

AGENDA

Board of Directors Metro Valley Study Session

October 15, 2015

*****Start Time: 10:00 AM*****

Location

SANBAG

First Floor Lobby

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

Board of Directors

Valley Representatives

Study Session Chair

Alan Wapner, Council Member
City of Ontario

Study Session Vice-Chair

Janice Rutherford, Supervisor
Second District

Dennis Yates, Mayor
City of Chino

Ed Graham, Mayor Pro Tem
City of Chino Hills

Frank Navarro, Mayor Pro Tem
City of Colton

Michael Tahan, Mayor Pro Tem
City of Fontana

Darcy McNaboe, Mayor
City of Grand Terrace

Larry McCallon, Mayor
City of Highland

Rhodes "Dusty" Rigsby, Mayor
City of Loma Linda

Paul M. Eaton, Mayor
City of Montclair

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Jon Harrison, Mayor Pro Tem
City of Redlands

Deborah Robertson, Mayor
City of Rialto

R. Carey Davis, Mayor
City of San Bernardino

Ray Musser, Mayor
City of Upland

Dick Riddell, Council Member
City of Yucaipa

Mountain/Desert Representatives

Rich Kerr, Mayor
City of Adelanto

Curt Emick, Council Member
Town of Apple Valley

Julie McIntyre, Mayor
City of Barstow

Ryan McEachron, Council Member
City of Victorville

Bill Jahn, Mayor Pro Tem
City of Big Bear Lake

Mike Leonard, Council Member
City of Hesperia

Edward Paget, Mayor
City of Needles

Joel Klink, Mayor
City of Twentynine Palms

George Huntington, Mayor
Town of Yucca Valley

County Board of Supervisors

Robert Lovingood, First District

James Ramos, Third District

Josie Gonzales, Fifth District

Curt Hagman, Fourth District

Ex-Officio Member – John Bulinski, Caltrans Interim District 8 Director
Ray Wolfe, SANBAG Executive Director
Eileen Teichert, SANBAG General Counsel

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

AGENDA

Board of Directors Metro Valley Study Session

**October 15, 2015
10:00 AM**

**Location
First Floor Lobby
1170 W. 3rd Street, San Bernardino, CA 92410**

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

CALL TO ORDER

(Meeting Chaired by Alan Wapner)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications - Melonie Donson

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 with Ortiz Enterprises, Inc., Sully-Miller Contracting Company, Skanska USA Civil West, Riverside Construction Company, Inc. and Flatiron West, Inc.**

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 - Project Delivery

- 3. Update on the Top 10 Interchange Program Projects**

Receive an update on the Top 10 Projects that are included in the Measure I Valley Freeway Interchange Program.

Paula Beauchamp

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

- 4. Budget Amendment to Interstate 215 Mount Vernon/Washington**

That the following be reviewed and recommended for final approval by the Board of Directors, acting in its capacity as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve amendment to the adopted 2015/2016 Fiscal Year Budget to add Sub Task 0845 I-215 Mount Vernon/Washington Interchange to Task 0820 Freeway Projects, adding a budget for Sub Task 0845 of \$100,000.00 for staff time and legal support services.

Paula Beauchamp

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

5. Interstate 215 University Parkway Interchange Memorandum of Understanding and Cooperative Agreement

That the following be reviewed and recommended for final approval by the Board of Directors, acting in its capacity as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

A. Approve an exception to Measure I Strategic Plan Policy 40005 and allow the City of San Bernardino to act as the Sponsoring Agency for the Interstate 215 University Parkway Interchange project instead of the County of San Bernardino.

B. Approve Memorandum of Understanding No. 15-1001217 with the City of San Bernardino for the development of the Interstate 215 University Parkway Interchange project.

C. Approve Cooperative Agreement No. 16-1001335 with the City of San Bernardino for the delivery of the Project Approval and Environmental Document (PA/ED), Plans, Specifications, and Estimates (PS&E), and Right of Way (ROW) phases of the Interstate 215 University Parkway Interchange Improvement Project defining project roles, responsibilities, and funding including designating SANBAG as the lead agency for these phases. An estimated receivable amount of \$242,942, for the City's cost share of these phases as well as SANBAG Project Management costs is specified in the agreement, and the Public Share is estimated at \$122,255.

D. Authorize the SANBAG Chief Financial Officer to enter into an escrow agreement with the City of San Bernardino, pursuant to the terms of Cooperative Agreement No. 16-1001335, subject to approval as to form by SANBAG General Counsel.

E. Authorize release of Request for Proposals (RFP) No. 16-1001359 for Engineering and Environmental services for the PA/ED and PS&E phases for the I-215 University Parkway Interchange Project.

Dennis Saylor

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Procurement Manager have reviewed this item, and drafts of the MOU, Cooperative Agreement and RFP scope of work.

Discussion - Transportation Programming and Fund Administration

6. Request for Cooperative Work Agreement from California Department of Finance

That the following be reviewed and recommended for final approval by the Board of Directors, acting in its capacity as the San Bernardino County Transportation Commission, at a regularly scheduled Board meeting

A. Approve request for a Cooperative Work Agreement from the California Department of Finance to extend the budget authority lapse date for two years on the following project funds:

i. Palm Avenue grade separation right of way phase: \$381,708 in Congestion Mitigation and Air Quality fund

B. Authorize Executive Director to execute final Cooperative Work Agreement and submit to the Department of Finance for approval.

Philip Chu

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

Discussion - Regional/Subregional Planning

7. Valley Freeway Interchange Prioritization and Phasing Options

That the following be reviewed and recommended for final approval by the Board of Directors, acting in its capacity as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

A. Implement a Phasing Program within the Valley Freeway Interchange Program in collaboration with local jurisdictions and Caltrans. The improvements represent primarily ramp and intersection projects for fourteen (14) phases in the West Valley and thirteen (13) phases in the East Valley. SANBAG staff is directed to work with local jurisdictions and Caltrans to come back to the Board with a project sequencing and financial plan that can be included with the 2016 update of the 10-Year Delivery Plan.

B. Direct staff to reprioritize and develop an implementation strategy for the remaining Valley interchanges based on costs to be updated in the 2015 Development Mitigation Nexus Study. Interchanges that are included in the phasing program may need to be re-prioritized once it is determined by local jurisdictions whether they are prepared to proceed with the phasing plan. Options to be considered in the implementation strategy include: constructing partial interchanges, in coordination with Caltrans and the Federal Highway Administration; constructing interchange improvements in conjunction with the I-10 and I-15 mainline projects; permitting jurisdictions to advance interchange construction with the possibility of being reimbursed with future Measure I funds; or constructing interchanges in the event funds become available through currently unforeseen state and/or federal funding programs. SANBAG will continue to pursue additional state/federal funding for interchanges when the opportunities arise.

C. Based on Recommendations A and B, develop revisions to Measure I Strategic Plan Policy 40005 for subsequent consideration by the SANBAG Board.

Timothy Byrne

This item was reviewed by the City/County Manager Ad-Hoc Committee on September 21, 2015 and the Transportation Technical Advisory Committee on October 5, 2015.

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 Board of Directors Metro Valley Study Session will be
November 12, 2015**

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: October 15, 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-A	C12224	Ortiz Enterprises, Inc. <i>Patrick A. Ortiz</i>	Alcorn Fence Company Bithell, Inc. Cal-Stripe, Inc. CGO Construction Cooper Engineering, Inc. Coral Construction Company Griffith Company Harver Companies, Inc. Hardy & Harper Hydro Sprout Integrity Rebar Placers L. Johnson Lincoln Pacific Mahaffey Companies Rogan Concrete Coring & Sawing SRD Engineering, Inc. Statewide Traffic Safety & Signs Superior Gunite Truesdell Corporation West Coast Welding, Inc.

Entity: CMA, COG, CTA, CTC, SAFE

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2-B	C12036	Brutoco Engineering and Construction, Inc. <i>Andy Acosta</i>	<p>A.C. Dike Company ACL Construction, Inc. Alcorn Fence Company All American Asphalt AVAR Construction Systems, Inc. Cal-Stripe, Inc. Castle Walls LLC CGO Construction Coffman Specialties, Inc. Cooper Engineering, Inc. C.P. Construction Company, Inc. Diversified Landscape Company Dywidag Systems International G & F Concrete Cutting Griffith Company Harber Companies, Inc. Integrity Rebar Placers KEC Engineering KRC Safety Co., Inc. LaLonde Equipment Rental Leinaia's Transportation S.D. Precast Concrete, Inc. dba Pomeroy South Coast Sweeping Sully-Miller Contracting Company Treesmith Enterprises, Inc. Truesdale Corporation of California Visual Pollution Technologies West Coast Boring, Inc.</p>
2-C	C14164	Sully-Miller Contracting Company <i>Raymond Sanchez</i>	<p>A. C. Dike Company ACL Construction Company, Inc. Bravo Sign & Design Cal-Stripe, Inc. Coral Construction Company Diversified Landscaping Company Fencecorp, Inc. Goss Construction Company, Inc. Harber Companies, Inc. High Light Electric, Inc. Integrity Rebar Placers</p>

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			J.V. Land Clearing Company, Inc. LNA Concrete Structures, Inc. MCM Construction, Inc. Statewide Traffic Safety & Signs
2-D	C13108	Skanska USA Civil West <i>Jeffrey Langevin</i>	Chrisp Company Dywidag Systems International Fence Corporation, Inc. Hayward Baker Integrity Rebar Placers John S. Meek Company, Inc. Ferreria Construction Company, Inc. R. Dugan Construction, Inc. Rock Structures Construction, Co. Sierra Landscape Development, Inc.
2-E	C13121	Riverside Construction Company <i>Donald Pim</i>	Caliagua Chrisp Company C.P. Construction Crown Fence Griffith Company Golden State High Light Electric, Inc. Integrity Rebar Placers J.V. Land Clearing Company, Inc. Malcom Drilling Company Match Corporation Old Castle Precast, Inc. Pacific Waterproofing Reycon Construction
2-F	C14162	Flatiron West, Inc. <i>Christina M. Peich</i>	Advanced Concrete Sawing & Sealing All American Asphalt Coral Construction D.C. Hubbs Construction Elecnor Belco Electric, Co. Griffith Company Integrity Rebar Placers L. Johnson Construction, Inc. Malcom Drilling Company Old Castle Precast, Inc. Payco Specialties, Inc. Southwest V-Ditch, Inc.

Board of Directors Metro Valley Study Session Agenda Item

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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:

Garry Cohoe, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: October 15, 2015

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: *October 15, 2015*

Subject:

Construction Contract Change Orders to on-going SANBAG construction contracts with Ortiz Enterprises, Inc., Sully-Miller Contracting Company, Skanska USA Civil West, Riverside Construction Company, Inc. and Flatiron West, Inc.

Recommendation:

Receive and file change order report.

Background:

Of SANBAG's twelve on-going construction contracts in the Metro Valley, six have had Construction Change Orders (CCO's) approved since the last reporting to the Board Metro Valley Study Session. The CCO's are listed below.

A. Contract Number (CN) C12224 with Ortiz Enterprises, Inc. for construction of the I-10 Cherry Avenue Interchange project: CCO No. 21 Supplement 1 (\$58,999.65 additional funds for removal of eleven (11) additional trees on the project and item price adjustment for quantity in excess of 125%), CCO No. 34 (\$26,000.00 increase for bridge modifications as required by Caltrans and UPRR), CCO No. 48 (\$29,903.05 increase for installation of pedestrian signal heads and pushbuttons and street name signs as requested by the City of Fontana) and CCO No. 59 (\$16,284.59 decrease to account for final quantities of various contract bid items used on the project).

B. CN C12036 with Brutoco Engineering and Construction for construction of the I-10 Citrus Avenue Interchange project: CCO No. 69 Supplement 1 (\$8,000.00 additional funds for full and final compensation to contractor for extended Plant Establishment work).

C. CN C14164 with Sully-Miller Contracting Company for construction of the I-10 Tippecanoe Avenue Interchange Phase II project: CCO No. 20 (no cost/no credit change to reflect minor changes to electrical service connection per SCE drawings), CCO No. 25 (\$50,000.00 increase to compensate contractor to Maintain Existing and Temporary Electrical Systems as required by the Standard Specifications), CCO No. 29 (\$57,973.30 increase for installation of curb wall and hand railing to allow for grade differential between the roadway surface and existing walkway for pedestrian safety at NW corner of Tippecanoe Ave and Redlands Blvd.), CCO No. 31 (\$13,164.12 increase to account for field increases in contract quantities for Bid items 59, 60, 189 and 248 at contract unit prices) and CCO No. 32 (\$2,000.00 increase to compensate contractor per contract requirements as extra work to repair temporary crash cushions damaged by public).

Entity: *CTA, CTC*

Board of Directors Metro Valley Study Session Agenda Item

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D. CN C13108 with Skanska USA Civil West for construction of the Palm Avenue Grade Separation project: CCO No. 37 (\$14,756.16 decrease to account for adjustment in bid item final costs) and CCO No. 39 Supplement 1 (\$3,636.88 additional funds for providing an independent Pavement Evaluation and Repair Recommendation report to determine areas of placement of asphalt slurry seal as requested by the City of San Bernardino). The following change orders account for adjustment to bid item costs based on final quantity used on the project. They are: CCO No. 3 Supplements 2 and 3 (\$32,239.10 decrease and \$5,222.25 decrease respectively), CCO No. 4 Supplement 1 (\$5,651.49 decrease), CCO No. 6 Supplement 4 (\$5,827.33 decrease), CCO No. 7 Supplement 1 (\$4,588.04 decrease), CCO No. 8 Supplement 2 (\$635.48 decrease), CCO No. 12 Supplement 3 (\$2,476.57 decrease), CCO No. 13 Supplement 1 (\$14,250.00 decrease), CCO No. 15 Supplement 1 (\$21,952.95 decrease), CCO No. 18 Supplement 1 (\$27,836.18 decrease), CCO No. 21 Supplement 1 (\$22,124.51 decrease), CCO No. 23 Supplement 3 (\$3,040.96 decrease), CCO No. 25 Supplement 3 (\$15,570.86 decrease), CCO No. 26 Supplement 2 (\$6,026.32 decrease), CCO No. 29 Supplement 1 (\$789.34 decrease) and CCO No. 31 Supplement 1 (\$2,037.60 decrease). The following change orders account for adjustment to contract time as deferred in the original change order. They are: CCO No. 21 Supplement 2 (zero working days added), CCO No. 23 Supplement 4 (zero working days added), CCO No. 27 Supplement 1 (zero working days added), CCO No. 33 Supplement 1 (zero working days added), CCO No. 34 Supplement 1 (zero working days added), CCO No. 35 Supplement 1 (27 working days added due to concurrent delays for curb ramp installation as requested by the City of San Bernardino and punch list work), CCO No. 36 Supplement 1 (zero working days added) and CCO No. 38 Supplement 1 (zero working days added)

E. CN C13121 with Riverside Construction Company, Inc. for construction of the Laurel Street Grade Separation project: CCO No. 32 Supplement 2 (\$50,000.00 additional funds to compensate contractor for extra work required when large subsurface rocks were encountered during placement of bridge piles), CCO No. 42 (\$8,090.00 increase to compensate contractor for mobilization and early placement of asphalt pavement for Miller's Honey loading dock area per property agreement), CCO No. 45 Supplement 1 (\$30,000.00 additional funds for work on Miller's Honey property for compliance with requirements of property agreement), CCO No. 47 (\$30,350.00 increase to provide bridge access casings shown on the plans but not accounted for in the bid items), CCO No. 52 (\$4,000.00 increase to extend the bridge concrete barrier to the end of the approach slabs to provide for proper sealing at joint seals) and CCO No. 53 (\$130,815.65 increase to modify eight CIDH pile fabrication and installation requirements due to installation conflicts with BNSF overhead signal cable installed after project startup.)

