express Bus/BRT strategic plan, to determine how premium transit should be staged and funded across the Valley. The plan should address corridor priorities, phasing, technology, and funding options, providing information for the Board to decide on the appropriate BRT/Arterial funding split by 2020.
Fixed-route bus service	Sustainable funding for operations is the biggest challenge.	Study the challenges of the trajectory of transit operations funding, and jointly develop solutions between SANBAG and Omnitrans.
Airports	Passenger service has declined significantly at ONT over the past decade, attributed in part to current management policies.	Support Ontario and the region in the effort to regain local control of ONT, and make ONT, SBIA, and SCLA more competitive as destinations for passengers and freight.
Active Transportation	Large funding needs for building out the cycling/walking network	Continue to submit competitive grant applications to support implementation of the Non-motorized Transportation Plan (NMTP). <ul style="list-style-type: none"> • Maintain and update the NMTP • Identify and pursue grant funding opportunities to expand cycling and walking infrastructure
Demand-responsive bus service	Demand-responsive service is the highest cost form of transit, but important in serving certain senior and disabled transit riders.	Continue assistance programs, such as helping demand-responsive riders use fixed-route systems and coordination with non-profit entities while also maintaining demand-responsive service.
Transit integration and inter-connectivity	Transit services could be better coordinated across systems in terms of ease of transfers, fare media, and first/last mile connections. This will be even more important as the system grows.	Take a more integrated, customer-focused approach to the provision of transit services. Facilitate seamless ticketing and better connection at existing transit centers and connection points.
Mountain/Desert Strategies		
Victor Valley highway projects	Growth forecasts show a near doubling in traffic volume by 2040.	Prioritize projects that will provide the most cost-effective congestion reduction benefit, designating projects for Major Local Highway funding through the subarea process. Continue to advocate the High Desert Corridor as a P3 project.
Mountain/Desert fixed route transit	Funds are limited for route expansion and adjustment as the Victor Valley grows.	Study the challenges of the trajectory of transit operations funding, and jointly develop solutions between SANBAG and the Mountain/Desert transit agencies.

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

Table ES-4: Summary of Long-Term Transportation and Sustainability Strategies, Continued

Category	Challenge	Strategy
Mountain/Desert Strategies, Continued		
Mountain/Desert demand-responsive bus service	Demand-responsive service is the highest cost form of transit, but important in serving certain senior and disabled transit riders.	Continue assistance programs, such as helping demand-responsive riders use fixed-route systems and coordination with non-profit entities while also maintaining demand-responsive service.
Mountain Subarea	Though baseline population is small, major congestion occurs on weekends, particularly winter weekends, limiting economic growth.	Conduct a study of bottleneck locations and lower-cost improvements that could reduce weekend congestion levels and prioritize funding for those projects.
Morongo Basin	The Basin is steadily growing, and SR-62 is the only viable transportation route through Yucca Valley and Twentynine Palms.	Implement improvement projects identified through the Morongo Basin Area Transportation Study (MBATS).
North Desert	The North Desert has major highway needs, but limited funding.	Evaluate long-term priorities for project investments in the subarea.
Colorado River	Funds are extremely limited for improvements in this subarea.	Smaller-scale, affordable improvements should be investigated and prioritized by the subarea.
Functional Categories		
Highway Maintenance and Operations	Highways are facing serious future maintenance funding shortfalls. Local jurisdictions are responsible for arterial maintenance while Caltrans is responsible for freeway and state highway maintenance.	Conduct a strategic planning study with Caltrans and regional agencies to assess maintenance/operations funding needs and approaches to managing costs.
Transit System Maintenance and Operations	Existing transit systems are facing potentially serious future operations funding shortfalls.	Optimize transit operations and identify mechanisms to fund future system operations and expansion.
Air Quality	Although air quality has dramatically improved over the last several decades, attainment of the next set of ozone standards will be extraordinarily challenging and costly.	Work with regional and state agencies and the private sector to meet attainment standards on an achievable timeline that does not adversely impact the economy. Advocate for state/federal investment that facilitates this progress. Focus on market-based mobile source technology improvements and fleet turnover as a win-win approach.
Sustainable Growth	The state's GHG reduction goal of 80% by 2050 is an enormous challenge. If not done carefully, it may undermine the economy to the point where it will be impossible to afford the technology improvements needed to achieve this goal.	Assist state/regional agencies and the private sector in technology research and implementation strategies that are technologically feasible and cost-effective (per AB 32) for San Bernardino County. Implementation should follow the natural course of vehicle life cycles and fleet turnover, to the extent possible.
Habitat Conservation	Habitat conservation currently occurs on a project-by-project basis, generally without a comprehensive approach.	Continue with development of the Habitat Preservation/Conservation Framework as a win-win approach for selected geographic areas.

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

Table ES-4: Summary of Long-Term Transportation and Sustainability Strategies, Continued

Category	Challenge	Strategy
Functional Categories, Continued		
Freight	Forecasts show freight volume through the ports tripling by 2040, placing extreme demands on the transportation system.	Continue building out the freeway system, interchanges, and grade separations. Work closely with the private sector to understand changes in technology and freight operations and how the transportation system can best accommodate those changes. Construct all the freight projects in the California Freight Mobility Plan, to the extent funding allows.
Health	Public health is being integrated into policy frameworks throughout state, regional, and local governments. The challenge in the transportation arena is to determine how to incorporate health considerations into decision-making frameworks.	Continue to build on health partnerships already established. Continue focus on transit mobility and developing the active transportation network to promote cycling and walking.
Transportation revenue	The federal Highway Trust Fund and state gasoline/diesel taxes continue to lose purchasing power, resulting in lower revenues for transportation agencies and local jurisdictions.	Provide input to regional and statewide discussions and pilot projects on the generation of additional revenue for transportation. Construct a set of revenue generation options that can be evaluated by the SANBAG Board, with input from a wide range of stakeholders.

The CTP is a living document that will be updated in concert with future RTP/SCS updates. Future versions of the CTP will monitor the performance of the various strategies and refine the financial outlook, projects lists and future actions necessary to ensure safe and efficient of people and goods throughout San Bernardino County.

Attachment: Attachment 1 - SANBAG-DraftCTP-ES-062915 (2134 : SANBAG CTP Update)

Minute Action

AGENDA ITEM: 4

Date: August 21, 2015

Subject:

High Desert Corridor Project Update

Recommendation:

That the Mountain/Desert Policy Committee recommend the Board receive and file the report.

Background:

The High Desert Corridor (HDC) project proposes the construction of an approximately 63-mile east-west freeway/expressway linking State Route (SR)-14 in Los Angeles County with SR-18 in San Bernardino County. This new freeway/expressway connection would link some of the fastest residential, commercial and industrial growth areas in Southern California, including the cities of Palmdale, Lancaster, Adelanto, Victorville and the Town of Apple Valley. In addition to addressing the issue of growth, the HDC project will address traffic safety and support the growing need to move goods through our region.

The HDC is currently in the Environmental Impact Statement/Report preparation phase, which is expected to be completed in Spring 2016. A funding plan is in development as it is required for the Record of Decision to be issued.

Robert Machuca, the Project Manager with Los Angeles Metro, will provide a brief presentation to the Committee and answer questions. A recent project update that was presented to the Los Angeles Metro Planning and Programming Committee is attached.

Financial Impact:

This item has no impact on the Fiscal Year 2015/2016 Budget.

Reviewed By:

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

Responsible Staff:

Ellen Pollema, Transportation Planning Analyst

Approved
 Mountain-Desert Committee
 Date: August 21, 2015

Witnessed By:

Entity: CTA



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

**PLANNING AND PROGRAMMING COMMITTEE
JULY 15, 2015**

SUBJECT: HIGH DESERT CORRIDOR (HDC) UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this update on the status of the HDC Project Approval/ Environmental Document (PA/ED).

ISSUE

The HDC PA/ED is being prepared in partnership with California Department of Transportation (Caltrans). The purpose of this report is to update the Board on the current schedule and the selection of the Preferred Alternative (PA) for HDC.

DISCUSSION

In March 2011, Metro and Caltrans entered into a Measure R Program Funding Agreement for the development of the HDC PA/ED. The Project is a proposed 63-mile, east-west corridor linking State Route (SR) 14 in Los Angeles County and SR-18 in San Bernardino County. In March 2012 the HDC was identified by the Board as a strategic multi-purpose corridor. The project components include highway, bikeway, an energy production and/or transmission corridor along the freeway, and a high speed rail (HSR) feeder/connector service connecting a branch of the California High Speed Rail (CHSR) in north Los Angeles County to the proposed XpressWest high speed rail service to be constructed between the cities of Victorville in San Bernardino County and Las Vegas, Nevada. In October 2009 the HDC was also identified by the Board as a candidate project for Public-Private Partnership delivery method.

Caltrans serves as the lead agency responsible for compliance with the California Environmental Quality Act (CEQA) and the preparation of the Environmental Impact Report (EIR). Caltrans, under delegated authority by the Federal Highway Administration (FHWA) will also ensure compliance with the National Environmental Policy Act (NEPA) and the preparation of the Environmental Impact Statement (EIS).

The purpose of the PA/ED is to identify possible alignments for the project and evaluate the benefits, costs, and impacts of various alternatives considered. The alternatives include a No-Build, Freeway/ Expressway, Freeway/Tollway, Freeway/Expressway with HSR Feeder/Connector Service and Freeway/Tollway with HSR Feeder/Connector Service. Additional elements of the four build alternatives would include a possible bikeway and a green energy generation corridor.

During the PA/ED process, the Project Development Team (PDT) conducted detailed evaluation of all alternatives considered, conducted the appropriate analysis for various options and variations under each alternative, and identified potential impacts of alternatives as well as avoidance, minimization, and mitigation measures. Agency consultation and public participation were accomplished through PDT meetings, HDC Partners meetings, interagency coordination meetings, and an extensive public outreach program. The public participation plan established for HDC allowed public agencies and the general public to learn about the project and to provide suggestions on alternatives and the types of impacts to be evaluated.

The Draft EIS/EIR was released to the public on September 30, 2014 and the public hearings were held in November 2014. Four public hearings were held in Palmdale, Lake Los Angeles, Victorville and Apple Valley with a total of 375 participants, 291 in person and 84 online. The normally scheduled 45-day comment period was extended to 60 days for this project. The PDT (Metro, Caltrans, and the HDC Joint Powers Authority representing local Cities of the High Desert, and the Counties of Los Angeles and San Bernardino), with consideration of the results of the technical analysis of the various alternatives and the comments received during the comment period, has identified the PA. The selected PA consists of a Freeway/Tollway with HSR feeder/connector, bike lane, and a green energy generation corridor with the following details (Attachment A). The PA will be finalized and adopted by Caltrans in July 2015 and the Final EIS/EIR will be released in early 2016. In addition, comments received from both the general public and local agencies during the Draft EIR/EIS public review period showed positive support for the aforementioned multi-modal facility.

The proposed roadway will begin in Palmdale as a freeway, follow Avenue P-8 in Los Angeles County, run parallel to and south of El Mirage Road when entering San Bernardino County, turn east to Air Expressway Boulevard near I-15, transition to an expressway at Dale Evans Parkway, and end at SR-18/Bear Valley Road in the Town of Apple Valley. The following details will assist in further defining the project:

- Right-of-way to accommodate up to four lanes of travel in each direction will be protected. The number of lanes to be initially constructed will be determined by traffic analysis and funding capacity.
- The toll section, if adopted, would begin at 100th Street East in Palmdale and end at US-395 in Victorville.
- The HSR Feeder/Connector service will run between the Palmdale Transportation Center and the XpressWest HSR station in Victorville. The planned future passenger rail network would potentially connect San Francisco, Central Valley, Los Angeles, Las Vegas, and San Diego.

- HSR Option 1C to connect to the Palmdale Transportation Center was selected, which includes underground segments for both northbound and southbound wye connections to avoid conflicts with the Union Pacific Rail Road (UPRR) and Southern California Regional Rail Authority (SCRRA) tracks near Sierra Highway, Runway Protection Zones at the Plant 42 facility, and the St. Clair Parkway Section 4(f) open space property in Palmdale.

A series of variations were also analyzed and included throughout the environmental clearance process to avoid or minimize impacts to the community (Attachment B). Both the roadway and HSR service line will follow the PA alignment with variations listed below:

- Variation A in Palmdale did not meet the HSR alignment standards due to the presence of sharp horizontal curves. The main alignment was selected and would provide a horizontal tangent (strait line) section for approximately 4.5 miles.
- Variation D in Lake Los Angeles was selected as it will have fewer residential displacements and avoid an existing vineyard.
- Variation B1 in Adelanto will avoid impacts to several water wells owned by the Phelan Piñon Hills Community Services District.
- Variation E in Victorville would have cut through new residential areas and cause greater disruption to communities. The main alignment was selected, which will provide a more direct route and be more cost-effective because the tracks would stay within the HDC median longer and not require two separate additional crossings over the Mojave River.

Bike path between US-395 and 20th St. East in Palmdale

- Local residents supported a bicycle facility along the entire length of the HDC alignment. Analysis of bicycle facilities identified that community character and livability would be enhanced as a result of the proposed bike path.

Green energy production and/or transmission corridor

- A March 2012 Metro Board motion by Director Antonovich approved the project to assume a footprint that can accommodate an energy production and/or transmission facility along HDC. It was determined that this component would be recommended as part of this project.
- The green and renewable energy component would contribute to greenhouse gas and energy cost reductions.
- The green energy production and transmission facilities would be constructed within the study area footprint.

Attachment A, Draft High Desert Corridor Preferred Project /Alternative Decision Matrix, provides a detailed comparison of all alternatives considered.

FINANCIAL IMPACT

The FY 2016 Budget identifies \$2 million in Measure R fund in Cost Center 0442, Highway Capital, High Desert Corridor. Since this is a multi-year project, the cost

center manager and the Managing Executive Officer of the Highway Program will continue to be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for this project is Measure R 20% Highway Capital Funds.

NEXT STEPS

Metro will continue to work with Caltrans toward completion of the PA/ED in early 2016. The PDT will also work toward completing the Financial Plan that may be required by FHWA as a condition of issuance of a Record of Decision (ROD).

Metro's Capital Planning is currently performing a financial feasibility analysis for the project.