F. CN C14162 with Flatiron West, Inc. for the construction of the I-15 Base Line Road Interchange project: CCO No. 19 (no cost/no credit change to account for approved revisions to the construction baseline schedule for re-sequencing of project staging) and CCO No. 23 (\$16,808.60 increase to compensate contractor to provide 2131 lf of Welded Steel Pipe Conduit with increased wall thickness as required by the Standard Specification in lieu of the bid item description).

Financial Impact:

This item imposes no financial impact, as all CCOs are within previously approved contingency amounts under Task No's. 0826, 0842, 0874, 0884 and 0892.

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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
Board of Directors Metro Valley Study Session
Date: October 15, 2015

Witnessed By:

Board of Directors Metro Valley Study Session
Construction Change Orders Log

I-10 Citrus Interchange - Executed Change Orders		
Number	Description	Amount
001	Traffic Control	\$ 35,000.00
001 S-1	Traffic Control, Additional Funds	\$ 35,000.00
001 S-2	Traffic Control, Additional Funds	\$ 30,000.00
002	Maintain Irrigation and Landscaping	\$ 8,000.00
003	Water Pollution Control Maintenance Sharing	\$ 25,000.00
004	Partnering	\$ 10,000.00
004 S-1	Additional Funds	\$ 10,000.00
005	Dispute Review Board	\$ 15,000.00
005 S-1	Additional Funds	\$ 5,000.00
006	Maintain Existing Electrical Systems	\$ 20,000.00
006 S-1	Additional Funds	\$ 5,000.00
006 S-2	Additional Funds	\$ 8,100.00
007	Graffiti Removal	\$ 5,000.00
008	DS-10 Redesign and Align	\$ (143,397.00)
009	Replace Loop Detection with Video Detection	\$ 18,645.00
010	Sewer Connection on South Citrus	\$ 7,945.48
011	Replace RSC and RSLCB in WB Off-Ramp Termini with Standard JPCP	\$ (164,877.00)
011 S-1	Replace RSC and RSLCB in WB Off-ramp Termini with Standard JPCP Supplement 1	\$ 46,674.75
012	Over-Excavate and Re-Compact Under OH Abutments and WW	\$ 11,483.50
013	Replace RSC and RSLCB in WB Off-Ramp Gore	\$ (41,180.48)
014	Septic System for 76 Gas Station	\$ 36,783.25
015	ROW Delay for Alcorn Fence	\$ 1,500.00
016	DS-15 Connection to DS-1	\$ 2,911.33
017	Revise DWY Approaches and DWYS at Boyle Cul-de-Sac	\$ 11,130.00
017 S-1	Revise DWY Approaches and DWYS at Boyle Cul-de-Sac, Additional Funds	\$ 27,000.00
018	Replace RSC with Standard JPCP - WB On-Ramp Gore	\$ (32,840.80)
019	Replace RSC with Standard JPCP - EB Off-Ramp Gore	\$ (62,956.58)
020	Replace RSC with Standard JPCP - WB Off-Ramp Gore	\$ (21,153.30)
021	Non-Compensable Excusable Delay	\$ 0.00
022	Longitudinal Tining	\$ 8,500.00
023	Payment Adjustments for Price Index Fluctuations	\$ 161,000.00
024	Parapet Headwall Height Change	\$ 4,000.00
025	76 Gas Station Improvements	\$ 38,000.00
026	Non-Compensable Excusable Delay - 4 Days	\$ 0.00
027	Electrical Work	\$ 54,000.00
028	Demo and Grade on Citrus Avenue	\$ (28,022.88)
028 S-1	Additional Funds for Traffic Control	\$ 28,022.88
029	Removal and Disposal of Man-Made Objects	\$ 26,000.00
029 S-1	Additional Funds	\$ 49,800.00
030	Rock Blanket Credit	\$ (74,957.08)
032	Lane Closure Charts Change	\$ 0.00
033	DS-25 Modifications	\$ 38,500.00
034	Adjustment of Item Overruns	\$ 27,111.10
036	Change in Retaining Wall Type	\$ 29,883.70
038	Claim Settlement for Differing Site Conditions	\$ 26,400.00

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

040	DS-1 Modifications	\$ 14,000.00
041	Tree Removal and Water Line	\$ 8,500.00
042	Relocation of Gas and Water Services	\$ 12,200.00
043	ADA Requirements on Bridge	\$ 26,000.00
043 S-1	Time Adjustment	\$ 0.00
044	Eliminate Rapid-Set Concrete on #4 Lanes	\$ 86,614.00
045	Additional Concrete Swale Along RW 795	\$ 9,200.00
046	Fencing and Gates along Residential Properties	\$ 27,247.00
047	Additional Rock Blanket at Bridge Abutment	\$ 27,000.00
048	Curb and Sidewalk at SW Corner Valley/Citrus	\$ 5,200.00
050	Mulberry Channel Access Ramp	\$ 45,778.00
051	Street Light Pole Bases	\$ 8,159.00
052	Revise Curb Ramps, Sidewalks & Ped Buttons for ADA	\$ 15,000.00
054	I-10 Median Paving	\$ 44,500.00
056	Misc. Work Not Covered by Contract Items	\$ 40,000.00
057	Concrete Pavement Just-In-Time Training	\$ 1,500.00
058	NOPC No. 6 Resolution	\$ 63,000.00
059	Traffic Signal Equipment at Slover and Valley	\$ 59,787.00
060	Caltrans Safety Comments EB on Ramp	\$ 35,000.00
061	Remove Pedestrian Crossing Features	\$ 35,000.00
065	Apprentice Training	\$ 3,600.00
065 S-1	Additional Funds	\$ 1,400.00
066	Hot Mixed Asphalt Price Adjustment	\$ 35,141.65
067	Final Adjustment of Various Bid Items at Contract Unit Price	\$ 147,391.52
068	Final Adjustment of Various Bid Items at Contract Unit Price	\$ 104,127.07
069	Final Claims Adjustment and Extending Plant Establishment Period	\$ 8,000.00
CCO TOTAL		\$ 1,160,351.11
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 5,726,000.00

I-10 Cherry Interchange - Executed Change Orders		
Number	Description	Amount
1	Additional Traffic Control System	\$ 35,000.00
1 S-1	Additional Funds	\$ 12,000.00
2	Maintain Existing Irrigation System	\$ 5,000.00
2 S-1	Additional Funds	\$ 25,000.00
3	Water Pollution Control Maintenance Sharing	\$ 20,000.00
4	Additional Striping and Temporary Pavement	\$ 30,000.00
4 S-1	Additional Striping – Supplement 1	\$ 15,000.00
4 S-2	Additional Striping – Supplement 1	\$ 30,000.00
5	SWPPP Change of Risk Level	\$ (39,090.00)
6	Dispute Review Board	\$ 15,000.00
6 S-1	Additional Funds	\$ 10,000.00
7	Partnering	\$ 20,000.00
8	Compliance with Right-of-Way Obligations	\$ 60,000.00
8 S-1	Compliance with Right-of-Way Obligations – Supplement 1	\$ 60,000.00
8 S-2	Compliance with Right-of-Way Obligations – Supplement 2	\$ 100,000.00
9	Graffiti Removal	\$ 15,000.00
9 S-1	Graffiti Removal – Supplement 1	\$ 25,000.00

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10	Maintain Existing Electrical System	\$ 10,000.00
10 S-1	Maintain Existing Electrical System – Supplement 1	\$ 20,000.00
10 S-1	Maintain Existing Electrical System – Supplement 2	\$ 38,000.00
11	Spillway Drainage Connection to DS-1	\$ 25,000.00
11 S-1	Spillway Drainage Connection to DS-1 – Supplement 1	\$ 13,000.00
11 S-2	Additional Funds	\$ 18,000.00
12	Temporary Light Poles	\$ 20,000.00
13	Remove Existing Sign Structure	\$ 10,260.00
14	Compensation for Right-of-Way Obstruction (Leach Tank)	\$ 10,780.00
15	Revision to Contract Special Provisions for Tree Removal	\$ 0.00
16	RW 680 Footing Modifications	\$ (21,490.00)
17	Remove Existing Asbestos Pipe	\$ 10,797.00
19	Regular PCCP in Lieu of Rapid Set Concrete	\$ (152,296.00)
18	Realign 96” RCP	\$ 49,991.01
20	Driveway for Truck Stop Facility	\$ 0.00
21	Remove Tree Item Adjustment	\$ 103,187.55
21 S-1	Additional Funds	\$ 58,999.65
22	Change in Alignment for SW 697	\$ 0.00
23	Modified Concrete Barrier for Concrete Poles	\$ 25,000.00
23 S-1	Additional Funds	\$ 35,000.00
24	Removal and Disposal of Man-Made Buried Objects	\$ 5,000.00
24 S-1	Additional Funds	\$ 55,000.00
25	Additional Grout at Sound Wall 697	\$ 5,000.00
26	New Drainage System at RW 33	\$ 5,199.50
27	Modifications to Drainage System No. 1 Channel Wall	\$ 21,477.30
28	Just-in-Time Training	\$ 1,110.00
29	Maintain Existing Drainage System	\$ 20,000.00
29 S-1	Additional Funds	\$ 30,000.00
30	Modifications to Drainage System	\$ (115,480.50)
31	Payment to Edison	\$ 10,000.00
32	Various Unforeseen Additional Work	\$ 30,000.00
32 S-1	Additional Funds	\$ 30,000.00
33	Electrical Revisions for MSE Wall	\$ 46,447.28
34	Bridge Modifications as per Caltrans and UPRR	\$ 26,000.00
35	Increase in Various Items	\$ 73,234.66
36	Joint Armor for Bridge Sidewalks	\$ 13,000.00
37	Revisions to Rock Blanket Thickness	\$ (154,335.02)
37 S-1	Replace Rock Blanket with 2 ½” Gravel	\$ (23,100.00)
38	Revise SP’s for Payment for Removal of Temporary Striping	\$ 20,000.00
38 S-1	Additional Funds	\$ 14,000.00
40	Rush Truck Center Parking Lot	\$ 45,000.00
42	Pedestrian Access to Bridge	\$ 20,000.00
42 S-1	Additional Funds	\$ 5,000.00
43	Type 60C Barrier and Shotcrete Along W/B Off-Ramp	\$ 35,000.00
45	Lower Fiber Optics and Drainage Systems for Roadway	\$ 60,461.12
45 S-1	Additional Funds	\$ 10,000.00
46	Temp. Electrical Feed for Street Lighting for Stage 1A	\$ 17,000.00
48	Pedestrian Signal Heads, Pushbuttons and Street Signs	\$ 29,903.05
49	Replace Spalled Slabs in Lieu of Patching	\$ 233,882.72

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50	Concrete Barrier Anchor Block	\$ 4,825.44
51	Traffic Signal Equipment for Slover and Valley	\$ 71,082.80
52	Railroad OH Modifications	\$ 73,660.00
53	NOPC 003-07-25-13 Resolution	\$ 249,760.84
54	Stage 3B Construction Changes	\$ (45,206.82)
54 S-1	Additional Stage Construction Changes	\$ (104,722.20)
55	Modify Drain Inlet	\$ 3,526.18
56	Apprentice Training	\$ 9,600.00
57	Farmer Boy Restaurant Landscaping and Irrigation System	\$ 10,350.00
58	Modify Striping on Cherry	\$ 9,590.50
58 S-1	Resolve NOPC No. 13-04-10-15	\$ 9,664.84
59	Final Quantity on Various Bid Items	\$ (16,284.59)
60	Installation of LED Lighting Equipment	\$ 49,269.71
61	Vandal Proof Pull box Lids	\$ 30,000.00
62	Modifications to Drainage System No. 9	\$60,000.00
63	Bid Item No. 104 Final Payment Adjustment	\$ 24,347.81
CCO TOTAL		\$ 1,720,403.83
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 5,282,319.79

Palm Avenue Grade Separation – Executed Change Orders		
Number	Description	Amount
1	Delayed Start	\$ 0.00
1 S-1	Partial Suspension of Work Due to Utility Delays	\$ 0.00
2	Additional Hoop Rebar for CIDH Piles	\$ 1,310.00
3	Additional SWPPP Measures and SWPPP Maintenance	\$ 50,000.00
3 S-1	Additional Funds	\$ 11,406.00
3 S-2	Returning Unused Funds to Contingency	\$ (32,239.10)
3 S-3	Returning Unused Funds to Contingency	\$ (5,222.25)
4	Additional Traffic Control	\$ 25,000.00
4 S-1	Returning Unused Funds to Contingency	\$ (5,651.49)
5	Modify Contract Language to Remove Barstow	\$ 0.00
6	Modification to City Water Line	\$ (8,750.00)
6 S-1	Modification to City Water Line	\$ 0.00
6 S-2	Additional Funds	\$ 14,922.00
6 S-3	Deletion of Butterfly Valve and Hydrant	\$ (635.26)
6 S-4	Returning Unused Funds to Contingency	\$ (5,827.33)
7	Temporary Drainage System	\$ 10,000.00
7 S-1	Returning Unused Funds to Contingency	\$ (4,588.04)
8	Revisions to Denny's, Cross Slope and Detour	\$ 71,027.00
8 S-1	Additional Funds	\$ 3,500.00
8 S-2	Returning Unused Funds to Contingency	\$ (635.48)
9	Relocate Existing Pole Gate	\$ 4,242.00
10	Various Electrical Changes	\$ 39,600.00
10 S-1	Additional Funds	\$ 10,505.00
11	Wrought Iron Fence Substitution	\$ (5,000.00)
12	Water Meter Installation	\$ 24,514.00
12 S-1	Additional Funds	\$ 2,000.00
12 S-2	Additional Funds for Water Payment	\$ 3,000.00

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12 S-3	Returning Unused Funds to Contingency	\$ (2,476.57)
13	Dispute Resolution Advisor	\$ 15,000.00
13 S-1	Returning Unused Funds to Contingency	\$ (14,250.00)
14	Cable Railing for Headwalls and Wing-Walls	\$ 3,750.00
15	Electrical Services	\$ 50,000.00
15 S-1	Returning Unused Funds to Contingency	\$ (21,952.95)
16	VECP for Retaining Wall Elimination	\$ (65,686.51)
16 S-1	VECP Final Savings Determination	\$ (27,850.00)
17	Transition Barrier Railing at BNSF R/W	\$ 5,263.25
18	Curb and Gutter Near Edison Pole	\$ 30,000.00
18 S-1	Returning Unused Funds to Contingency	\$ (27,836.18)
19	Chain Link Fence Details on Bridge	\$ 1,050.50
20	Bridge Deck Profilograph	\$ 1,540.00
21	Accelerated Weekend Work	\$ 88,279.00
21 S-1	Returning Unused Funds to Contingency	\$ (22,124.51)
21 S-2	Deferred Time – Zero Working Days Added	\$ 0.00
22	Increase in Temporary Striping and Potholing	\$ 16,715.50
23	Modify Existing Industrial Pkwy for Frontage Road	\$ 45,055.50
23 S-1	Additional Funds	\$ 71,141.00
23 S-2	Additional Funds	\$ 25,000.00
23 S-3	Returning Unused Funds to Contingency	\$ (3,040.96)
23 S-4	Deferred Time – Zero Working Days Added	\$ 0.00
24	Temporary Electrical	\$ 3,380.00
25	Modifications to Denny's Temporary Driveway	\$ 30,000.00
25 S-1	Additional Funds	\$ 1,620.00
25 S-2	Additional Funds	\$ 32,732.00
25 S-3	Returning Unused Funds to Contingency	\$ (15,570.86)
26	BNSF Roadway Removals	\$ 40,263.00
26 S-1	Additional Funds	\$ 10,000.00
26 S-2	Returning Unused Funds to Contingency	\$ (6,026.32)
27	Traffic Signal Loops	\$ 3,025.00
27 S-1	Deferred Time – Zero Working Days Added	\$ 0.00
29	DG Walk, Swale and AC Dike changes near UPRR	\$ 3,530.00
29 S-1	Returning Unused Funds to Contingency	\$ (789.34)
30	Pavement Delineation on Industrial Parkway	\$ 4,540.00
31	Apprentice Training	\$ 4,800.00
31 S-1	Returning Unused Funds to Contingency	\$ (3,037.60)
32	Roadside Signs on Street Light Poles	\$ (230.00)
33	Modify Pole Gate	\$ 527.00
33 S-1	Deferred Time – Zero Working Days Added	\$ 0.00
34	Additional Shoulder Stripe	\$ 2,431.00
34 S-1	Deferred Time – Zero Working Days Added	\$ 0.00
35	Walters Driveway Wheelchair Ramps	\$ 10,000.00
35 S-1	Deferred Time – 27 Working Days Added	\$ 0.00
36	Bid Item No. 11 Price Adjustment	\$ 1,410.25
36 S-1	Deferred Time – Zero Working Days Added	\$ 0.00
37	Bid Item Cost Adjustment for Final Payment	\$ (14,756.16)
38	RE Office Lease Extension	\$ 6,111.00
38 S-1	Deferred Time – Zero Working Days Added	\$ 0.00