ATTACHMENTS

- A. High Desert Corridor Preferred Project/Alternative Decision Matrix
- B. High Desert Corridor Project Map

Prepared by:

Robert Machuca, Transportation Planning Manager, (213) 922-4517
Abdollah Ansari, Deputy Executive Officer, (213) 922-4781
Aziz Elattar, Executive Officer, (213) 922-4715
Gary Sidhu, Managing Executive Officer, (213) 922-6840

Bryan Pennington
Executive Director, Construction &
Engineering

Phillip A. Washington
Chief Executive Officer

High Desert Corridor Preferred Project/Alternative Decision Matrix

Alternative	Pro	Con	Preferred Project/Alternative
Project			
Freeway-Expressway	<ul style="list-style-type: none"> • Would assist in achieving local general plan goals to attract investments to jobs/housing balance. • Would increase east/west mobility. • Would improve regional goods movement. • Would improve travel safety and reliability. 	<ul style="list-style-type: none"> • Would add 995 acres to impervious surface area. 	
Freeway-Tollway	<ul style="list-style-type: none"> • Would assist in achieving local general plan goals to attract investments to jobs/housing balance. • Would increase east/west mobility. • Would improve regional goods movement. • Would improve travel safety and reliability. 	<ul style="list-style-type: none"> • Would add 995 acres to impervious surface area. • Some additional burden could be placed on low-income population due to tollway vs. without. 	
Freeway-Expressway with HSR	<ul style="list-style-type: none"> • Potential to connect the San Francisco, Central Valley, Los Angeles, Las Vegas, and San Diego regions through an HSR system. • Improved access and linkages between various residential communities, businesses, and facilities. • Would assist in achieving local general plan goals to attract investments to jobs/housing balance. • Could help achieve smart growth required by SB 375: in that it could foster higher-density and mixed-use developments near the proposed rail stations in Palmdale and Victorville. • Would increase east/west mobility. • Would improve regional goods movement. • Would improve travel safety and reliability. • Would contribute to a reduction in GHG emissions. 	<ul style="list-style-type: none"> • Would add 1,335 acres to impervious surface area. • Permanent impacts on approximately 1.44 more acres of wetland than other build alts. • Additional 650 acres of sheep grazing land required with HSR than without. • Slightly greater impacts on Section 4(f) resources and cumulative impacts for HSR than other build alternatives without. 	

Alternative	Pro	Con	Preferred Project/Alternative
Freeway-Tollway with HSR	<ul style="list-style-type: none"> • Potential to connect the San Francisco, Central Valley, Los Angeles, Las Vegas, and San Diego regions through an HSR system. • Improved access to and linkages between various residential communities, businesses, and facilities. • Could help achieve smart growth required by SB 375, in that it could foster higher-density and mixed-use developments near the proposed rail stations in Palmdale and Victorville. • Would increase east/west mobility. • Would improve regional goods movement. • Would improve travel safety and reliability. • Would contribute to a reduction in GHG emissions. 	<ul style="list-style-type: none"> • Adds 1,335 acres to impervious surface area. • More future operational energy consumption than Freeway-Exp Alt and Freeway-Toll Alt; slightly more energy consumption than Freeway-Expressway w/HSR. • Additional 650 acres of sheep-grazing land required w/HSR than without. • Some additional burden could be placed on low-income population due to tollway vs. without. • Slightly greater impacts on Section 4(f) resources due to noise and visual proximity impacts on St. Clair Parkway in Palmdale due to relocation of the rail tracks closer to the parkway. • Greater cumulative impacts for HSR feeder than other build alternatives without HSR. 	<p>This Alt would be preferred</p>
No Build	<ul style="list-style-type: none"> • No funding would be required. • No impact to various environmental resources from project construction and operation. 	<ul style="list-style-type: none"> • No new transportation infrastructure would be built within the project area to connect Los Angeles and San Bernardino counties, aside from existing SR-138 safety corridor improvements in Los Angeles County and SR-18 corridor improvements in San Bernardino County. • Traffic circulation and congestion currently experienced on Palmdale Boulevard, Pearblossom Highway, Air Expressway, Palmdale Road, and Happy Trails Highway (existing SR-18) would remain from increasing transportation demand. • Accident rates on SR-138 would remain high or increase. • Drivers would have no alternate route to avoid flooding along the SR-18/SR-138 corridor and other area roads during major rain events. • The regional movement of goods would be slower due to an overloaded transportation network. • Access to regional airports, rail facilities, and other means of transportation would be limited. • Opportunities to contribute to State GHG reduction goals resulting from reduction in GHG emissions from the efficient movement of vehicles in the area, as well as green energy facilities that would be part of the HDC Project, would be lost. 	
Segment A			

Alternative	Pro	Con	Preferred Project/Alternative
A-Main	<ul style="list-style-type: none"> Facilitates the use of HSR through this area – the HSR alignment would be on a horizontal tangent section for approximately 4.5 miles from the Wye connection to 70th St. 	<ul style="list-style-type: none"> Alignment would encroach onto Los Angeles World Airport property. 	A-Main would be preferred
Variation A	<ul style="list-style-type: none"> Alignment would be within the Los Angeles World Airport dedicated easement. 	<ul style="list-style-type: none"> Alignment would not allow a southern wye connection to the CHST station platform without shifting the station platform further south. Track alignment would still be out of the LAWA dedicated easement because HSR alignment standards would not be able to follow tight horizontal curves of the easement. Variation A has three more parcels with hazardous waste than A-Main. 	
Segment B			
D-Main	<ul style="list-style-type: none"> The alignment is shorter than Variation D and would require less right-of-way and material (concrete, track) to build. Would create less impervious surface. HDC and HSR alignments would be on a horizontal tangent section for approximately 20 miles from 140th St to Mountain View Rd. 	<ul style="list-style-type: none"> Alignment would pass through an existing vineyard. Would have two more hazardous waste sites than Variation D. 	
Variation D	<ul style="list-style-type: none"> HDC and HSR alignments would avoid the existing vineyard. HSR would maintain a design speed of 180 mph. Variation D would have less of an impact on the community of Lake Los Angeles. 	<ul style="list-style-type: none"> Alignment would include a reverse curve to leave main alignment and another reverse curve to re-enter the main alignment. Is longer and would require more right-of-way and material (concrete, track) to build. Would create more impervious surface. 	Variation D would be preferred
Segment C			
B-Main	<ul style="list-style-type: none"> HSR alignment would be on a horizontal tangent section for approximately 20 miles from 140th St to Mountain View Rd. Is a shorter and more direct route than Variation B. Would require less right-of-way and material to build. 	<ul style="list-style-type: none"> Alignment would pass through property owned by the Phelan-Pinon Hills Community Conservation District. . 	

Alternative	Pro	Con	Preferred Project/Alternative
Variation B	<ul style="list-style-type: none"> • HSR alignment would avoid property owned by the Phelan-Pinon Hills Community Conservation District. and Krey Field Airport. • HSR would maintain a design speed of 180 mph. 	<ul style="list-style-type: none"> • This variation would increase track and highway length and also introduce a reverse curve to leave main alignment and another reverse curve to re-enter the main alignment. 	
Variation B1	<ul style="list-style-type: none"> • HDC and HSR alignments would avoid property owned by the Phelan-Pinon Hills Community Conservation District. Is a shorter and more direct route than Variation B. Would require less right-of-way and material to build. • HSR would maintain a design speed of 180 mph. 	<ul style="list-style-type: none"> • HDC and HSR alignments would pass through existing Krey Field Airport. • The alignments would cut the straight tangent section from 20 miles down to 15 miles. • Krey Field Airport may have unidentified hazardous waste. 	Variation B1 would be preferred
Segment E			
E-Main	<ul style="list-style-type: none"> • HSR alignment is the more direct route and would require the least track length and right-of-way. • Would provide a more direct access to the federal prison and SCLA. • Would not disrupt the City of Victorville's rail spur. 	<ul style="list-style-type: none"> • Right of way would be cut down to 290' between the federal prison and SCLA. • Alignment would pass through numerous environmentally sensitive areas. • There would be additional cost associated with installing crash barriers between the HSR and road. 	E-Main is preferred for both Highway and HSR
Variation E	<ul style="list-style-type: none"> • HSR alignment would avoid the space constraints between the federal correction facility and the Southern California Logistics Airport. • It also would bypass environmentally sensitive areas located before the Mojave River. • Variation E would not need a <i>de minimus</i> determination for the Westwinds Golf Course. 	<ul style="list-style-type: none"> • HSR alignment would require more track and right-of-way. • It would cut through new residential area and cause greater disruption to communities than other variations. • HSR alignment would have to leave the HDC R/W earlier which would require more R/W solely for the track. • Variation E would also require 3 bridge structures, which have span lengths of 5,000', 4,500' and 9,000'. • Variation E would result in impacts on a larger acreage of Waters of the U.S. wetlands than other variations. • Variation E would have additional substantial impacts on the State and federally listed southwestern willow flycatcher and least Bell's vireo species. • Would provide a less direct access to the federal prison and SCLA. • Would disrupt the City of Victorville's rail spur. 	
Palmdale Rail Connection			

Alternative	Pro	Con	Preferred Project/Alternative
Rail Option 1 Variation A	<ul style="list-style-type: none"> • HSR alignment would be underground for both northbound and southbound wye connections. The northbound connection would be in bored tunnel leaving the HDC and would cross under the conventional UPRR and Metrolink tracks, avoiding any potential conflicts. • Being underground the northbound tracks would also avoid any Runway Protection Zone conflicts with the Air Force Plant 42 runways. • This alignment would require the least amount of R/W once it leaves the HDC median. • The southbound connector would terminate approximately at the current Palmdale Transportation Center therefore no shift of the PTC will be necessary. • The cost estimate for this Wye connection in 2014 dollars is \$2.87 billion. It will be the least cost alignment out of Alternative 1 options. 	<ul style="list-style-type: none"> • Exceptional grade of 3.5% had to be used for the southbound connector tracks to be able join the CHSR tracks out of the tunnel section. HSR profile standard grades of 1.5% are desirable. • The Sierra Hwy realignment would either need to go on a high aerial structure or deep tunnel to cross the conventional and high speed rail tracks. • Due to right-of-Way limitations, there would be 4F issues with St Clair Parkway at the 6 track section of the high speed rail station platforms. • Realignment of Sierra Hwy would be necessary to be able to fit in 6 high speed rail tracks and 4 conventional tracks at the station platform section. • Realigning Sierra highway would encroach onto the Palmdale Sheriff station at located on the southeastern corner of Ave Q and Sierra Hwy. 	
Rail Option 1 Variation B	<ul style="list-style-type: none"> • HSR alignment would be underground for both northbound and southbound wye connections. The northbound connection would be in bored tunnel leaving the HDC, and would cross under the conventional UPRR and Metrolink tracks, avoiding any potential conflicts. • Being underground, the northbound tracks would also avoid any Runway Protection Zone conflicts with the Air Force Plant 42 runways. • The southbound connector would terminate approximately 500' south of the current Palmdale Transportation Center. A minimal shift of the PTC would be necessary to accommodate this location of CHSR station platforms. • Realignment of Sierra Hwy at the Station platform would not be necessary due to the CHSR tracks being shifted approx. 50' to the west. • Profile grades climbing out of the tunnel section would be at maximum 2.5%, which is within minimum design criteria. 	<ul style="list-style-type: none"> • With this option, the Sierra Hwy realignment would either have to go on a high aerial structure or deep tunnel to cross the conventional and high speed rail tracks. • Due to Right of Way limitations there would be 4F issues with St Clair Parkway at the 6 track section of the high speed rail station platforms. • The cost estimate for this Wye connection in 2014 dollars is \$2.94 billion. It would be the most costly alignment out of Alternative 1 options due to the extended length of tunneling required. 	

Alternative	Pro	Con	Preferred Project/Alternative
<p>Rail Option 1 Variation C</p>	<ul style="list-style-type: none"> • HSR alignment would be underground for both northbound and southbound wye connections. The northbound connection would be in bored tunnel leaving the HDC and would cross under the conventional UPRR and Metrolink tracks avoiding any potential conflicts. • Being underground, the northbound tracks would also avoid any Runway Protection Zone conflicts with the Air Force Plant 42 runways. • The southbound connector tracks would be approx. 500' west of the SCRRA right-of-way, which would completely avoid the 4F issues with St Clair Parkway. • The location of the tracks farther west would provide greater flexibility for the realignment and grade separation of Sierra Hwy. • Southbound and northbound connector tracks would be completely out of the UPRR right-of-way. 	<ul style="list-style-type: none"> • The Palmdale Transportation Center would need to be moved 500' west and 1,500' south of its current location. This would entail realigning the Metrolink tracks and moving the Metrolink station platform to follow. • Additional right-of-way would need to be taken along 6th St East, which would affect businesses and residential properties. 	<p>Palmdale Rail Connection Option 1 Variation C would be preferred.</p>
<p>Rail Option 7 Variation A</p>	<ul style="list-style-type: none"> • HSR alignment would have profile grades within the standard minimum limits. • The cost estimate for this Wye connection in 2014 dollars is \$1.44 billion. It is the least-cost alignment among the alignment options. • The HSR station platform would utilize the existing PTC location and layout. 	<ul style="list-style-type: none"> • HSR northbound and southbound wye connectors would be on at-grade embankment after leaving the HDC. • Major street crossings would be grade-separated, however the tracks would split parcels of land diagonally. • HSR alignment would fall within UPRR and SCRRA right of way, therefore careful coordination would be required with those two entities. • Existing storage facility would need to be removed completely to accommodate the realigned Metrolink and freight tracks. • A portion of St Clair Parkway would need to be taken, thereby causing 4F issues. • Northbound connector would be on an aerial structure crossing over the conventional tracks. Due to the required geometry, the aerial structure would encroach onto Plant 42 right of way. 	