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Attachment: MVSS CCO Log (2259 : Construction Contract Change Orders MVSS1510)

39	Slurry Seal Roadway	\$ 15,028.00
39 S-1	Additional Funds for Pavement Report	\$ 3,636.88
	CCO TOTAL	\$ 517,434.13
	TOTAL CONTINGENCY AND SUPPLEMENTAL	\$ 1,254,317.50

I-10 Tippecanoe Avenue Phase 1 – Executed Change Orders		
Number	Description	Amount
1	Maintain Auxiliary Lane	\$ 27,010.00
2	Removal of Trees Along Tippecanoe Avenue	\$ 16,753.74
3	Traffic Control	\$ 10,000.00
3 S-1	Additional Funds	\$ 13,385.35
3 S-2	Additional Funds	\$ 3,934.77
3 S-3	Decrease in Funds	\$ (1,395.92)
4	Partnering	\$ 15,000.00
4 S-1	Decrease in Funds	\$ (2,676.83)
5	Dispute Review Board	\$ 15,000.00
5 S-1	Decrease in Funds	\$ (153.35)
6	Graffiti Removal	\$ 4,000.00
6 S-1	Decrease in Funds	\$ (3,309.76)
7	Removal of Man-Made Buried Object	\$ 10,000.00
7 S-1	Decrease in Funds	\$ (572.40)
8	Expediting Construction of Pier 2 Wall and Channel Invert Per ACOE Direction	\$ 3,000.00
8 S-1	Additional Funds	\$ 4,635.53
8 S-2	Additional Funds	\$ 11,517.60
9	Expediting Modification of RCB Connection to San Timoteo Creek Wall Per ACOE Direction	\$ 19,435.00
9 S-1	Additional Funds	\$ 7,430.43
9 S-2	Additional Funds	\$ 8,584.51
9 S-3	Additional Funds	\$ 851.24
10	Shared Maintenance of SWPPP Components	\$ 15,000.00
10 S-1	Decrease in Funds	\$ (9,598.41)
11	Roadway Repairs Caused by Public Traffic	\$ 5,000.00
11 S-1	Decrease in Funds	\$ (4,150.47)
12	Maintain Existing Planting and Irrigation Systems	\$ 10,000.00
12 S-1	Supplement #1 to CCO #12	\$ 16,000.00
12 S-2	Additional Funds	\$ 20,000.00
12 S-3	Additional Funds	\$ (4,975.92)
13	Modify Drainage Detail #11	\$ 4,607.18
14	Restriping Tippecanoe Avenue and Anderson Street	\$ 16,809.40
14 S-1	Traffic Control Plan for Restriping	\$ 1,310.00
14 S-2	Decrease in Funds	\$ (5,200.00)
14 S-3	Decrease in Funds	\$ (852.61)
15	Disposition of ADL Soil	\$ 137,620.00
15 S-1	Traffic Control Plan	\$ 10,000.00
15 S-2	Disposition of ADL Soil –Extra Work at Force Account	\$ 209,580.00
15 S-3	Additional Time Related Overhead for Change Order #15 and Change Order #16	\$ 73,170.00

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15 S-4	Additional Funds for SWPPP Maintenance	\$ 10,000.00
15 S-5	Time Extension and TRO Costs	\$ 44,607.30
15 S-6	Final Determination of ADL Costs	\$ 85,000.00
15 S-7	Decrease in Funds	\$ (41,534.47)
16	Increase/Decrease in Retaining Wall Material	\$ 72,240.00
16 S-1	Additional Quantities for Retaining Wall Material	\$ 51,786.28
16 S-2	Additional Quantities for Retaining Wall Material	\$ 14,200.00
17	Temporary Fiber Optic Change	\$ 20,554.27
18	Modify Drainage Detail 18A and 18D	\$ (1,386.69)
18 S-1	Additional Funds	\$ 271.69
18 S-2	Additional Funds	\$ 723.56
19	Differing Site Conditions – San Timoteo Creek Bridge – Abutment #1	\$ 7,000.00
19 S-1	Decrease in Funds	\$ (903.97)
20	Maintain Existing Electrical Systems	\$ 15,000.00
20 S-1	Additional Funds	\$ 29,917.67
20 S-2	Additional Funds	\$ 6,580.62
20 S-3	Additional Funds	\$ 5,467.73
21	Elimination of Item #51	\$ (3,000.00)
23	Removal of Additional Trees – Resolution of NOPC 1-11-02-13	\$ 32,666.76
24	Replacing JPCP and LCB with Rapid Set JPCP and Rapid Set LCB	\$ 20,005.77
25	Revision of Staging Plans	\$ 9,778.20
25 S-1	Decrease in Funds	\$ (2,918.72)
26	Weekend Closures on I-10 Tippecanoe EB Off-Ramp	\$ 0.00
26 S-1	Date Adjustment for Weekend Closure	\$ 0.00
27	Mitigation of Low R-Values Inside ADL Section	\$ 25,000.00
27 S-1	Supplement 1 – Mitigation of Low R-Values Inside ADL Section	\$ 15,000.00
27 S-2	Additional Funds for Cap Soil	\$ 10,332.55
27 S-3	2 Day Increase in Contract Time	\$ 0.00
27 S-4	Cancellation of S-3 due to scope of CCO No. 47	\$ 0.00
27 S-5	Additional Funds	\$ 84,909.69
28	Mitigation of Low R-Values Outside ADL Section	\$ 80,000.00
28 S-1	Additional Funds	\$ 6,826.46
28 S-2	Additional Funds	\$ 1,254.65
29	Rebar Couplers for San Timoteo Creek Bridge Closure Pour	\$ 32,000.00
29 S-1	Decrease in Funds	\$ (8,299.40)
30	Pedestrian Push Button Assembly	\$ 5,000.00
30 S-1	Decrease in Funds	\$ (789.96)
31	Replacement of Liquid Asphalt (Prime Coat) with Slow Setting Asphaltic Emulsion	\$ 0.00
32	Change from LCB and JPCP to LCB RS and JPCP RS at Ramp Termini	\$ 35,308.60
32 S-1	Decrease in Funds	\$ (1,538.50)
33	Replacement of Concrete Curb on Street and Off-Ramp	\$ 3,684.00
33 S-1	Additional Funds	\$ 1,651.85
34	Modification of DRB Agreement – Position Paper Due Dates	\$ 0.00
35	Placement of Class II Aggregate Base on Tippecanoe Off-Ramp	\$ 38,500.00
35 S-1	Additional Funds	\$ 16,000.00
35 S-2	Additional Funds	\$ 10,331.48
35 S-3	Additional Funds	\$ 3,459.50
35 S-4	Additional Funds	\$ 23,983.20

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36	Modify Existing Irrigation System	\$ 0.00
36 S-1	Additional Funds	\$ 14,300.00
37	Additional Material, Equipment, Labor, TC, Etc. Weekend Work	\$ 12,399.45
37 S-1	Additional Funds	\$ 735.48
37 S-2	Additional Funds	\$ 47,550.01
38	Additional Cold Plane AC	\$ 780.00
38 S-1	Additional Funds	\$ 4,000.00
39	Contingency Temporary Striping	\$ 20,638.00
39 S-1	Decrease in Funds	\$ (1,000.00)
40	Drainage Behind RW 220	\$ 5,000.00
40 S-1	Additional Funds	\$ 1,000.00
40 S-2	Decrease in Funds	\$ (589.44)
41	Electrical Work Stage 3	\$ 10,000.00
41 S-1	Specification Changes	\$ 0.00
41 S-2	Additional Funds	\$ 3,931.73
41 S-3	Rescind Time Extension	\$ 0.00
42	Removal of Tree Stump	\$ 2,000.00
42 S-1	Decrease in Funds	\$ (1,700.00)
43	Addition of One Non-Compensable Day	\$ 0.00
44	Barrier Rail Removal	\$ 3,635.21
45	Temporary Delineation Maintenance	\$ 3,500.00
46	Additional Depth of Rock Blanket	\$ 9,402.94
46 S-1	Decrease in Funds	\$ (57.79)
47	Final Resolution Regarding Project Delays, TRO, LD's	\$ 208,318.36
48	NOPC No. 14 Resolution	\$ 10,890.38
49	Bid Item Overrun/Underrun Final Adjustment	\$ (60,546.48)
49 S-1	Additional Adjustments	\$ (2,734.50)
49 S-2	Additional Adjustments	\$ (2,477.81)
50	Extended Rental of RE Office	\$ 11,547.65
51	Apprentice Training	\$ 5,940.40
68	Increase of Bid Item No. 188	\$ 10,074.00
CCO TOTAL		\$ 1,731,956.59
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 2,206,154.20

I-10 Tippecanoe Avenue Phase II – Executed Change Orders		
Number	Description	Amount
1	Delete Paleontological Resources from Special Provisions	\$ 0.00
2	Revise Special Provisions Section "Work Around Parcel"	\$ 0.00
3	Maintain Traffic	\$ 50,000.00
4	Partnering	\$ 35,000.00
5	Dispute Review Board	\$ 15,000.00
7	Landscaping Repairs	\$ 2,300.00
8	Tree Removal	\$ 6,750.00
9	Strom Water Maintenance	\$ 19,400.00
10	Buried Man-made Objects	\$ 10,000.00
12	Placement of Suitable Embankment Material Westbound Off-ramp	\$ 60,000.00
14	Plans & Specs Clarification for Bakers Parking Lot	\$ 0.00
15	Casing for Sound Wall CIDH Pile	\$ 5,000.00

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16	Realignment of Drainage System No. 13	\$ 5,000.00
18	Modify Stage Construction (Adding 31 Agency Owned Float)	\$ 0.00
20	SCE Electrical Service Change	\$ 0.00
21	Apprentice Training Program	\$ 6,400.00
23	K-Rail & Crash Cushion	\$ 3,025.00
24	Temporary Pavement Repairs W/B On-Ramp	\$ 8,000.00
25	Maintain Existing and Temporary Electrical Systems	\$ 50,000.00
26	Remove Tree at Del Taco	\$ 5,000.00
29	Curb Wall and Hand Railing	\$ 57,973.30
31	Increase in Bid Item Costs	\$ 13,164.12
32	Repair Damage by Others	\$ 2,000.00
CCO TOTAL		\$ 354,012.42
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 1,583,771.87

Hunts Lane Grade Separation – Executed Change Orders		
Number	Description	Amount
1	Under-Sidewalk Drains and Drainage Call-Outs	\$ (1,100.00)
2	Install Temporary AC Sidewalk South of the RR Tracks	\$ 6,423.00
3	Maintain Existing Electrical	\$ 10,000.00
3 S-1	Maintain Existing Electrical	\$ 20,000.00
4	Man-Made Buried Objects	\$ 80,000.00
4 S-1	Man-Made Buried Objects	\$ 40,000.00
5	Extended Underground Utilities at Oliver Holmes	\$ 15,446.68
6	Maintain Traffic	\$ 20,000.00
6 S-1	Maintain Traffic	\$ 20,000.00
7	Partnering	\$ 5,000.00
8	Dispute Review Board	\$ 10,000.00
8 S-1	Additional Funds	\$ 995.72
9	Trainee	\$ 5,000.00
10	60" Casing Thickness Increase	\$ 16,438.80
11	Substitute Cast-in-Place with Precast Reinforced Concrete Box (RCB)	\$ 0.00
12	Retaining Wall No. 7 Alignment	\$ (2,535.00)
13	Temporary Business Signage	\$ 5,000.00
14	Pedestrian Sidewalk	\$ 10,000.00
14 S-1	Additional Funds	\$ 19,571.63
14 S-2	Additional Funds	\$ 3,455.35
15	MSE Wall Design Methodology	\$ 0.00
16	Additional AT&T Work	\$ 25,500.00
17	16" Waterline Tie-In	\$ 12,700.00
18	SCE Utility Work Deduction	\$ (59,415.80)
19	Drainage Ditch at Club Center Drive	\$ 10,975.00
19 S-1	Additional Funds	\$ 4,298.31
19 S-2	Bypass Channel around Utility Improvements	\$ 9,217.43
19 S-3	Additional Funds	\$ 882.13
19 S-4	Additional Funds	\$ 896.93
20	AT&T Shift for Jacking Pit	\$ 20,000.00
21	Combination of Stages	\$ 0.00
22	Temporary Sewer Tie-In	\$ 70,000.00

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22 S-1	Temporary Sewer Tie-In	\$ 40,000.00
23	Temporary Sewer Tie-In	\$ 37,000.00
23 S-1	Temporary Sewer Tie-In	\$ 50,000.00
24	Decatur Irrigation Rebuild	\$ 15,000.00
25	Striping Changes	\$ 0.00
26	Moving Jacking Pit	\$ 10,000.00
26 S-1	Moving Jacking Pit	\$ 30,000.00
27	Hunts Lane Drainage Change	\$ 18,462.00
28	Emergency Access Structure Waterproofing	\$ 7,000.00
29	CIDH Lap Splicing	\$ 5,216.10
30	Temporary Traffic Delineation Removal	\$ 2,365.00
31	Reimburse Pilot Bore	\$ 27,680.21
34	Additional Sewer Manhole	\$ 8,900.00
43	Plant Establishment Type Change	\$ 0.00
45	Additional Working Day's for Jack and Bore	\$ 0.00
45 S-1	Additional Working Day's	\$ 0.00
45 S-2	Additional Funds for SWPP & Field Office Rent	\$ 7,474.25
47	Additional Type CF Service Cabinet	\$ 3,520.00
48	Landscaping Reduction	\$ 6,526.20
49	Closure Panels at MSE Wall and Bridge	\$ 0.00
50	Shorter Street Light Under Edison Lines	\$ 3,299.25
51	Profile Bridge Deck	\$ 2,500.00
52	Deletion of Cross Gutter	\$ 0.00
53	Drain Inlet for Adjacent Properties	\$ 6,500.00
54	Additional Potholing of Edison Facilities	\$ 15,000.00
54 S-1	Decrease of Funds	\$ (7,862.82)
55	Additional Chain Link Fence and Gates	\$ 7,150.00
55 S-1	Additional Funds	\$ 19,580.00
55 S-2	Additional Funds	\$ 6,110.17
55 S-3	Additional Funds	\$ 266.81
56	Removal of At-Grade Crossing Equipment	\$ 20,000.00
56 S-1	Additional Funds	\$ 11,533.66
57	Bollards	\$ 10,000.00
58	Redwood Fence Topper on Masonry Wall	\$ 7,565.80
59	Pavement Markings and Crosswalk Deletion	\$ 3,418.80
61	Thief-Proof Access Panels on Light Standards	\$ 411.72
62	Additional Traffic Safety Items	\$ 10,000.00
62 S-1	Additional Funds	\$ 15,869.97
64	Irrigation System Increase due to Water Meter Locations	\$ 9,780.00
65	Decatur Center Landscaping Payment	\$ 4,002.90
66	Fencing Along UPRR Easement	\$ 7,320.00
69	Superior Truck Company Gate Payment	\$ 5,500.00
71	Settlement of NOPC No. 3	\$ 86,357.51
72	Colton Electric Facility Protection	\$ 3,000.00
74	Settlement of NOPC No. 5	\$ 8,692.46
75	Settlement of NOPC No. 6	\$ 32,929.10
76	Settlement of NOPC No. 7	\$40,145.13
77	Settlement of NOPC No. 4	\$ 0.00
78	Settlement of Deferred Time – 79 Additional Working Days	\$ 0.00

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79	Settlement of NOPC No. 11	\$ 9,474.52
80	Settlement of Exception to PFE (Service Splices)	\$ 6,725.00
81	Settlement of Exception to PFE (Additional Irrigation)	\$ 5,078.00
82	Re-grading Trench for 16" Water Line	\$ 6,104.48
83	Cement Slurry Red Dye	\$ 2,095.16
84	Additional Electrical Work	\$ 2,191.77
85	Fire Hydrant Relocation & Additional Sewer Manhole	\$ 25,000.00
86	Damage Repairs from Traveling Public	\$ 7,888.13
87	West Colony Community HOA Settlement	\$ 4,400.00
CCO TOTAL		\$ 1,045,921.46
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 1,833,947.00

I-10 Riverside Avenue Landscaping – Executed Change Orders		
Number	Description	Amount
1	Additional Roadway Work and Roadside Signs	\$ 26,569.83
1 S-1	Drainage for Nuisance Water on W/B Shoulder	\$ 30,873.47
1 S-2	Returning Unused Funds to Contingency	\$ (18,598.88)
2	Suspension of Work	\$ 0.00
3	Existing Irrigation System Deficiencies Corrections	\$ 5,000.00
3 S-1	Additional Funds	\$ 2,149.31
3 S-2	Returning Unused Funds to Contingency	\$ (128.86)
3 S-3	Additional Funds for Rock Blanket Repairs	\$ 398.33
4	Saw Cut Existing AC Pavement Edge	\$ 4,541.93
4 S-1	Returning Unused Funds to Contingency	\$ (2,270.96)
5	Agency Compensation for Costs and Expenses Incurred AWL Default	\$ (102,000.00)
6	Remove SWPPP Reporting and Inspection Requirements	\$ (653.20)
7	Remove/Replace Existing MBGR, Saw Cut Existing AC Pavement, and Install Vegetation Control	\$ 34,873.11
8	Re-Stripe Riverside Avenue	\$ 29,500.33
9	Delete Contract Item No. 52, 75mm Pressure Relief Valve	\$ (950.00)
10	Install Rigid PVC Risers	\$ 4,250.00
11	Dispose of Rock from Irrigation Trenching Operations	\$ 10,000.00
11 S-1	Returning Unused Funds to Contingency	\$ (7,718.45)
12	Reconstruction of AC Dike/Shoulder Eastbound	\$ 59,012.59
12 S-1	Additional Funds	\$ 6,105.00
13	17 WD Time Extension to Cover Project	\$ 5,000.00
13 S-1	Returning Unused Funds to Contingency	\$ (5,000.00)
14	Added Quantities of Bid Items	\$ 837.40
CCO TOTAL		\$ 81,790.95
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 204,850.00

I-10 Riverside Avenue Landscaping EEP – Executed Change Orders		
Number	Description	Amount
1	Project Deficiencies Repairs	\$ 2,500.00
CCO TOTAL		\$ 2,500.00
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 295,226.10

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Laurel Street Grade Separation – Executed Change Orders		
Number	Description	Amount
1	Maintain Roadway and Maintain Traffic	\$ 20,000.00
2	Removal and Disposal of Buried Man-Made Object	\$ 10,000.00
3	Revised City of Colton Electrical E-02	\$ 9,476.14
5	RJ&R and TCI Properties	\$ 47,966.00
6	Increase TWC Size of Vault	\$ 4,515.00
7	Compensate Contractor for Payment to AT&T Utility	\$ 109,740.02
7 S-1	Additional Funds	\$ 87,122.00
8	36" Casing – Waterline	\$ 86,535.00
9	Dispute Review Board	\$ 22,500.00
10	Different in Cost 750mm Wire in Lieu of 500mm	\$ 4,000.00
10 S-1	Additional Funds	\$ 4,000.00
10 S-2	Additional Funds	\$ 15,000.0
11	Increase Depth of Colton Vault	\$ 25,000.00
12	Remove Existing SCRRA Materials	\$ 10,000.00
13	Protecting and Repairing Underground Facilities	\$ 5,000.00
13 S-1	Additional Funds	\$ 5,000.00
17	BNSF Shoofly Drainage	\$ 28,228.00
19	Additional Fire Protection Measures	\$ 11,794.62
19 S-1	Additional Funds	\$ 105,100.00
19 S-2	Additional Funds	\$ 3,673.05
21	Miller's Honey Stairs, Ramps and Parking Lot Modifications	\$ 12,160.00
24	Irrigation Back-flow Substitution	\$ 0.00
30	Concrete in Lieu of AC on RJ&R Property	\$ 16,800.00
32	Differing Site Conditions – Piling	\$ 20,000.00
32 S-1	Additional Funds	\$ 90,000.00
32 S-2	Additional Funds	\$ 50,000.00
33	3' Wide Pavement Transition	\$ 10,800.00
33 S-1	Additional Funds	\$ 5,000.00
35	Revised Hot Mixed Asphalt Specifications	\$ 0.00
36	Crude Oil Price Index Fluctuation	\$ 40,000.00
37	AT&T Relocations Additional Work	\$ 7,000.00
38	Striping and Bumpers in TCI Back lot	\$ 7,470.00
39	Additional Remotes for TCI Automatic Gate	\$ 3,937.64
40	Mobilization Costs due to Relocation Delays of waterline and AT&T	\$ 28,000.00
41	Revisions to Specs for Double Swing Gate	\$ 0.00
42	Temporary AC and Re-mob for Miller's Honey Paving	\$ 8,090.00
43	SWRCB Annual Permit	\$ 1,483.90
44	Retaining Curb on TCI Property	\$ 5,000.00
45	Cost to meet Right of Way Obligations	\$ 20,000.00
45 S-1	Additional Funds	\$ 30,000.00
46	BNSF Signal Bridge	\$ 14,000.00
47	Bridge Access Casings	\$ 30,350.00
48	Additional Earthwork Mobilization for BNSF Work	\$ 25,000.00
50	10-inch Wall at Retaining Wall No. 2	\$ 50,000.00
51	Planter Walls at Adjacent Properties	\$ 16,000.00
52	Extend Bridge Concrete Barrier	\$ 4,000.00
53	Supports for Temporary BNSF Overhead Signal Cables	\$ 130,815.65

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Attachment: MVSS CCO Log (2259 : Construction Contract Change Orders MVSS1510)

CCO TOTAL	\$ 1,240,557.02
TOTAL CONTINGENCY AND SUPPLEMENTAL	\$ 2,754,187.72

SR-210 Segment 8 Landscaping EEP – Executed Change Orders		
Number	Description	Amount
1	Slope Erosion Control Measures	\$ 15,000.00
CCO TOTAL		\$ 15,000.00
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 199,918.60

SR-210 Segment 10 Landscaping – Executed Change Orders		
Number	Description	Amount
1	Revise Irrigation Controller Equipment	\$ 6,248.25
2	Increase Cost for Water Meter	\$ 14,832.70
3	Shared Water Pollution Control Costs	\$ 6,000.00
4	Install ICC Enclosure	\$ 2,500.00
5	Repair Existing Irrigation Facilities	\$ 3,000.00
6	Repair Slope Damage	\$ 35,000.00
6 S-1	Repair Slope Damage – Time Adjustment	\$ 0.00
7	Increase Water Rates	\$ 2,500.00
7 S-1	Increase Water Rates	\$ 1,948.78
8	Time Adjustment – Water Meter Repair by WVWD	\$ 0.00
9	Frost Damage	\$ 7,500.00
10	Wild Flower Seeding	\$ 13,107.58
11	Foliage Protector Removal	\$ 10,000.00
11 S-1	Foliage Protector Removal – Additional Funds	\$ 25,000.00
11 S-2	Foliage Protector Removal – Additional Funds	\$ 20,000.00
11 S-3	Foliage Protector Removal – Additional Funds	\$ 8,834.70
12	Final Item Adjustment	\$ 0.00
13	Detention Basin Clearing	\$ 3,658.41
CCO TOTAL		\$ 160,130.42
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 239,090.00

SR-210 Segment 11 Landscaping – Executed Change Orders		
Number	Description	Amount
2	Install Roadside Signs	\$ 1,955.96
3	Water Meter Fee Adjustment	\$ 41,729.38
3 S-1	Additional Funds	\$ 6,515.39
4	Locate Existing Crossovers	\$ 30,000.00
5	Install Irrigation Crossovers	\$ 40,000.00
5 S-1	Install Irrigation Crossovers	\$ 5,965.81
6	Traffic Control	\$ 5,000.00
6 S-1	Additional Funds	\$ 1,181.90
7	Install Wireless Communication	\$ 7,237.60
7 S-1	Additional Funds	\$ 5,342.31
7 S-2	Additional Funds	\$ 2,944.19
8	Repair Slipped Slope	\$ 64,844.08

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8 S-1	Addition of 10 Working Days to Contract Time	\$ 0.00
9	Remove Man-Made Objects	\$ 10,000.00
9 S-1	Additional Funds	\$ 3,829.89
10	Wildflower Seed Change	\$ 0.00
11	Rock Blanket and V-Ditch	\$ 80,000.00
12	Pothole Paving	\$ 33,378.72
13	Additional 1.5" Electrical Conduit	\$ 8,971.96
13 S-1	10% Markup on Subcontractor Electrical work	\$ 987.20
14	Shared Cost for Fiber Optic Repairs	\$ 950.00
15	Slope Paving Repairs	\$ 12,000.00
16	Bid Item Overrun/Underrun Final Adjustment	\$ 36,441.15
17	Replace Frost Damaged Plants	\$ 7,500.00
CCO TOTAL		\$ 406,775.54
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 445,031.83

SR-210 Segment 9 & 10 Landscaping EEP – Executed Change Orders		
Number	Description	Amount
1	Irrigation Controller Repair	\$ 616.43
2	Additional Irrigation Controller Repair	\$ 1,019.17
3	Repair Leaking Backflow and Meter	\$ 1,500.00
CCO TOTAL		\$ 3,135.60
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 295,226.10

I-215 Segment 1 & 2 Project – Executed Change Orders		
Number	Description	Amount
001	Traffic Control	\$ 100,000.00
001 – S1	Traffic Control – Additional Funds	\$ 100,000.00
001 – S2	Traffic Control – Additional Funds	\$ 150,000.00
001 – S3	Traffic Control – Additional Funds	\$ 100,000.00
001 – S4	Traffic Control – Additional Funds	\$ 125,000.00
001 – S5	Traffic Control – Additional Funds	\$ 250,000.00
001 – S6	Traffic Control – Additional Funds	\$ 205,000.00
001 – S7	Traffic Control – Additional Funds	\$ 7,610.13
001 – S8	Traffic Control – Additional Funds	\$ 15,313.38
001 – S9	Traffic Control – Additional Funds	\$ 3,750.07
002	Establish a Dispute Review Board	\$ 35,000.00
002 – S1	Establish a Dispute Review Board – Additional Funds	\$ 913.78
002 – S2	Establish a Dispute Review Board – Additional Funds	\$ 187.50
003	Establish a Partnering Training Workshop	\$ 50,000.00
004	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation	\$ 230,000.00
004 – S1	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation – Additional Funds	\$ 100,000.00
004 – S2	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation – Additional Funds	\$ 300,000.00
004 – S3	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation – Additional Funds	\$ 210,000.00
004 – S4	Hot Mix Asphalt Price Fluctuation Adjustment of Compensation –	\$ 50,000.00

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	Additional Funds	
005	Maintain Existing Electrical	\$ 50,000.00
005 – S1	Maintain Existing Electrical – Additional Funds	\$ 50,000.00
005 – S2	Maintain Existing Electrical – Additional Funds	\$ 75,000.00
005 – S3	Maintain Existing Electrical – Additional Funds	\$ 24,000.00
005 – S4	Maintain Existing Electrical – Additional Funds	\$ 95,000.00
005 – S5	Maintain Existing Electrical – Additional Funds	\$ 145,000.00
005 – S6	Maintain Existing Electrical – Time Deferment, 4 Days	\$ 0.00
006	Sound Wall Block Detail Revision	\$ 0.00
007	Architectural Treatment Test Panel Size Revision	\$ 0.00
008	Just-In-Time Training for PCC Pavement and Paving Techniques	\$ 6,000.00
009	SWPPP Maintenance	\$ 100,000.00
009 – S1	SWPPP Maintenance – Additional Funds	\$ 950,000.00
009 – S2	SWPPP Maintenance – Additional Funds	\$ 395,000.00
009 – S3	SWPPP Maintenance – Additional Funds	\$ 250,000.00
009 – S4	SWPPP Maintenance – Additional Funds	\$ 9,100.31
010	Utility Potholing	\$ 10,000.00
010 – S1	Utility Potholing – Additional Funds	\$ 10,000.00
010 – S2	Utility Potholing – Additional Funds	\$ 10,000.00
010 – S3	Utility Potholing – Additional Funds	\$ 10,000.00
010 – S4	Utility Potholing – Additional Funds	\$ 20,000.00
011	Buried Man-Made Object	\$ 20,000.00
011 – S1	Buried Man-Made Object – Additional Funds	\$ 30,000.00
011 – S2	Buried Man-Made Object – Additional Funds	\$ 50,000.00
011 – S3	Buried Man-Made Object – Additional Funds	\$ 50,000.00
011 – S4	Buried Man-Made Object – Additional Funds	\$ 49,000.00
011 – S5	Buried Man-Made Object – Additional Funds	\$ 50,000.00
011 – S6	Buried Man-Made Object – Additional Funds	\$ 95,000.00
011 – S7	Buried Man-Made Object – Time Deferment	\$ 0.00
011 – S8	Buried Man-Made Object – Additional Funds	\$ 2,594.59
012	Provide Access Control Fence	\$ 50,000.00
014	Optional Steel Pipe Pile Specification	\$ 0.00
015	Modify 13 th Street Off-Ramp	\$ 83,325.00
016	Change to Precast Girders at Redlands Loop	\$ 0.00
017	Temporary Fiber Optic	\$ 12,605.00
018	Repair Roadway	\$ 25,000.00
018 – S1	Repair Roadway – Additional Funds	\$ 25,000.00
018 – S2	Repair Roadway – Additional Funds	\$ 50,000.00
018 – S3	Repair Roadway – Additional Funds	\$ 50,000.00
018 – S4	Repair Roadway – Additional Funds	\$ 100,000.00
018 – S5	Repair Roadway – Additional Funds	\$ 125,000.00
018 – S6	Repair Roadway – Additional Funds	\$ 100,000.00
018 – S7	Repair Roadway – Additional Funds	\$ 59,608.04
018 – S8	Repair Roadway – Additional Funds	\$ 17,459.60
018 – S9	Repair Roadway – Additional Funds	\$ 0.00
018 – S10	Repair Roadway – Additional Funds	\$ 190.22
019	Change Sound Wall Pile Steel to No. 3 Rebar	\$ 0.00
020	Realign DS #6	\$ 2,398.00
021	Shear Ring Alternate Welding Method	\$ 0.00