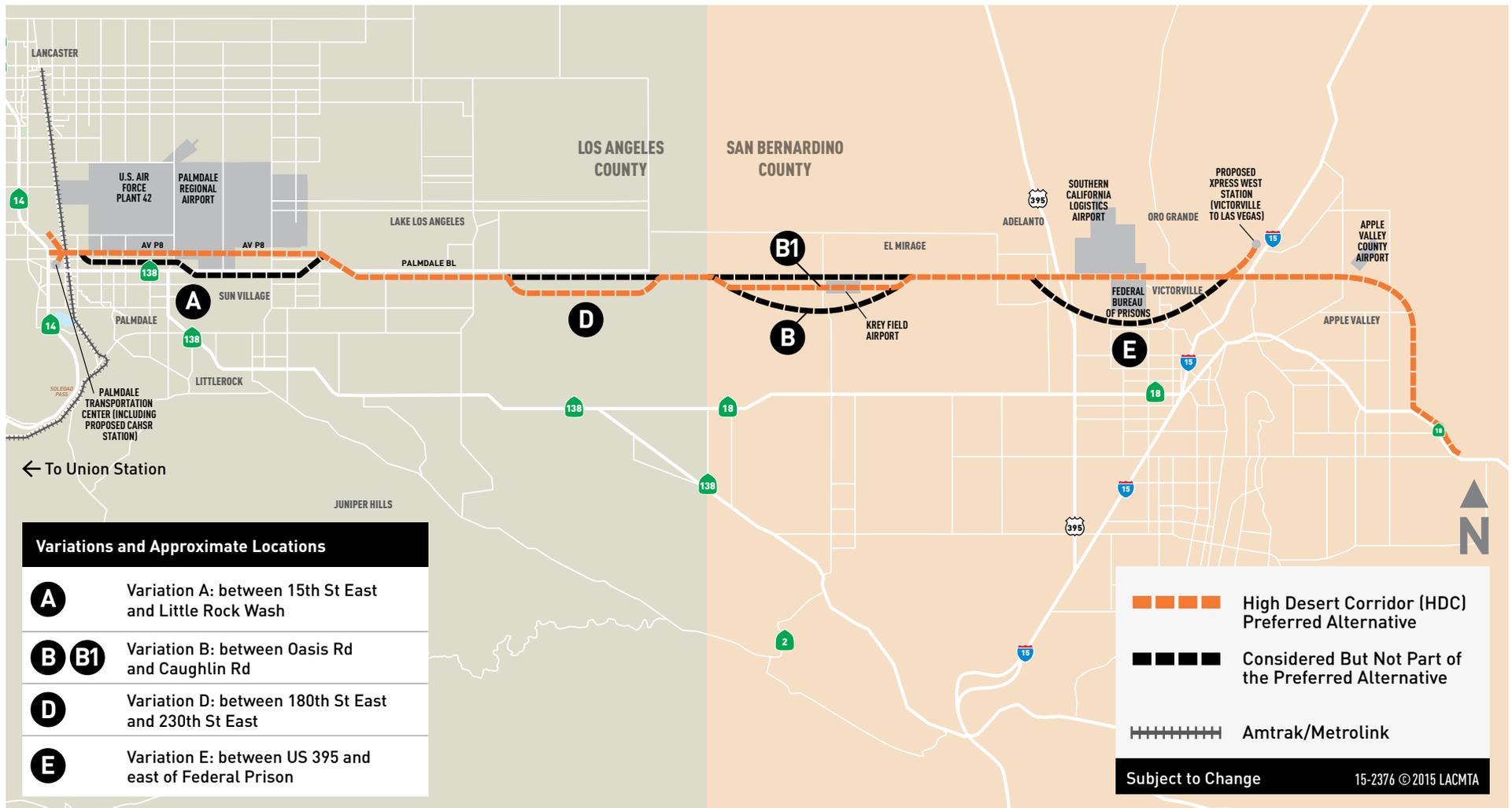
Alternative	Pro	Con	Preferred Project/Alternative
Rail Option 7 Variation B	<ul style="list-style-type: none"> • HSR alignment would have profile grades within the minimum limits. • This option is almost identical to Option 7 Variation A except for the station platform being shifted 500' farther south. 	<ul style="list-style-type: none"> • HSR northbound and southbound wye connectors would be on at-grade embankment after leaving the HDC. • Major street crossings would be grade separated, however the tracks would split parcels of land diagonally. • HSR alignment would fall within UPRR and SCRRA right-of-way; therefore, careful coordination would be required with those two entities. • Half of St Clair Parkway would need to be taken, thereby causing 4F issues. • Northbound connector would be on an aerial structure crossing over the conventional tracks. Due to the required geometry, the aerial structure would encroach onto Plant 42 right-of-way. • CHSR station platform is approximately 500' south of the existing Palmdale Transportation Center; therefore the PTC will have to be shifted. 	
Rail Option 7 Variation C	<ul style="list-style-type: none"> • HSR alignment would have profile grades within the minimum limits. • The southbound connector tracks would be approx. 500' west of the SCRRA right-of-way, which would completely avoid the 4F issues with St Clair Parkway. • The location of the tracks farther west would provide greater flexibility for the realignment and grade-separation of Sierra Hwy. • Southbound and northbound connector tracks would be completely out of the UPRR right-of-way. • Also the northbound connector tracks would avoid Plant 42 property limits. 	<ul style="list-style-type: none"> • HSR northbound and southbound wye connectors would be on at-grade embankment after leaving the HDC. • The northbound connector would be in direct conflict with the Rancho Vista Grade Separation Project, because it would be on a high aerial structure. • The Palmdale Transportation Center would need to be moved 500' west and 1,500' south of its current location. This would entail realigning the Metrolink tracks and moving the Metrolink station platform to follow. • Additional right-of-way would need to be taken along 6th St East, which would affect businesses and residential properties. 	
XpressWest Rail Connection			

Alternative	Pro	Con	Preferred Project/Alternative
XpressWest Rail Main Alignment	<ul style="list-style-type: none"> Track alignment length for this alternative is 2,300' less than for Variation E. HSR alignment would require less R/W because the tracks would leave the HDC approximately 1.8 miles after the HDC crosses the Mojave River. This alternative would be more cost-effective because the tracks would stay within the HDC median longer and because two separate crossings over the Mojave River would not be required. 	<ul style="list-style-type: none"> HDC right-of-way would be reduced to 290' between Phantom West St and Phantom East St due to property constraints between SCLA and the Federal Prison. The area where the tracks would leave the HDC median also coincides with the Mojave Railroad freight crossing. This would require a complicated 3-level crossing, with the HSR tracks on the lowest level, the freight tracks in the middle, and the HDC highway on the upper level. HSR alignment design speed would be reduced to 150 mph after the tracks leave the median of the HDC to meet the XpressWest connection 	Main Alignment is preferred
XpressWest Rail Variation E Alignment	<ul style="list-style-type: none"> HDC would have a continuous 500' Right-of-way Track would maintain a 180-mph design speed throughout the segment 3 alignment. 	<ul style="list-style-type: none"> Track alignment length for this alternative is 2,300' more than the main alignment. This alternative would require two separate bridge crossings over the Mojave River that would be approximately 3,000' apart. Track alignment would cross over additional "Environmentally Sensitive Areas" once the tracks leave the HDC median. HSR alignment would cross over the HDC highway twice, once leaving the HDC median and then another crossing over the HDC and its eastbound and westbound connector ramps with I-15. Realignment of Stoddard Wells Road would be necessary because the track alignment would encroach onto the roadway. HSR alignment would require over 9000' of bridge structure at high elevation. 	
Bike Path			
Bike Path	<ul style="list-style-type: none"> Community character and livability would be enhanced as a result of the proposed bike path. Studies have highlighted the social benefits of paths that can accommodate pedestrians and bicycles, including contributing to healthier lifestyles, spaces to encounter neighbors, and enhanced civic pride. Incorporation of a bike path would provide the community with an additional transportation option. 	<ul style="list-style-type: none"> Riding a bicycle in the summer sun could lead to extreme dehydration. 	Bike path is preferred.