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022	Temporary Chain Link Fence at Verizon Yard	\$ 9,500.00
023	Revise DS #20	\$ 9,239.00
024	Change Traffic Opening at 9 th Street	\$ 0.00
025	Revise RW 106W and DS #8, 13 and 100	\$ 15,390.02
026	1200mm Casing for 600mm Jack Pipe DS #8 and 14	\$ 0.00
027	Change Traffic Opening at Baseline Street Over Crossing	\$ 0.00
028	Rialto Top Deck Reinforcement	\$ 0.00
029	Tie-In DS #10-0 to Segment 3	\$ 80,000.00
029 – S1	Tie-In DS #10-0 to Segment 3 – Time Deferment Closure	\$ 0.00
029 – S2	Tie-In DS #10-0 to Segment 3 – Additional Funds	\$ 40,000.00
030	Modify Overhead Sign ‘H’ Values	\$ 13,258.64
030 – S1	Sign B New Foundation	\$ 51,297.29
031	Change Bearing Pad Thickness at 5 th / 215 Southbound on Ramp	\$ 0.00
032	Right-of-Way Delay DS #100 2 nd Street	\$ 10,000.00
033	Modify DS #101 and 102 West of 9 th Segment 2	\$ 63,758.60
033 –S1	Modify DS #101 and 102 West of 9 th Segment 2 – Additional Funds	\$ 35,000.00
033 – S2	Modify DS #101 and 102 West of 9 th Segment 2 – Additional Funds	\$ 52,501.94
033 – S3	Modify DS #101 and 102 West of 9 th Segment 2 – Additional Funds	\$ 25,000.00
033 – S4	Modify DS #101 and 102 West of 9 th Segment 2 – Additional Funds	\$ 30,000.00
034	Modify DS #19 Segment 2	\$ 60,000.00
034 – S1	Modify DS #17 and #19 Segment 2	\$ 51,453.50
034 – S2	Modify DS #17 and #19 Segment 2 – Additional Funds	\$ 95,000.00
034 – S3	Modify DS #17 and #19 Segment 2 – Additional Funds	\$ 16,007.92
034 – S4	Modify DS #17 and #19 – Time Deferment	\$ 0.00
035	Change incandescent ‘Meter On’ Sign	\$ 2,547.55
036	Strengthen Outside Shoulder	\$ 29,789.00
037	Protect Arco Station Sign and Greenbelt	\$ 10,000.00
039	Credit for Traffic Screen	\$ (35,715.00)
040	Inlet Guards	\$ 12,455.00
041	Relocate Fiber Optic Conduit at Redlands Loop	\$ 0.00
042	Southbound I-215 Detour North of 16 th Street	\$ 152,770.00
042 – S1	Southbound I-215 Detour North of 16 th Street – Additional Funds	\$ 50,000.00
042 – S2	Southbound I-215 Detour North of 16 th Street – Additional Funds	\$ 27,000.00
042 – S3	Southbound I-215 Detour North of 16 th Street – Time Deferment	\$ 0.00
043	Revise Retaining Wall 242B, Add 242C	\$ 112,324.75
044	Third Street Train Mural	\$ 4,925.49
045	Right-of-Way Delay for DS #100 at 3 rd Street Power Pole	\$ 4,182.99
047	Baseline Abutment 1 Right-of-Way Delays Due to BNSF Cables	\$ 55,000.00
047 – S1	Baseline Mitigation of Critical Path Delay	\$ 60,000.00
048	Revise Structural Section 8 and 13	\$ 19,470.00
049	Frame Roadside Signs	\$ 3,066.90
049 – S1	Additional Framed Signs	\$ 1,482.69
050	Change the Sta. for Abutment 1 and 7 16 th Street	\$ 0.00
051	TCE at ARCO Station at Baseline and H Street	\$ 0.00
052	Changes to Special Provisions for CIDH Payment Clause	\$ 0.00
053	Service Conduits for SCE Service Connections	\$ 23,218.32
054	Revise Vertical Drop Connection	\$ 0.00
055	Clean Out Storm Drain at 9 th Street	\$ 4,200.00
056	Revise DS #4, 6 and 84	\$ 5,841.20

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057	Graffiti Removal	\$ 20,000.00
057 – S1	Graffiti Removal – Additional Funds	\$ 50,000.00
057 – S2	Graffiti Removal – Additional Funds	\$ 25,000.00
057 – S3	Graffiti Removal – Additional Funds	\$ 75,000.00
058	Salvage Vehicle Detection System	\$ 15,000.00
059	Reduce ADL Quality Bid Item 70 and 71	\$ 0.00
060	3 rd Street Bridge Temporary Retaining Wall Structure Backfill	\$ 25,000.00
061	Additional Drainage Inlet at 3 rd Street	\$ 8,500.00
062	New SWPPP Permit Requirements	\$ 160,665.00
062 – S1	New NPDES Permit – Order No. 2009-0009-DWG	\$ 574,911.32
062 – S2	New NPDES Permit – Order No. 2009-0009-DWG	\$ 55,024.95
062 – S3	New NPDES Permit – Order No. 2009-0009-DWQ – Additional Funds	\$ 113,909.31
062 – S4	New NPDES Permit – Order No. 2009-0009-DWQ – Additional Funds	\$ 332,960.00
063	Additional Bracing for Falsework Bent 2-5 at Baseline Street OC/OH	\$ 15,000.00
064	Right-of-Way Obligations	\$ 25,000.00
064 – S1	Right-of-Way Obligations – Additional Funds	\$ 25,000.00
064 – S2	Right-of-Way Obligations – Additional Funds	\$ 49,000.00
064 – S3	Right-of-Way Obligations – Additional Funds	\$ 86,000.00
064 – S4	Right-of-Way Obligations – Additional Funds	\$ 150,000.00
064 – S5	Right-of-Way Obligations – Additional Funds	\$ 150,000.00
064 – S6	Right-of-Way Obligations – Additional Funds	\$ 90,000.00
064 – S7	Right-of-Way Obligations – Additional Funds	\$ 27,650.95
064 – S8	Right-of-Way Obligations – Additional Funds	\$ 976.41
065	Remove Existing Storm Drain 62A	\$ 6,500.00
066	Repair Deck Opening and Joint on Redlands Loop and Rialto Bridges	\$ 90,105.80
067	5 th Street Southbound Off-Ramp Acceleration	\$ 50,000.00
068	Modify Drainage Systems	\$ 100,000.00
068 – S1	Modify Drainage Systems – Additional Funds	\$ 90,000.00
068 – S2	Modify Drainage Systems – Additional Funds	\$ 85,000.00
068 – S3	Modify Drainage Systems – Additional Funds	\$ 250,000.00
064 – S4	Modify Drainage Systems – Additional Funds	\$ 120,000.00
068 – S5	Modify Drainage Systems – Additional Funds	\$ 60,000.00
068 – S6	Modify Drainage Systems – Additional Funds	\$ 75,000.00
068 – S7	Modify Drainage Systems – Time Deferment	\$ 0.00
069	Stage Construction 4 th Through 6 th	\$ 95,000.00
069 – S1	Stage Construction 4 th Through 6 th – Additional Funds	\$ 50,000.00
069 – S2	Stage Construction 4 th Through 6 th – Additional Funds	\$ 40,625.22
069 – S3	Stage Construction 4 th Through 6 th – Time Deferment	\$ 0.00
070	Temporary Paving Under 259	\$ 145,927.00
071	Repair Fiber Optic Cable at 3 rd Street	\$ 22,000.00
072	Move Gore North for 215/259	\$ 40,000.00
073	Alignment and Temporary Paving Change Sta. 118 to Sta. 121 Median	\$ 0.00
074	Move SCE Connection at 5 th Street	\$ 30,394.56
075	Modify DS #115 at 16 th Street and H Street	\$ 11,530.90
076	Delete Shiner on Retaining Walls, Segment 1	\$ 0.00
077	Modify Drainage Systems G1 to G2 Types	\$ 38,334.30
078	Settlement of NOPC No. 1 – Pump House at 6 th Street	\$ 18,890.32
079	Revised Staging Northbound 2 nd Street Off-Ramp – 2 nd Lane Addition	\$ 25,000.00
079 – S1	Revised Staging Northbound 2 nd Street Off-Ramp	\$ 3,059.13

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080	Delete Electrical and Cable Conduit Blockout and Casings at 9 th Street Bridge	\$ 2,000.00
081	Increase Quantities for Bid Item #202 – Welded Steel Pipe Casing (Bridge)	\$ 39,480.00
083	Revised SCE Connection Points	\$ 5,358.47
083 – S1	Revised SCE Connection Points – Addition of Trenton Street	\$ 10,646.65
084	Restage North End of Project and Temporary Southbound 3 rd Street Off-Ramp	\$ 1,630,850.00
084 – S1	Restage North End of Project and Temporary Southbound 3 rd Street Off-Ramp – Additional Funds	\$ 75,000.00
084 – S2	Additional Funds for the BAS Rental Property	\$ 1,343.54
085	Revise DS #38 Callouts	\$ 0.00
086	Chain Link Railing Fabric Color Change	\$ 64,003.59
087	Sidewalk Joint Armor at 9 th Street and Baseline Street OC/OH	\$ 25,000.00
088	Remove Contaminated Material at RW136	\$ 50,000.00
089	CIDH Pile Changes S259/S215 Connector	\$ 75,212.00
090	Electrical Change 2 nd and I Street and 9 th and H Street	\$ 9,499.00
091	Southbound Transition Segment 5 into Segment 2	\$ 75,000.00
091 – S1	Southbound Transition Segment 5 into Segment 2 – Additional Funds	\$ 60,000.00
092	Premium Time for Baseline and H Street Intersection	\$ 25,000.00
092 – S1	Additional Funds	\$ 1,306.16
093	Relocate Signal at South East Corner of 2 nd Street and Southbound On-Ramp	\$ 18,350.00
094	Settlement of NOPC No. 3 – Temporary Power Poles (2 nd and 3 rd Street)	\$ 34,345.28
095	Revised Deck Contours for 5 th Street to S215 On-Ramp	\$ 0.00
096	Northbound Transition Segment 2 into Segment 5	\$ 80,145.00
097	Modify Bioswale No. 3, Segment 2	\$ 14,732.00
098	Eliminate BI #184 Prepare and Paint Concrete Median Barrier Surfaces	\$ (65,590.00)
099	DS #100 Verizon Utility Conflict	\$ 24,000.00
099 – S1	DS #100 Verizon Utility Conflict – Additional Funds	\$ 86,394.57
100	Expansion Deflection Couplers at Baseline	\$ 2,415.35
101	Remove PCCP at South End of Project	\$ 85,000.00
102	Eliminate Bid Item No. 143 – Anti-Graffiti Coating	\$ (262,800.00)
103	Traffic Signal Modification at 5 th Street Ramps	\$ 9,375.31
104	Add CTPB Under Approach Slab Type R at Redlands Loop Widen and Rialto Avenue Widen	\$ 88,330.56
104 – S1	Revised Layout for Type R Approach Slab at Redlands Loop	\$ 0.00
105	Changes to Moment Barrier Slab Wall 117W	\$ 77,228.78
106	Revised Pile Layout Abut 1 Baseline Stage 2	\$ 80,476.19
107	Sound Wall No. 1 Extension	\$ 144,330.00
107 – S1	Settlement of NOPC NO. 18 – Addition of Sound Wall No. 122	\$ 50,000.00
108	Underdrain at Wall 116W	\$ 40,540.00
109	Move SE-22 Crossing North for 5 th Street Southbound Off-Ramp	\$ 9,438.14
109 – S1	Power for Service SE-19 for Luminaires 32, 34, 35	\$ 15,346.41
110	Column Casing Specification Changes	\$ 0.00
111	Contour Grading at 5 th Street and BNSF Rail Road	\$ 30,000.00
111 – S1	Contour Grading at 5 th Street and BNSF Rail Road – Additional Funds	\$ 20,000.00
111 – S2	Regrade and Concrete Line Earthen Ditches on the West Side of BNSF Right-of-Way	\$ 40,000.00

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111 – S3	Regrade and Concrete Line Earthen Ditches on the West Side of BNSF Right-of-Way – Time Deferment	\$ 0.00
112	Install Type ‘D’ Bike Loops	\$ 16,925.08
113	Transition Barrier Between 5 th Street and S215/5 th Street Off-Ramp to Match Existing Bridge	\$ 10,000.00
113 – S1	Retaining Wall 128 Transition Barrier Type 732A	\$ 10,000.00
114	Southbound Baseline On and Off-Ramp Isolation Casing Revisions	\$ 18,848.42
115	Alternative Anchorage Bridge Mounted Signs	\$ 0.00
116	Intentionally Roughening the Bridge Stems	\$ 0.00
117	Modify the 732 Concrete Barriers at DS #8 and 11 Inlets	\$ 5,000.00
117 – S1	Modify the 732 Concrete Barriers at DS #8 and 11 Inlets – Additional Funds	\$ 5,000.00
117 – S2	Modify the 732 Concrete Barriers at DS #8 and 11 Inlets – Additional Funds	\$ 10,000.00
118	Soffit Lighting Layout Changes at 2 nd and 3 rd Street Bridges	\$ 7,916.33
119	Change to Deck Drain Layout at 5 th Street to S215 On-Ramp	\$ 15,000.00
120	Modify and Upgrade Communications Systems	\$ 64,836.00
121	Pull Box Anti-Theft Installation	\$ 40,000.00
121 – S1	Pull Box Anti-Theft Installation – Additional Funds for Caltrans Pull Boxes	\$ 95,000.00
121 – S2	Utility Markers and Installation for Caltrans Pull Boxes – Additional Funds	\$ 10,000.00
121 – S3	Utility Markers and Installation for Caltrans Pull Boxes – Additional Funds	\$ 50,000.00
121 – S4	Utility Markers and Installation for Caltrans Pull Boxes – Additional Funds	\$ 100,000.00
121 – S5	Utility Markers and Installation for Caltrans Pull Boxes – Additional Funds	\$ 22,324.69
121 – S6	Utility Markers and Installation for Caltrans Pull Boxes – Additional Funds	\$ 1,152.98
122	Settlement of NOPC No. 8 – Storm Drain Repair	\$ 120,000.00
123	Relocate SE-09, Add PPB, Revise Highland Ramp Lighting Connection	\$ 27,863.48
124	Temporary Paving for Northbound 2 nd Street Off-Ramp	\$ 30,000.00
124 – S1	Temporary Paving for Northbound 2 nd Street Off-Ramp – Additional Funds	\$ 15,000.00
125	Clearing and Grubbing Not Shown on Plans	\$ 40,000.00
126	Baseline Street Lighting	\$ 766.32
127	Replace Damaged Existing PCCP Slabs	\$ 80,000.00
127 – S1	Replace Damaged Existing PCCP Slabs – Additional Funds	\$ 40,000.00
127 – S2	Replace Damaged Existing PCCP Slabs – Time Deferment	\$ 0.00
128	Drainage at Retaining Wall 242A	\$ 69,122.75
128 – S1	Drainage at Retaining Wall 242A	\$ 16,129.25
129	Polyester Concrete Overlay at Rialto Avenue Bridge	\$ 194,000.45
129 – S1	Polyester Concrete Overlay at Rialto Avenue Bridge – Additional Funds	\$ 63,250.00
129 – S2	Polyester Concrete Overlay at Rialto Avenue Bridge – Time Deferment	\$ 0.00
130	Slope Paving at 16 th Street	\$ 17,118.80
130 – S1	Settlement of NOPC No. 29 – Barrier at Trenton	\$ 9,000.00
131	Settlement of NOPC No. 7 – Settlement Embankment	PENDING
132	Settlement of NOPC No. 9 – Importing of K-Rail Compensation Denied	\$ 24,000.00