Alternative	Pro	Con	Preferred Project/Alternative
Green Energy			
Green Energy Corridor	<ul style="list-style-type: none"> The green and renewable energy component would contribute to greenhouse gas and energy cost reductions. The green energy production and transmission facilities would be constructed within the freeway/tollway right-of-way, thus resulting in no additional impacts on environmental resources. 	<ul style="list-style-type: none"> Due to the ongoing development of new green and renewable energy technologies and the unsecured funding at the present time, choosing any technology at this point may not be feasible. Also Caltrans is not in the business of operating and maintaining the renewable energy system, therefore funding and operation and maintenance of the system would have to be done through a PPP or a utility company. 	Green Energy should be considered a part of the project. Specific technologies, including funding, construction, and operation, would be selected by the PPP or utility company.

ATTACHMENT B

High Desert Corridor



Attachment: Attachment B HDC Project Map (2018 : High Desert Corridor Project Update)



Minute Action

AGENDA ITEM: 5

Date: August 21, 2015

Subject:

Allocation to Baker Boulevard Bridge over Mojave River Project and Project Funding Agreement

Recommendation:

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

- A. Allocate \$1,550,228 in North Desert Major Local Highway Program funds to the County of San Bernardino for the Baker Boulevard Bridge over Mojave River Project.
- B. Approve Funding Agreement 15-1001157 in the amount of \$1,550,228 with the County of San Bernardino for the Baker Boulevard Bridge over Mojave River Project.

Background:

The Baker Boulevard Bridge over Mojave River Project, Bridge No. 54C0127, is 0.2 miles southwest of Death Valley Road in the community of Baker in unincorporated San Bernardino County. The project will replace a two lane bridge with a four lane bridge. The project is currently in the Project Approval and Environmental Document (PA&ED) Phase, with the environmental document scheduled for approval in 2017. Construction is expected to begin in 2019 and is expected to be completed in 2020.

The estimated cost of the project is \$13,515,500. San Bernardino County requested that Major Local Highway Program (MLHP) funds be used as the 11.47% match to the Highway Bridge Program (HBP) federal funds they are programmed to receive for the Project. The HBP funds have been programmed in the 2015 HBP Bridge Survey.

The North Desert Subarea representatives met via teleconference on October 29, 2014, and approved the funding request for this Project.

Financial Impact:

This item is consistent with the Fiscal Year 2015/2016 Budget.

Reviewed By:

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

Responsible Staff:

Ellen Pollema, Transportation Planning Analyst

Entity: CTA

Blank Page

Approved
Mountain-Desert Committee
Date: August 21, 2015
Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 15-1001157 Amendment No.: _____ Vendor No.: 01908
 Vendor/Customer Name: _____ County of San Bernardino Sole Source? Yes No
 Description: Funding Agreement for Baker Blvd. Bridge No. 54C01257
 Start Date: 09/02/2015 Expiration Date: 12/31/2022 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____ N/A

Dollar Amount			
Original Contract	\$ 1,550,228.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 1,550,228.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 1,550,228.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 09/02/2015
 Board of Directors Action: Approve Contract 15-1001157

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: Ellen Pollema
5/2015

Attachment: 15-1001157 CSS [Revision 1] (1452 : New Contract Baker Boulevard Bridge Project MLHP Allocation)

PROJECT FUNDING AGREEMENT NO. 15-1001157

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

COUNTY OF SAN BERNARDINO

FOR

**BAKER BOULEVARD BRIDGE OVER MOJAVE RIVER PROJECT,
BRIDGE NO. 54C0127**

THIS Project Funding Agreement (“Agreement”) is made and entered into this ____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as “AUTHORITY”) and the COUNTY OF SAN BERNARDINO (hereinafter referred to as “COUNTY”). AUTHORITY and COUNTY shall be individually or collectively, as applicable, known as “Party” or “Parties.”

RECITALS

- A. The Measure I 2010-2040 Expenditure Plan and the North Desert Subarea transportation planning partners have identified projects eligible for partial funding from Measure I 2010-2040 North Desert Subarea Major Local Highway Program (“MLHP”); and
- B. The BAKER BOULEVARD BRIDGE OVER MOJAVE RIVER PROJECT, BRIDGE NO. 54C0127, in the COUNTY OF SAN BERNARDINO (“PROJECT”) is one of the projects identified as eligible for such funding and is described more fully in Attachment A; and
- C. AUTHORITY has determined that the PROJECT is eligible to receive the North Desert Subarea MLHP funds; and
- D. On September 2, 2015, AUTHORITY’s Board of Directors approved allocation of \$1,550,228.00 in North Desert Subarea MLHP funds for the PROJECT; and
- E. This Agreement is to be carried out in accordance with the policies in the Measure I 2010-2040 Strategic Plan; and

- F. Parties desire to proceed with the PROJECT in a timely manner; and
- G. The PROJECT will replace the existing 2 lane bridge with 4 lanes; and
- H. This Agreement is intended to delineate the duties and funding responsibilities of the Parties for the PROJECT; and
- I. AUTHORITY and COUNTY are entering into this Agreement with the understanding that AUTHORITY will reimburse COUNTY for eligible PROJECT expenditures with MLHP funds.
- NOW, THEREFORE, AUTHORITY and COUNTY agree to the following:

SECTION I

AUTHORITY AGREES:

1. To reimburse COUNTY for the actual cost of the PROJECT up to a maximum of \$1,550,228 in MLHP funds. An estimate of costs for the PROJECT is provided in Attachment B. AUTHORITY shall have no further responsibilities to provide any funding for PROJECT exceeding this amount unless an amendment to this Agreement is approved by the Parties.
2. To reimburse COUNTY within 30 days after COUNTY submits an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT expenditures that were incurred by COUNTY up to a maximum of \$1,550,228, consistent with the invoicing requirements of the Measure I 2010-2040 Strategic Plan, including backup information. Invoices may be submitted to AUTHORITY as frequently as monthly.
3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of COUNTY performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to AUTHORITY when planning and conducting additional audits.
4. AUTHORITY shall assign a project liaison for the purpose of attending Project Development Team (PDT) meetings.

SECTION II

COUNTY AGREES:

1. To be the lead agency for this PROJECT and to diligently undertake and complete in a timely manner the Scope of Work for the PROJECT as shown in Attachment A.