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133	Settlement of NOPC No. 14 – Rejection of Additional Costs Due to Redesign of RW242B	\$ 125,000.00
134	Stage 2B Phase 2 Northbound Transition	\$ 106,387.57
134 – S1	Stage 2B Phase 2 Northbound Transition – Additional Funds	\$ 18,968.36
135	City Work at Baseline Street	\$ 25,000.00
136	Adjustment of Temporary Construction Entrances	\$ 106,000.00
136 – S1	Adjustment of Temporary Construction Entrances – Additional Funds	\$ 77,000.00
136 – S2	Adjustment of Temporary Construction Entrances – Additional Funds	\$ 42,000.00
137	Ramp Metering System Loop Detection Changes	\$ 19,325.87
138	Pillow Wall Removal at Baseline	\$ 18,180.00
139	Drainage Changes as DS #72, Add DS #151 at SR259, Segment 2	\$ 44,353.00
140	Concrete Rubble at RW137 – Settlement of NOPC No. 13	\$ 31,921.00
141	Temporary Bracing for 3 rd Street Over Crossing	\$ 10,000.00
142	Sound Wall No. 126C Barrier Texture	\$ 4,492.00
142 S-1	Add Texture to Concrete Barrier Type 736S at SW126A	\$ 11,823.00
143	Temporary Concrete Barrier at 2 nd Street	\$ 68,000.00
144	Settlement of NOPC No. 16-P30 End Anchors and Transition Slabs	\$ 65,247.50
145	Sound Wall No. 126C Alignment Change	\$ 20,000.00
146	Settlement of NOPC No. 10 – Baseline Street	\$ 137,000.00
147	Removal of Underground Storage Tank at RW109E	\$ 30,000.00
148	Northbound Transition Stage 3B on ‘P’ Line	\$ 89,013.99
148 – S1	Northbound Transition Stage 3B on ‘P’ Line – Adjustment of Compensation	\$ 2,192.49
149	BI #16 Construction Area Signs	\$ (33,120.00)
150	Roadside Signs	\$ 74,290.00
150 – S1	Roadside Signs – Time Deferred	\$ 0.00
151	Temporary Sign Panel Overlay NB BMS 9 th and Baseline	\$ 13,200.00
152	Removal of Asbestos Pipe – Baseline Street to SB215 On-Ramp	\$ 15,000.00
153	Revisions to Bridge Mounted Signs at 9 th and Baseline Street	\$ 228,957.75
154	Revisions to ‘SFR’ and 3 rd Street	\$ 24,330.00
154 – S1	Modify Signalization of ‘SFR’ and 3 rd Street	\$ 5,291.84
155	Replace ‘REACT’ Crash Cushion with Concrete Barrier at ‘5SE’	\$ 172,473.82
156	Install Chain Link Fence on Sound Wall at 9 th Street	\$ 9,250.00
157	16 th Street Bent Cap Reinforcement PT Conflict	\$ 21,066.00
157 – S1	16 th Street Bent Cap Steel, Bents 2, 3, 4 and 5	\$ 30,000.00
158	Drainage Modifications at ‘5SE’ Line	\$ 99,000.00
158 – S1	“5SE” Gore Modification	\$ 20,000.00
158 – S2	“5SE” Gore Modification – Additional Funds	\$ 30,000.00
158 – S3	“5SE” Gore Modification – Time Deferment	\$ 0.00
158 – S4	“5SE” Gore Modification – Additional Funds	\$ 9,629.13
158 – S5	“5SE” Gore Modification – Additional Funds	\$ 4,599.32
159	Modify DS #8(qq) Inlet	\$ 5,461.40
160	Modify Barrier at Retaining Wall 108E	\$ 20,000.00
161	Irrigation Crossover at Northbound Highland Avenue Off-Ramp	\$ 24,000.00
161 – S1	Irrigation Crossover at Northbound Highland Avenue Off-Ramp – Additional Funds	\$ 174.27
162	Eliminate Jacking for 2 nd Street UC and 3 rd Street UC for Stage 3B	\$ (10,000.00)
163	City Water Meter Change and Adjustment of Compensation	\$ (145,985.05)
163 – S1	Cost Adjustment to 40mm Water Meters	\$ 7,890.00

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Attachment: MVSS CCO Log (2259 : Construction Contract Change Orders MVSS1510)

163 – S2	Delete Two Water Meters and BPA	\$ (23,072.29)
164	Modify DS #71(a)	\$ 2,775.15
165	Modify DS #103	\$ 13,203.00
166	Settlement of NOPC NO. 17 – Overhead Power Lines	\$ 63,000.00
167	Settlement of NOPC NO. 21 – Pinning of K-Rails	\$ 30,000.00
168	Inefficiencies Due to OH Power Lines at Southbound Baseline On-Ramp	\$ 10,000.00
169	Delete Bid Item 183 – Clean and Paint Structural Steel	\$ (12,000.00)
170	Export Soil with Rubble to 13 th Street and H Street Site	\$ 45,000.00
170 – S1	Export Soil from Old 13 th Street Ramp Off Site	\$ 60,000.00
170 – S2	Additional Funds	\$ 115,965.86
171	Revise 3 rd Street Abutment 2 Footing	\$ 10,118.00
171 – S1	Revise 3 rd Street Abutment 2 Footing – Time Deferment Closure	\$ 0.00
172	Settlement of NOPC No. 23 – Differing Site Conditions at Redlands Loop	\$ 15,531.00
173	Additional Soffit Lighting at 2 nd Street Bridge	\$ 11,519.59
173 – S1	Additional Soffit Lighting at 2 nd Street Bridge – Time Deferment	\$ 0.00
174	Settlement of NOPC NO. 22 – Temporary Lighting	\$ 20,000.00
175	Hubbard State Right-of-Way Adjustment	\$ 10,008.00
175 – S1	Concrete Barrier Right of ‘P’ Line	\$ 75,000.00
175 – S2	Time Deferment – 3 Days	\$ 0.00
175 – S3	Hubbard State Right-of-Way Adjustment – Time Deferment	\$ 0.00
175 – S4	Concrete Barrier Right of ‘P’ Line – Additional Funds	\$ 2,219.07
176	Delete Type 60G Barrier in Segment 1	\$ (7,000.00)
176 – S1	Delete Type 60G Barrier in Segment 1 – Time Deferment	\$ 0.00
177	Paint Sound Wall Cover Plates After Galvanizing	\$ 2,672.13
177 – S1	Paint Sound Wall Cover Plates After Galvanizing – Time Deferment	\$ 0.00
178	Railing at ‘P’ Line and ‘R’ Line	\$ 35,660.00
178 – S1	Railing at ‘P’ Line and ‘R’ Line – Additional Funds	\$ 3,483.84
178 – S2	Railing at ‘P’ Line and ‘R’ Line – Time Deferment	\$ 0.00
179	Strengthen Concrete Barrier Rail on ‘3NO’ Line	\$ 18,698.00
179 – S1	Strengthen Concrete Barrier Rail on ‘3NO’ Line – Time Deferment	\$ 0.00
180	Drainage Improvements at 3 rd Street and ‘3SE’ Line	\$ 15,000.00
180 – S1	Drainage Improvements at 3 rd Street and ‘3SE’ Line – Additional Funds	\$ 10,000.00
180 – S2	Drainage Improvements at 3 rd Street and ‘3SE’ Line – Time Deferment	\$ 0.00
181	New Sign Panels on Existing Sign Structures at 5 th Street OC	\$ 15,000.00
181 – S1	New Sign Panels on Existing Sign Structures at 5 th Street OC – Time Deferment	\$ 0.00
182	Additional 60E Median Concrete Barrier	\$ 11,808.00
182 – S1	Additional 60E Median Concrete Barrier – Time Deferment	\$ 0.00
183	Location Change for Sign ‘H’ Segment 1	\$ 0.00
184	Sound Wall 134 Alignment Change	\$ (16,635.60)
185	Settlement of NOPC No. 12 – Track Monitoring at RW137	\$ 91,041.00
186	Payment for Barrier Mounted Signs	\$ 149,903.59
186 – S1	Payment for Barrier Mounted Signs – Time Deferment	\$ 0.00
187	Adjust Overhead Sign ‘Q’ at Baseline	\$ 45,000.00
187 – S1	Adjust Overhead Sign ‘Q’ at Baseline – Time Deferment	\$ 0.00
188	Block Out Around MBGR Posts Per New Standard	\$ 30,000.00
188 – S1	Block Out Around MBGR Posts Per New Standard – Additional Funds	\$ 70,000.00
188 – S2	Block Out Around MBGR Posts Per New Standard – Time Deferment	\$ 0.00
189	SR259 Median Removal and Tie-In	\$ 45,000.00

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189 – S1	SR259 Median Removal and Tie-In – Additional Funds	\$ 14,333.28
189 – S2	SR259 Median Removal and Tie-In – Time Deferment	\$ 0.00
189 – S3	SR259 Median Removal and Tie-In – Additional Funds	\$ 10,293.26
190	Decrease Bid Item No. 110 – Grind Existing Concrete Pavement	\$ (78,867.60)
191	Seal Joints in Existing Concrete Pavement	\$ 30,000.00
191 – S1	Seal Joints in Existing Concrete Pavement – Time Deferment	\$ 0.00
192	Additional Drainage Swale Along BNSF Right-of-Way	\$ 113,234.71
192 – S1	Additional Drainage Swale Along BNSF Right-of-Way – Time Deferment	\$ 0.00
193	Payment for Fence, Barrier Surface, Sound Wall Mounted Signs	\$ 34,339.00
193 – S1	Payment for Laminated Box Beam Sign 2-20-5 and 6	\$ 28,489.18
193 – S2	Payment for Laminated Box Beam Sign 2-20-5 and 6 – Time Deferment	\$ 0.00
194	Modifications to Existing Electrical Systems due to Contract Work	PENDING
195	Add Drainage Inlet Type G-2 at Sta. 133+45	\$ 15,000.00
195 – S1	Add Drainage Inlet Type G-2 at Sta. 133+45 – Time Deferment	\$ 0.00
196	Spandrel, Curb and Gutter North Side of 9 th and J Street	\$ 15,000.00
196 – S1	Spandrel, Curb and Gutter North Side of 9 th and J Street – Time Deferment	\$ 0.00
196 – S2	Spandrel, Curb and Gutter North Side of 9 th and J Street – Additional Funds	\$ 6,158.27
197	ADA Requirements for Curb Ramps	\$ 30,000.00
197 – S1	ADA Requirements for Curb Ramps – Time Deferment	\$ 0.00
198	Delete Slope Paving at 16 th Street Bridge, Abut 7	\$ (26,152.50)
199	SR259 Cross Sections	\$ 75,000.00
199 – S1	SR259 Cross Sections – Time Deferment, 114 Days	\$ 0.00
199 – S2	Additional Funds	\$ 56,141.50
200	Adjust Bid Item No. 49 – Adjust Water Values to Grade	\$ (3,850.11)
201	Adjust Final Pay Items Nos. 137 and 216	\$ 20,506.90
202	Adjust Bid Item No. 53 – Remove Concrete Barrie (Type K)	\$ 267.75
202 – S1	Additional Funds	\$ 401.46
203	Adjust Bid Item No. 9 – Temporary Concrete Washout	\$ 12,815.50
204	Adjust Bid Item No. 50 – Adjust Sewer Manhole	\$ 3,205.03
205	Adjust Bid Item No. 246 – Concrete Barrier (Type 60E)	\$ 32,011.20
206	HMA QC/QA Incentive Adjustment	\$ 135,114.79
207	Increase Bid Item No. 8 – Temporary Gravel Bag Berm	\$ 34,065.60
208	Adjust Bid Item No. 46 – Remove Base and Surfacing	\$ (85,031.34)
209	Increase Bid Item No. 2 – Temporary Fence	\$ 8,403.75
210	Increase Bid Item No. 27 – Remove Chain Link Fence	\$ 33,914.64
211	Decrease Bid Item Nos. 28, 191 and 252(F)	\$ (9,097.00)
212	Mulch Remedy	\$ 10,000.00
212 – S1	Mulch Remedy – Time Deferment, 4 Days	\$ 0.00
213	Increase Bid Item No. 254 and 255	\$ 119,505.75
214	Increase Bid Item No. 236; Decrease Bid Item No. 237	\$ 10,400.00
215	Adjust Bid Item No. 99 – Aggregate Base (Approach Slab)	\$ 4,701.38
216	Adjust Bid Item No. 109 – Seal Longitudinal Isolation Joint	\$ (48.91)
217	Adjust Bid Item No. 19 – Type III Barricade	\$ (466.40)
217 – S1		\$ 466.40
218	Adjust Bid Item No. 182 – Install Sign (Strap and Saddle Bracket Meth.)	\$ (80,296.64)
219	Adjust Bid Item No. 52 – Remove Concrete (Sidewalk and Cross Gutter)	\$ 19,220.68
223	NOPC No. 19 Settlement	\$ 175,000.00
CCO TOTAL		\$ 17,421,489.27

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TOTAL CONTINGENCY AND SUPPLEMENTAL	\$ 18,871,980.00
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I-15 Baseline Interchange – Executed Change Orders		
Number	Description	Amount
1	Maintain Traffic	\$ 50,000.00
1 S-1	Provide for Contractors Signature	\$ 0.00
2	Partnering	\$ 22,000.00
3	Dispute Review Board	\$ 15,000.00
4	Maintain and Repair Existing/Temporary Electrical	\$ 10,000.00
4 S-1	Provide for Contractors Signature	\$ 0.00
6	Repairs to Existing Irrigation System	\$ 26,247.00
7	Storm Water Pollution Prevention – Cost Sharing	\$ 50,000.00
8	Existing Landscaping & Irrigation Changes	\$ 10,000.00
10	Shotcrete Strength Change	\$ 0.00
11	Concrete Slurry behind Anchor Wall No. 2	\$ 12,000.00
12	Fire Plan	\$ 27,693.00
13	Apprentice Training	\$ 16,800.00
14	Buried Man-made Objects	\$ 15,000.00
15	Replace Bid Item 69 with Geocomposite Drain	\$ 0.00
16	Additional K-rail and Crash Cushion Array	\$ 17,970.00
18	RE Office; Additional Furniture & High-speed Internet	\$ 5,000.00
19	Revisions to CMP Schedule for Re-sequencing	\$ 0.00
21	Relocate 12" CVWD Line	\$ 32,200.00
23	Welded Steel Pipe Wall Thickness	\$ 16,808.60
CCO TOTAL		\$ 326,718.60
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$ 2,235,012.00

Attachment: MVSS CCO Log (2259 : Construction Contract Change Orders MVSS1510)

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 Amounts shown in parentheses represent a credit to the Agency

Minute Action

AGENDA ITEM: 3

Date: *October 15, 2015*

Subject:

Update on the Top 10 Interchange Program Projects

Recommendation:

Receive an update on the Top 10 Projects that are included in the Measure I Valley Freeway Interchange Program.

Background:

In 2013 the SANBAG Board of Directors provided direction to staff to begin the delivery of the Top 10 Interchanges included in the Measure I Valley Freeway Interchange Program. Presently two projects are in the concept phase, four are in the planning phase, two are in the environmental phase, one is in Design and Right of Way phase, and one is in construction. Those projects are listed below with an update of each project following.

1. Interstate 10/Cedar
2. State Route 210/Baseline
3. State Route 60/Central
4. Interstate 10/University
5. Interstate 215/University
6. Interstate 10/Alabama
7. Interstate 15/Baseline
8. Interstate 10/Mount Vernon
9. State Route 60/Archibald
10. Interstate 10/Monte Vista

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
1. I-10/Cedar	County of San Bernardino	Design and Right of Way	\$71,859M

The County is leading the project and completed the environmental phase in July 2013. Under a cooperative agreement with the County, Caltrans will perform design activities and railroad coordination. The County will perform right of way activities pertaining to property acquisition and utility coordination and relocation. The county has fully funded the environmental, design, and right of way phases with local (\$13.4M) and Surface Transportation Program (federal) funds (\$4M). During the construction phase Measure I will contribute such that the County's advancement is offset and the Nexus Study proportions are met. Recent cost estimates of the selected alternative exceed the Ten Year Delivery value (\$71.9M) by over \$20M. SANBAG and the County are reviewing the current design relative to the past traffic analysis and a current traffic analysis to verify whether the project concept can be constructed within the original Ten Year Delivery value. It is anticipated that this evaluation will permit the project to move forward

Entity: CTA, CTC

Board of Directors Metro Valley Study Session Agenda Item

October 15, 2015

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without necessitating additional funding. This project is scheduled to begin construction in March 2019.

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
2. SR 210/Baseline	City of Highland	Environmental	\$20M

The City of Highland has requested that SANBAG lead the management of all phases of the project. Both a Memorandum of Understanding (MOU) and a cooperative agreement are in place for a concept agreed upon by both parties. In an effort to capture efficiencies, this project is under development in tandem with the freeway project entitled State Route 210 Lane Addition Project because it lies within the freeway project footprint and shares the same schedule. The environmental phase is to conclude June 2016 and preparation for procurement of design services is underway. SANBAG and the City staff are presently updating the project cost, and developing both a loan agreement and a cooperative agreement for the design phase. In addition, a cooperative agreement with Caltrans to combine both the interchange and the freeway project for the design and right of way phases is under review.

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
3. SR 60/Central	City of Chino	Planning	\$19.6M

The City of Chino requested that SANBAG manage all phases of the project. Together the City and SANBAG staff developed a concept for the interchange. An MOU and cooperative agreement are executed between the City and SANBAG. Procurement is completed for the planning, environmental, and design services contract and a kick off meeting was held by the project development team. Because a single build alternative is under study, risk design is incorporated to optimize the project schedule and save four months in the environmental phase. The planning phase is expected to be completed March 2016.

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
4. I-10/University	City of Redlands	Planning	\$5.2M

The City of Redlands requested that SANBAG serve as the lead for all phases of this project. An MOU, cooperative agreement, and loan agreement are in place for the concept developed by both parties. Due to the size and cost of the project and the fact that it has a single build alternative with little or no right of way requirements, this project was approved by Caltrans as a Streamline Oversight Project. As part of this process no planning document or cooperative agreements with Caltrans are required. In addition, the design phase activities can overlap with the environmental phase. The project will complete the planning phase in Spring 2016.

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
5. I- 215/University	City of San Bernardino	Planning	\$4.7M

The City of San Bernardino is leading the Planning effort and will have the Project Study Report completed in February 2016. Until recently the alternatives under study were costly and un-fundable for the City. SANBAG analyzed a Divergent Diamond Interchange (DDI) and found that this alternative produces an increased level of service and reduces congestion at a substantially lower cost. A DDI uses traffic striping changes to move traffic through an intersection from one side of the street to the other as it crosses from one side of the intersection to the other side. The result is that through and free right hand turns move concurrently and as traffic crosses to the other side of the road free left turning and through traffic move

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simultaneously. The signalization controls traffic so that only one direction moves. This allows for the local street to operate efficiently. The City has asked SANBAG to take the lead on the future phases of the project so an MOU, a Cooperative Agreement, and procurement documents will be presented for consideration before the Metro Valley Study Session and the Board.

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
6. I-10/Alabama	County of San Bernardino	Concept	\$11M

Previous discussions with the County and the minor local agency, the City of Redlands, concerned a \$40M interchange concept. Because neither the City nor County could afford these improvements further analysis was performed yielding an \$11M concept. Presently both agencies are in agreement at staff level and further discussion is occurring within each agency. The next step would be the execution of a Development Agreement between the City and County to fund the project and to change lead agency roles since the project location is entirely with the City of Redlands jurisdiction. Once the City of Redlands becomes the lead local agency it is anticipated that the City will request that SANBAG manage all phases of the project. Thereafter an MOU, agreement, and a request to begin procurement activities will come before the Metro Valley Study Session for consideration.

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
7. I-15/Baseline	City of Rancho Cucamonga	Construction	\$56.6M

The City of Rancho Cucamonga led this project up to the Construction phase and asked that SANBAG serve as the lead for the Construction phase. Agreements are in place and construction is expected to be completed for beneficial use in August of 2016.

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
8. I-10/Mount Vernon	City of Colton	Concept	TBD

This project was analyzed to determine whether it was necessary to widen the Mount Vernon Avenue Overcrossing in advance of the I-10 Corridor project. After much study, it was ascertained that the project is stand alone as the I-10 can be constructed without bridge replacement of the Mt Vernon Avenue Overcrossing. Concepts were developed by both SANBAG and the City with cost estimates between \$82M and \$116M with right of way costing as much as \$24M. After further analysis SANBAG determined that bridge replacement could be performed in such a way to alleviate the 5 point intersection through added left turn lane capacity and signalization improvements at a cost of approximately \$41M with no business or resident displacement and minimal right of way needs at the intersection. The City requested that one additional alternative is studied before development of the Project Study Report Cooperative Agreement between the agencies. This analysis is underway. In May 2015 the Board of Directors determined that SANBAG staff should manage all phases of this project. Upcoming will be the cooperative agreement between the City and SANBAG for the Project Study Report.

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
9. SR 60/Archibald	City of Ontario	Planning	\$14.6M

A concept was developed and agreed upon by both the City and SANBAG. A Cooperative Agreement is in place. Procurement for planning, environmental, and design is complete and the

Board of Directors Metro Valley Study Session Agenda Item

October 15, 2015

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project kick off meeting was held on 6/9/15. The project will advance to the environmental phase once the traffic methodology and traffic analysis is completed. The Planning phase will be completed March 2016. The Environmental phase will be completed at the end of 2017.

Project Number /Project	Lead Local Agency	Current Phase	Total Project Cost (Estimate)
10. I-10/Monte Vista	City of Montclair	Environmental	\$31.7M

The City and SANBAG recently entered into a cooperative agreement for the environmental phase of the project. Should the I-10 Corridor Express Lane Alternative be selected via the Environmental phase then this project will be environmentally cleared. The cooperative agreement captures this delivery method to efficiently provide environmental clearance to the benefit of both parties. Should the High Occupancy Vehicle Alternative be selected a separate environmental document for the project may be required.

Financial Impact:

No financial impact, information only.

Reviewed By:

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

Responsible Staff:

Paula Beauchamp, Project Delivery Manager

Approved
Board of Directors Metro Valley Study Session
Date: October 15, 2015

Witnessed By:

Minute Action

AGENDA ITEM: 4

Date: *October 15, 2015*

Subject:

Budget Amendment to Interstate 215 Mount Vernon/Washington

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting in its capacity as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve amendment to the adopted 2015/2016 Fiscal Year Budget to add Sub Task 0845 I-215 Mount Vernon/Washington Interchange to Task 0820 Freeway Projects, adding a budget for Sub Task 0845 of \$100,000.00 for staff time and legal support services.

Background:

The purpose of this agenda item is to provide \$100,000 of funding within the current fiscal year budget to fund staff time and legal expenses associated with the lawsuit filed by the City of Colton regarding the suspension of the Interstate 215 (I-215) Mount Vernon Avenue/Washington Street Interchange Project.

On July 2, 2014, the Board of Directors suspended the I-215 Mount Vernon Avenue/Washington Street Interchange Project until such time as the reconstruction of the interchange is needed to accommodate the ultimate I-215 widening or until an alternative funding source is identified.

SANBAG was served with a Complaint on December 9, 2014, that had been filed by the City of Colton. In part, the Complaint alleged that SANBAG and/or Caltrans violated CEQA in suspending development of the I-215 Mt. Vernon/Washington Street Interchange Project. SANBAG has retained outside counsel. The \$100,000 will be utilized to fund staff time and legal services necessary to defend SANBAG in this lawsuit. Costs for the previous fiscal year total approximately \$42,000. Staff recommends approval of this item.

Financial Impact:

This item is not consistent with the adopted SANBAG Fiscal Year 2015/2016 budget. This item amends the budget to include \$100,000 of Measure I Valley Freeway funds into Task 0820 and Sub Task No. 0845.

Reviewed By:

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

Responsible Staff:

Paula Beauchamp, Project Delivery Manager

Entity: CTA

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Approved
Board of Directors Metro Valley Study Session
Date: October 15, 2015
Witnessed By:

Minute Action

AGENDA ITEM: 5

Date: *October 15, 2015*

Subject:

Interstate 215 University Parkway Interchange Memorandum of Understanding and Cooperative Agreement

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting in its capacity as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

- A. Approve an exception to Measure I Strategic Plan Policy 40005 and allow the City of San Bernardino to act as the Sponsoring Agency for the Interstate 215 University Parkway Interchange project instead of the County of San Bernardino.
- B. Approve Memorandum of Understanding No. 15-1001217 with the City of San Bernardino for the development of the Interstate 215 University Parkway Interchange project.
- C. Approve Cooperative Agreement No. 16-1001335 with the City of San Bernardino for the delivery of the Project Approval and Environmental Document (PA/ED), Plans, Specifications, and Estimates (PS&E), and Right of Way (ROW) phases of the Interstate 215 University Parkway Interchange Improvement Project defining project roles, responsibilities, and funding including designating SANBAG as the lead agency for these phases. An estimated receivable amount of \$242,942, for the City's cost share of these phases as well as SANBAG Project Management costs is specified in the agreement, and the Public Share is estimated at \$122,255.
- D. Authorize the SANBAG Chief Financial Officer to enter into an escrow agreement with the City of San Bernardino, pursuant to the terms of Cooperative Agreement No. 16-1001335, subject to approval as to form by SANBAG General Counsel.
- E. Authorize release of Request for Proposals (RFP) No. 16-1001359 for Engineering and Environmental services for the PA/ED and PS&E phases for the I-215 University Parkway Interchange Project.

Background:

The Interstate 215 (I-215) University Parkway Interchange is the fifth highest priority project in the Measure I 2010-2040 Freeway Interchange Program. University Parkway is a major arterial in the City of San Bernardino servicing the California State University, San Bernardino campus. This location has been experiencing high levels of traffic congestion resulting in substantial delays for travelers. In accordance with the SANBAG Nexus Study, the SANBAG Public Share of the Project is 84.2% and the Development Share is 15.8%. Although the County of San Bernardino has the majority share of the Development Share at 57.1%, the City of San Bernardino has requested that they act in the capacity of the Sponsoring Agency, as defined

Entity: CTA

by Measure I Strategic Plan Policy 40005 and solely enter the funding agreements with SANBAG, assuming responsibility for 100% of the Development Share.

Currently, the Project Study Report (PSR) work is underway with the City of San Bernardino as the lead agency. The Project Development Team is presently evaluating various alternatives to address traffic needs at the interchange. Based on preliminary studies and analyses, it appears that a Diverging Diamond Interchange (DDI) concept may be the most cost effective alternative for this location.

A DDI uses crossover movements at the ramp intersections, which better accommodates left turns and eliminates a phase in the signal cycle. This concept is new to California, but has been used successfully in other states. This alternative could provide an estimated capital savings of over \$10 million. In addition, a DDI configuration has a reduced project footprint, thereby minimizing the need for additional right of way. According to a preliminary traffic analysis, the DDI alternative addresses traffic needs sufficiently up to the 20-year design horizon of 2040. Caltrans staff and the Federal Highway Administration (FHWA) have indicated support for this interchange concept.

Based on the cost effectiveness of this alternative and because this project would have minimal right of way impacts, SANBAG and City Staff are recommending that MOU No. 15-1001217 identify the DDI as the project baseline alternative for cost and funding purposes. In the event that another alternative is selected, the agreement would be brought back to the Board to be amended. The MOU does not commit SANBAG or the City to perform work or provide funding for the Project but documents the overall framework and funding necessary to complete all phases of the Project.

In conjunction with the MOU, Cooperative Agreement No. 16-1001335 was jointly developed by the City and SANBAG which defines the specific roles and funding responsibilities for the PA/ED, PS&E, and ROW phases of the Project. The City is required to deposit its estimated share into an escrow account for eligible project expenditures. Similar to the MOU, SANBAG staff and City staff are recommending that the agreement assume that the DDI would be the baseline alternative. In the event that another alternative is selected, the agreement would be brought back to the Board to be amended. Cooperative Agreement No. 16-1001335 designates SANBAG as the lead agency for these phases of work.

As shown in Attachment A of Cooperative Agreement No. 16-1001335, the estimated cost for the preliminary design, environmental approval, final design, and right of way is \$1,442,505 with a Federal funding buy-down of \$1,077,305. Public Share contribution is estimated at \$122,225 and Development Share contribution is estimated at \$242,942. The Public Share is funded with Measure I Valley Freeway Interchange Funds. The Development Share includes an estimated cost of \$220,000 for SANBAG Project Management costs as in accordance with Measure I Strategic Plan Policy 40005/VFI-35 the local agency is responsible for these costs.

The current PSR work will be complete in early 2016. Starting the procurement process now for the next project phases will minimize project delivery delay. As such, staff is also requesting that the Board authorize the release of RFP 16-1001359 to solicit proposals for environmental and engineering services for the project.

Board of Directors Metro Valley Study Session Agenda Item

October 15, 2015

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Staff is recommending Board approval of MOU 15-1001217, the exception to Measure I Strategic Plan Policy 40005 to allow the City of San Bernardino to act as a sponsoring agency, Cooperative Agreement No. 16-1001335 with the City of San Bernardino to commence work on the I-215 University Parkway Interchange Project and release of RFP 16-1001359 for environmental and engineering services.

Financial Impact:

Approval of the Memorandum of Understanding 15-1001217 has no direct financial impact. Approval of the cooperative agreement is consistent with the Fiscal Year 2015/2016 Budget, Sub-Task No. 0853. The funding sources include Measure I Valley Freeway Interchange Funds and Local Funds.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SANBAG General Counsel and Procurement Manager have reviewed this item, and drafts of the MOU, Cooperative Agreement and RFP scope of work.

Responsible Staff:

Dennis Saylor, Project Manager

Approved
Board of Directors Metro Valley Study Session
Date: October 15, 2015

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 15-1001217 Amendment No.: Vendor No.: 1901
Vendor/Customer Name: City of San Bernardino Sole Source? [x] Yes [] No
Description: I-215 University Parkway Interchange MOU
Start Date: 11/04/2015 Expiration Date: 12/31/2019 Revised Expiration Date:
Has Contract Term Been Amended? [x] No [] Yes - Please Explain
List Any Related Contracts Nos.: 16-1001335

Table with 4 columns: Description, Dollar Amount, Description, Dollar Amount. Rows include Original Contract, Revised Contract, Current Amendment, and TOTAL CONTRACT VALUE.

Contract Authorization

[] Executive Director Date:
Executive Director Action:
[x] Board of Directors Date: 11/04/2015
Board of Directors Action: Approve MOU No. 15-1001217

[X] Contract Management: Payable/Miscellaneous

Invoice Warning: 20% Renewals: Type: [] Capital [] PAA [X] Other
[] Retention: % Maximum Retention: \$ -
Services: [] Construction [X] 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: Paul Melocoton MOU is neither payable nor receivable; roles and responsibilities only

Attachment: SANBAG Contract Summary Sheet 15-1001217 [Revision 1] (1628 : I-215 University Parkway MOU and Cooperative Agreement)

CONTRACT 15-1001217**MEMORANDUM OF UNDERSTANDING****BETWEEN THE****SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY****AND THE CITY OF SAN BERNARDINO****FOR THE DEVELOPMENT OF****THE INTERSTATE 215 UNIVERSITY PARKWAY INTERCHANGE PROJECT (“PROJECT”)****I. PARTIES AND TERM**

- A. This Memorandum of Understanding (“MOU”) is entered by and between the SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (“AUTHORITY” or “SANBAG”) and the CITY OF SAN BERNARDINO (“PROJECT SPONSOR”) (and together the “PARTIES”) on the Effective Date defined later herein.
- B. The Term of this MOU will commence on the Effective Date and, unless terminated early as provided in Section V, Paragraph C, terminate upon completion of the AUTHORITY’s management of the planning, environmental, design, right of way (ROW) (to include both ROW acquisition and utility relocation work), and construction, or December 31, 2019, whichever is earlier in time.

II. RECITALS

- A. WHEREAS, the PROJECT is included in the approved SANBAG 10-Year Delivery Plan and SANBAG Development Mitigation Nexus Study and is eligible to receive funds from the Measure I 2010-2040 Valley Freeway Interchange Program.
- B. WHEREAS, the PARTIES desire to proceed with development of the PROJECT.
- C. WHEREAS, the PARTIES are entering into this PROJECT MOU for the purpose of documenting the terms and conditions of cooperation between the PARTIES required to complete the PROJECT with respect to cost, funding, schedule, and scope, as detailed in Exhibit A, attached hereto and incorporated herein by this reference.
- D. WHEREAS, a conceptual layout of the PROJECT is shown in Exhibit B, attached hereto and incorporated herein by this reference to begin the project development efforts. Further study will determine the final configuration and design of the interchange improvements.
- E. WHEREAS, the PARTIES acknowledge the intent to move forward with the PROJECT, the Public and Local Agency funding shares required to complete the PROJECT, and the reasonable expectation of funding availability.