2. To be responsible for expending that portion of allocated MLHP funds on eligible PROJECT expenses, for an amount not to exceed \$1,550,228 in MLHP funds unless this Agreement is amended and approved increasing PROJECT costs. Reimbursement by AUTHORITY shall be in accordance with Section I, Paragraph 2. Additionally, expenses relative to time spent on the PROJECT by COUNTY staff are considered eligible PROJECT expenses and may be charged to the PROJECT, subject to AUTHORITY's guidelines.
3. To abide by all AUTHORITY, COUNTY, State, and Federal laws, regulations, policies and procedures pertaining to the PROJECT.
4. To prepare and submit to AUTHORITY an original and two copies of signed invoices for reimbursement of eligible PROJECT expenses. Invoices may be submitted to AUTHORITY as frequently as monthly.
5. To maintain all source documents, books and records connected with its performance under this Agreement for a minimum of five (5) years from the date of the Final Report of Expenditures submittal to AUTHORITY or until audit resolution is achieved, whichever is later, and to make all such supporting information available for inspection and audit by representatives of AUTHORITY during normal business hours at COUNTY's Department of Public Works. Copies will be made and furnished by COUNTY upon written request by AUTHORITY.
6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support COUNTY's requests for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of PROJECT work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by COUNTY.
7. To prepare a Final Report of Expenditures, including a final invoice reporting the actual eligible PROJECT costs expended for those activities described in the work activities, and to submit that Final Report of Expenditures and final invoice no later than 120 days following the completion of those expenditures. An original and two copies of the Final Report of Expenditures shall be submitted to AUTHORITY and must state that these PROJECT funds were used in conformance with this Agreement and for those PROJECT-specific work activities described.
8. To cooperate in having a PROJECT-specific audit completed by AUTHORITY, at AUTHORITY's option and expense, upon completion of the PROJECT. The audit must state that all funds expended on the PROJECT were used in conformance with this Agreement.
9. To repay to AUTHORITY any reimbursement for Measure I costs that are determined by subsequent audit to be unallowable within one hundred twenty (120) days of COUNTY receiving notice of audit findings, which time shall include an opportunity

for COUNTY to respond to and/or resolve the findings. Should the findings not be otherwise resolved and COUNTY fail to reimburse moneys due AUTHORITY within one hundred twenty (120) days of audit findings, or within such other period as may be agreed between both Parties, the AUTHORITY reserves the right to withhold future payments due COUNTY from any source under AUTHORITY's control.

10. To include AUTHORITY in Project Development Team (PDT) meetings if and when such meetings are held and in related communications on PROJECT progress, to provide at least quarterly schedule updates to AUTHORITY, and to consult with AUTHORITY on critical issues relative to the PROJECT.
11. As an eligible PROJECT expense, to post signs at the boundaries of the PROJECT noting that PROJECT is funded with Measure I funds. Signs shall bear the logos of AUTHORITY and COUNTY.

SECTION III

IT IS MUTUALLY AGREED:

1. To abide by all applicable Federal, State and Local laws and regulations pertaining to the PROJECT, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this Agreement.
2. The final PROJECT cost may ultimately exceed current estimates of PROJECT cost. Any additional eligible costs resulting from unforeseen conditions over the estimated total of the PROJECT cost shall be borne by COUNTY unless prior authorization has been approved by the AUTHORITY Board of Directors pursuant to Section III, Paragraph 3 of this Agreement.
3. In the event COUNTY determines PROJECT work may exceed the not to exceed amount identified in Section I, Paragraph 1, COUNTY shall inform AUTHORITY of this determination and thereafter the Parties shall work together in an attempt to agree upon an amendment to the PROJECT amounts identified in this Agreement. In no event, however, shall AUTHORITY be responsible for PROJECT costs in excess of the PROJECT amounts identified herein absent a written amendment to this Agreement that is approved by the Parties.
4. Eligible PROJECT reimbursements shall include only those costs incurred by COUNTY for PROJECT-specific work activities that are described in this Agreement and shall not include escalation or interest.
5. Neither AUTHORITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, COUNTY shall fully

defend, indemnify and save harmless AUTHORITY, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this Agreement. COUNTY's indemnification obligation applies to AUTHORITY's "active" as well as "passive" negligence but does not apply to AUTHORITY's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

6. Neither COUNTY nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, AUTHORITY shall fully defend, indemnify and save harmless COUNTY, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction delegated to AUTHORITY under this Agreement. AUTHORITY's indemnification obligation applies to COUNTY's "active" as well as "passive" negligence but does not apply to COUNTY's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.
7. This Agreement will be considered terminated upon reimbursement of eligible costs by AUTHORITY or December 31, 2022, whichever is sooner, provided that the provisions of Paragraphs 5, 6, 7, 8 and 9 of Section II, and Paragraphs 5 and 6 of Section III, shall survive the termination of this Agreement. The Agreement may also be terminated by AUTHORITY, in its sole discretion, in the event the PROJECT work described in Attachment A has not been initiated or let by COUNTY within twelve (12) months of the Effective Date of this Agreement.
8. AUTHORITY may terminate this Agreement if COUNTY fails to perform according to the terms of this Agreement and if this failure jeopardizes the delivery of the PROJECT according to the terms herein.
9. The Recitals to this Agreement are true and correct and are incorporated into this Agreement.
10. Attachment A, BAKER BOULEVARD BRIDGE OVER MOJAVE RIVER PROJECT, BRIDGE NO. 54C0127, (Description of Project and Milestones), and Attachment B, BAKER BOULEVARD BRIDGE OVER MOJAVE RIVER PROJECT, BRIDGE NO. 54C0127 (Summary of Estimated Costs), are attached to and incorporated into this Agreement.
11. This Agreement may be signed in counterparts, each of which shall constitute an original.

12. This Agreement is effective and shall be dated on the date executed by AUTHORITY.

In witness whereof, the Parties have executed this Agreement by their authorized signatories below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

COUNTY OF SAN BERNARDINO

By: _____
Ryan McEachron, President
Board of Directors

By: _____
James Ramos, Chairman

Date: _____

Date: _____

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Eileen Monaghan Teichert
AUTHORITY General Counsel

By: _____
Scott Runyan
Deputy County Counsel

Date: _____

Date: _____

By: _____
Jeffery Hill
Procurement Manager

Date: _____

Attachment: Baker Blvd. Agreement w/County modifications 6/23/15 [Revision 7] (1452 : New Contract Baker Boulevard Bridge Project MLHP

Attachment A

BAKER BOULEVARD BRIDGE OVER MOJAVE RIVER PROJECT, BRIDGE NO. 54C0127 COUNTY OF SAN BERNARDINO

Description of Project and Milestones

Project Title		
BAKER BOULEVARD BRIDGE OVER MOJAVE RIVER PROJECT, BRIDGE NO. 54C0127		
Location, Project Limits, Description, Scope of Work, Legislative Description		
The existing bridge is located in COUNTY's jurisdictional territory located in Baker, 0.2 mile SW of Death Valley Road -replace 2 lane bridge with a 4 lane bridge.		
Component	Implementing Agency	Reimbursements
PA&ED	County of San Bernardino	
PS&E	County of San Bernardino	
Right of Way	County of San Bernardino	
Construction	County of San Bernardino	
Legislative Districts		
Assembly:	33	Senate: 16
Congressional:	08	
Purpose and Need		
The bridge reconstruction is needed to accommodate the increased traffic in this area.		
Project Benefits		
The proposed 4 lane bridge will improve traffic circulation.		

Attachment: Baker Blvd. Agreement w/County modifications 6/23/15 [Revision 7] (1452 : New Contract Baker Boulevard Bridge Project MLHP

Project Milestone		Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		2015
Circulate Draft Environmental Document	Document Type	2017
Draft Project Report		2017
End Environmental Phase (PA&ED Milestone)		2017
Begin Design (PS&E) Phase		2017
End Design Phase (Ready to List for Advertisement Milestone)		2017
Begin Right of Way Phase		2018
End Right of Way Phase (Right of Way Certification Milestone)		2018
Begin Construction Phase (Contract Award Milestone)		2019
End Construction Phase (Construction Contract Acceptance Milestone)		2020
Begin Closeout Phase		2020
End Closeout Phase (Closeout Report)		2022

ATTACHMENT B

**BAKER BOULEVARD BRIDGE OVER MOJAVE RIVER PROJECT, BRIDGE NO.
54C0127
COUNTY OF SAN BERNARDINO**

Summary of Estimated Costs

Component	Total Cost	AUTHORITY SHARE* MLHP Funds	COUNTY Local Funds	Federal Highway Bridge Program Funds**
Preliminary Engineering***	\$2,515,500.00	\$288,528.00	0	\$2,226,972.00
Right of Way	0	0	0	0
Construction	\$11,000,000.00	\$1,261,700.00	0	\$9,738,300.00
Total	\$13,515,500.00	\$1,550,228.00	0	\$11,965,272.00

*AUTHORITY's Share can be from sources under control of AUTHORITY including but not limited to Measure I Major/Local Highways program, State Transportation Improvement Program (STIP), Surface Transportation Program (STP), or other funds without necessitating an amendment of this agreement.

**Match for federal funds is 11.47%.

***For purposes of this Attachment B, "Preliminary Engineering" is defined to include PA&ED and PS&E.

Minute Action

AGENDA ITEM: 6

Date: August 21, 2015

Subject:

Termination of State Route 138 Phase 2 Cooperative Agreement

Recommendation:

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

Approve Amendment No. 1 to Cooperative Agreement C14183 with the California Department of Transportation for Phase 2 of the State Route 138 widening project thereby terminating C14183.

Background:

Beginning with the 2002 State Transportation Improvement Program (STIP), San Bernardino Associated Governments (SANBAG) has partnered with the California Department of Transportation (Caltrans) to fund the 15-mile widening of the State Route (SR) 138 from Interstate 15 to Phelan Road in Wrightwood. This project will widen SR 138 from two to four lanes and construct a 4-foot wide median buffer. In addition to experiencing a cost increase, the project has been split into two phases by Caltrans because delays in executing a construction and maintenance agreement with BNSF for two railroad bridges would have caused them to miss a deadline for obtaining the majority of the funding currently available for the project. The California Transportation Commission (CTC) allocated \$59 million for the first phase of construction in March 2014 and the project is currently under construction. SANBAG contributed \$16 million of the \$59 million.

Caltrans requested that SANBAG continue to participate in funding for completion of phase 2 of this project, which would widen two railroad bridges on the eastern end of phase 1, at the 27% share programmed for construction on phase 1, and the SANBAG Board approved a contribution of \$3.4 million in Surface Transportation Program funds in September 2014. Caltrans intended to use \$9.2 million of the interregional share of the State Transportation Improvement Program to complete the funding for the project. However, with the change in focus at the state-level from capacity enhancing projects to intercity rail projects and projects that are on significant freight corridors, Caltrans District 8 was recently informed that this project will not receive that funding. SANBAG staff discussed with Caltrans the impact of this portion not being completed on the function of the corridor, and it was determined that because phase 2 was at the eastern end of phase 1 and nearly adjacent to I-15, cancellation of this work would not have a significant impact. The attached amendment will terminate C14183 so that no outstanding commitments will remain for this project.

Entity: CTC

Mountain-Desert Committee Agenda Item

August 21, 2015

Page 2

Financial Impact:

This item has no impact on the Fiscal Year 2015/2016 budget.

Reviewed By:

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

This item and the draft amendment have been reviewed by SANBAG General Counsel.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Mountain-Desert Committee
Date: August 21, 2015

Witnessed By:

08-SBD-138-13.5/R15.2
 EA: 34013
 Project Number: 0814000140
 Agreement 08 – 1591 A/1

AMENDMENT NO. 1 TO AGREEMENT

THIS AMENDMENT NO. 1 TO AGREEMENT, entered into effective on _____, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as CALTRANS, and

San Bernardino Associated Governments, acting as the
 San Bernardino County Transportation Commission, a
 public entity, referred to hereinafter as SANBAG.

RECITALS

1. The parties hereto entered into a Cooperative Agreement (District Agreement No. 08-1591), hereinafter AGREEMENT, on September 17, 2014, to widen the structures at Pine Lodge West and Pine Lodge East overheads and constructing retaining walls RW752 and RW756 on State Route 138 in the Cajon Pass east of Interstate 15, referred to herein as PROJECT. Said AGREEMENT defined the terms and conditions under which PROJECT is to be constructed and financed.
2. The parties now desire to enter into an Amendment to AGREEMENT in order to mutually terminate it.

IT IS THEREFORE MUTUALLY AGREED:

1. The AGREEMENT is terminated and the parties are relieved of all obligations under the AGREEMENT, except statutory obligations imposed upon them by law.
2. This Amendment No. 1 to Agreement is hereby deemed to supersede Agreement 08-1591 in its entirety.

Attachment: C14183-01 [Revision 1] (2076 : SR-138 Coop Termination)

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO ASSOCIATED
GOVERNMENTS

By: _____
John Bulinski
Interim District 8 Director

By: _____
Ryan McEachron
Commission Chair

APPROVED AS TO FORM

APPROVED AS TO FORM

By: _____
Attorney,
Department of Transportation

By: _____
Eileen Monaghan Teichert
General Counsel

CERTIFIED AS TO FUNDS

CONCURRENCE:

By: _____
Lisa Pacheco
District Budget Manager

By: _____
Jeffery Hill
Procurement Manager

CERTIFIED AS TO FINANCIAL
TERMS AND CONDITIONS:

By: _____
Accounting Administrator

Attachment: C14183-01 [Revision 1] (2076 : SR-138 Coop Termination)

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2015

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Rich Kerr City of Adelanto	X***	X	X*	**	**		**					
Curt Emick Town of Apple Valley			X*	**	**		**					
Julie McIntyre City of Barstow		X	X	**	**	X	**					
Bill Jahn City of Big Bear Lake	X	X	X	**	**	X	**					
Mike Leonard City of Hesperia	X	X	X	**	**	X	**					
Ed Paget City of Needles		X	X	**	**	X	**					
Joel Klink City of Twentynine Palms	***		X	**	**	X	**					
Ryan McEachron City of Victorville	X	X		**	**		**					
George Huntington Town of Yucca Valley	X	X	X	**	**	X	**					
Robert Lovingood County of San Bernardino	X	X	X	**	**		**					
Janice Rutherford County of San Bernardino	X			**	**		**					
James Ramos County of San Bernardino				**	**		**					

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet
x*Alternate Attended

*** New SANBAG Board Member

X = Member attended meeting.
MDCatt14.doc

Empty box = Member did not attend meeting

Crossed out box = Not a Board Member at the time.

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

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

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

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

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

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

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

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

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

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

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

San Bernardino Associated Governments



MISSION STATEMENT

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

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

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

Approved June 2, 1993
Reaffirmed March 6, 1996