- F. WHEREAS, the Public Share is defined as the share of project cost calculated as the total cost of the project minus the development share (or Local Agency share) and the Local Agency share is the percentage share of the project cost assigned as the development contribution percentage as listed in the SANBAG Development Mitigation Nexus Study.
- G. WHEREAS, the PARTIES understand that the purpose of the MOU is to outline the steps and funds necessary to complete the PROJECT, but the MOU does not commit the PARTIES to perform work or provide funding for the PROJECT, and imposes no enforceable obligations upon the PARTIES and does not grant any rights.
- H. WHEREAS, the PARTIES desire to memorialize in this MOU the framework and funding necessary for completion of the PROJECT to assist the PARTIES in their decision-making and budgeting for this PROJECT.
- I. WHEREAS, the PARTIES understand that a Cooperative Agreement will be developed for the PROJECT that will identify the specific roles and responsibilities of AUTHORITY and PROJECT SPONSOR including specific funding commitments for each phase of the PROJECT.

III. AUTHORITY'S RESPONSIBILITIES

- A. AUTHORITY will be responsible for the Public Share of PROJECT costs in accordance with Measure I 2010-2040 Valley Freeway Interchange Program Strategic Plan Policy 40005 and subsequent Cooperative Agreements.
- B. AUTHORITY will consider the development of a Loan Agreement(s) for the Local Share of PROJECT costs, if requested by the PROJECT SPONSOR, in accordance with Measure I 2010-2040 Valley Freeway Interchange Program Strategic Plan Policy 40005.
- C. AUTHORITY will assign a qualified member of its staff to coordinate with the PROJECT SPONSOR, as determined reasonably necessary by AUTHORITY to facilitate the delivery of the PROJECT.
- D. PROJECT SPONSOR and AUTHORITY shall consult on a funding strategy for PROJECT completion at least six months prior to completion of the design phase.

IV. PROJECT SPONSOR'S RESPONSIBILITIES

- A. PROJECT SPONSOR will be responsible for the Local Share of the PROJECT costs in accordance with Measure I 2010-2040 Valley Freeway Interchange Program Strategic Plan Policy 40005 and subsequent agreements, including Loan Agreements. PROJECT SPONSOR will deposit Local Share of the PROJECT cost in an escrow for PROJECT expenditures.
- B. PROJECT SPONSOR will be responsible for 100% of AUTHORITY's oversight and project management costs.
- C. PROJECT SPONSOR will assign a qualified member of its staff to coordinate with AUTHORITY, as determined reasonably necessary by PROJECT SPONSOR to facilitate the delivery of the PROJECT.

D. PROJECT SPONSOR and AUTHORITY shall consult on a funding strategy for PROJECT completion at least six months prior to completion of the design phase.

V. **MISCELLANEOUS**

A. The PARTIES acknowledge that should federal funds be used in the environmental or design phases of work, Federal Highway Administration (FHWA) requires that the PROJECT must move to a capital phase (ROW or construction) within ten years or the federal funds may be required to be repaid to FHWA.

B. Recitals. The Recitals stated above are integral parts of this MOU and are hereby incorporated into the terms of this MOU.

C. Termination. Both AUTHORITY and PROJECT SPONSOR shall have the right at any time, to terminate this MOU, with or without cause, by giving thirty (30) calendar days written notice to the other party, specifying the date of termination. Termination of the MOU will not terminate the PARTIES' continuing obligations under any Cooperative Agreements generally referenced in Section II, Paragraph I. Termination of the MOU by request of the PROJECT SPONSOR will be understood by the AUTHORITY that PROJECT SPONSOR wishes to discontinue work on the PROJECT, unless otherwise stated in an active Cooperative Agreement or in a subsequent MOU or agreement.

D. Notification. Each Party will designate a person to be responsible for day-to-day communications regarding work under the PROJECT. For PROJECT SPONSOR, that person will be Emilio Murga, Interim Director of Public Works for CITY OF SAN BERNARDINO. For AUTHORITY, that person shall be Paul Melocoton, Project Manager. All notices and communications regarding this MOU, interpretation of the terms of this MOU, or changes thereto will be provided as follows:

<p>CITY OF SAN BERNARDINO</p> <p>300 North "D" Street, 6th Floor San Bernardino, CA 92418 ATTN: Public Works Director</p>	<p>SANBAG San Bernardino Associated Governments 1170 W. 3rd Street San Bernardino, CA 92410-1715 ATTN: Director of Project Delivery</p>
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E. Amendment. In the event that the PARTIES determine that the provisions of this MOU should be altered, the PARTIES may execute an amendment to add, delete, or amend any provision of this MOU. All such amendments must be in the form of a written instrument signed by the authorized representatives of the PARTIES.

-----Signatures on the Following Page-----

Attachment: 15-1001217 [Revision 6] (1628 : I-215 University Parkway MOU and Cooperative Agreement)

In witness whereof the PARTIES have executed this MOU on the dates written below and this MOU is effective upon execution of this MOU by both SANBAG and PROJECT SPONSOR (“Effective Date”).

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF SAN BERNARDINO

By: _____
Ryan McEachron
President, Board of Directors

By: _____
Allen J. Parker
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
Gary D. Saenz
City Attorney

CONCURRENCE:

By: _____
Jeffery Hill
Procurement Manager

Attachment: 15-1001217 [Revision 6] (1628 : I-215 University Parkway MOU and Cooperative Agreement)

Exhibit A

Project Scope:

Improve traffic operations at the I-215 University Parkway Interchange by improving freeway access to I-215 and improving local traffic flow on University Parkway. An alternative being evaluated is to reconstruct the existing ramp intersections at the interchange into a Diverging Diamond Interchange (DDI) configuration. Further study will determine the final configuration and design of the interchange improvements

Project Cost Estimate and Funding Shares:

Public Share: 84.2%

Development Share or Local Share: 15.8%

Phase	Estimated Cost ¹	Buy-down Funds ^{2,3}	Public Share ⁴	Development Share ⁴
Project Approval and Environmental	\$676,873	\$594,373	\$69,465	\$13,034
Design (PS&E)	\$482,932	\$482,932	\$-	\$-
Right-of-Way	\$62,700	\$-	\$52,760	\$9,907
Construction (Includes Construction Management &	\$3,314,000	\$3,314,000	\$-	\$-
Landscape Maintenance	\$-	\$-	\$-	\$-
SANBAG Oversight	\$330,000	\$-	\$-	\$330,000
Total	\$4,866,505	\$4,391,305	\$122,225	\$352,941

¹Estimated Costs are based on July 2015 preliminary project cost estimate for a DDI configuration.

² In accordance with SANBAG Board action on 9/4/2013, buy-down funds include up to \$5,000,000 of Federal Surface Transportation Program funds.

³ Project costs that are not federally reimbursable will be split according to the Nexus Study Share.

⁴ Includes 10% contingency.

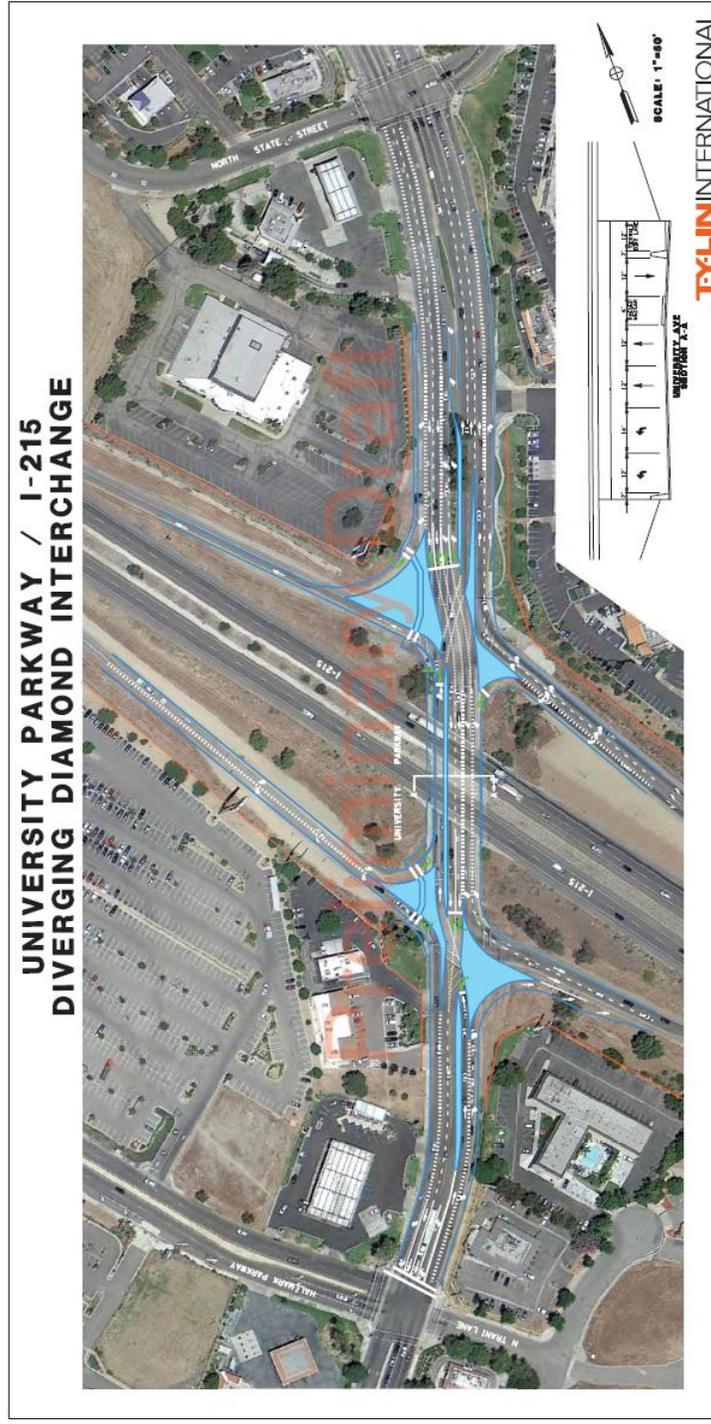
Project Milestones:

Milestone ¹	Actual (Forecast)
Start of Project Approval and Environmental Document Phase (PA/ED)	(4/2016)
Environmental Approval	(4/2017)
Design Approved/ROW Certified	(2/2018)
Construction Notice to Proceed	(6/2018)
Completed for Beneficial Use	(6/2019)

¹Milestone assumes DDI configuration and analysis of one alternative only. Anticipated environmental determination is a Categorical Exemption/Categorical Exclusion.

Exhibit B
Interstate 215 at University Parkway Interchange Modifications

Conceptual Layout



Attachment: 15-1001217 [Revision 6] (1628 : I-215 University Parkway MOU and Cooperative Agreement)

Contract Summary Sheet

General Contract Information

Contract No: 16-1001335 Amendment No.: _____ Vendor No.: 1901
 Vendor/Customer Name: _____ City of San Bernardino Sole Source? Yes No
 Description: I-215 University Parkway Interchange Cooperative Agreement for PA/ED, PS&E, and ROW
 Start Date: 11/04/2015 Expiration Date: 06/29/2018 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____ 15-1001217

Dollar Amount			
Original Contract	\$ 242,942.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 242,942.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 242,942.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 11/04/2015
 Board of Directors Action: Approve MOU No. 16-1001335

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 _____ %

X 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: Paul Melocoton DIF share is 15.8%, City to pay 100% of SANBAG project management

Attachment: SANBAG Contract Summary Sheet 16-1001335 [Revision 2] (1628 : I-215 University Parkway MOU and Cooperative Agreement)

COOPERATIVE AGREEMENT NO. 16-1001335

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF SAN BERNARDINO

FOR

**PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA/ED), PLANS,
SPECIFICATIONS AND ESTIMATE (PS&E) AND RIGHT OF WAY (ROW) PHASES
FOR THE INTERCHANGE AT UNIVERSITY PARKWAY AND INTERSTATE 215 (I-
215)
IN THE CITY OF SAN BERNARDINO**

I. PARTIES AND TERM

- A. THIS COOPERATIVE AGREEMENT (“Agreement”) is made and entered into by and between the San Bernardino County Transportation Authority (hereinafter referred to as “AUTHORITY”) and the City of San Bernardino (CITY), (AUTHORITY and CITY may be referred to herein as a “Party” and collectively “Parties”).
- B. This Agreement shall terminate upon completion of the AUTHORITY’s management of environmental and design or June 29, 2018, whichever is earlier in time, except that the indemnification provisions shall remain in effect until terminated or modified, in writing, by mutual agreement. Should any claims arising out of this Agreement be asserted against one of the Parties, the Parties agree to extend the fixed termination date of this Agreement, until such time as the claims are settled, dismissed or paid.

II. RECITALS

- A. WHEREAS, CITY intends to improve the I-215 University Parkway Interchange within the limits of the City of San Bernardino; and
- B. WHEREAS, planned improvements include improving freeway access to I-215 and improving local traffic flow by reconstructing the existing ramp intersections at the interchange into a Diverging Diamond Interchange (DDI) configuration as further described in Attachment A, attached hereto and made part of this Agreement, and is defined as the “PROJECT”; and
- C. WHEREAS, the Parties acknowledge that further study will determine the final configuration and design of the interchange improvements; and
- D. WHEREAS, the PROJECT is identified in the Measure I 2010-2040 Expenditure Plan and SANBAG Nexus Study (Nexus Study) prepared by the San Bernardino Associated

Governments (SANBAG), and approved by the SANBAG Board of Directors on November 2, 2011; and

- E. WHEREAS, the Parties consider PROJECT to be high priority and are willing to participate in funding the PROJECT pursuant to the provisions of the Nexus Study; and
- F. WHEREAS, the Parties wish to enter into this Agreement to delineate roles, responsibilities, and funding commitments relative to Project Management, PA/ED, PS&E, and ROW activities of the PROJECT.
- G. WHEREAS, the Parties intend to amend this agreement or enter into a separate agreement to delineate roles, responsibilities, and funding commitments relative to the Construction phase of the PROJECT.
- H. WHEREAS, sufficient coordination with Caltrans has not occurred to determine the level of environmental and engineering documents nor have encroachment fees been addressed.
- I. WHEREAS, the CITY desires the AUTHORITY to provide project management services for PA/ED, PS&E, and ROW phases at the sole responsibility of CITY to pay 100% of actual AUTHORITY project management costs in accordance with AUTHORITY Policy 40005/VFI-35; and
- J. WHEREAS, the remaining PROJECT cost, aside from AUTHORITY project management costs, for PA/ED, PS&E, and ROW phases, after reduction by application of buy-down funds, is 15.8% Development Share funds and 84.2% Public Share funds, as defined by the Nexus Study and the SANBAG Measure I 2010-2014 Strategic Plan; and

NOW, THEREFORE, the Parties agree to the following:

III. AUTHORITY RESPONSIBILITIES

AUTHORITY agrees:

- A. To be lead agency on Project Management, PA/ED, PS&E, and ROW, and to diligently undertake and complete, the PA/ED and PS&E work on PROJECT, including the selection and retention of consultants. Performance of services under these consultant contracts shall be subject to the technical direction of the AUTHORITY's Director of Project Delivery, or his designee, with input and consultation from CITY.
- B. To contribute towards PA/ED, PS&E, and ROW phases of the PROJECT cost as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A, and should AUTHORITY's total share of the PA/ED, PS&E, and ROW phase exceed the estimates as shown in Attachment A, AUTHORITY agrees to amend the Agreement in good faith.

- C. To provide CITY monthly copies of payments processed from the escrow account described in Section IV, Article C.
- D. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support AUTHORITY's request for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of Project Management, PA/ED, PS&E, and ROW work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by AUTHORITY.
- E. To prepare a final accounting of expenditures, including a final invoice for the actual Project Management, PA/ED, PS&E, and ROW costs. The final accounting and invoice shall be submitted no later than one hundred and twenty (120) calendar days following the completion of work and shall be submitted to CITY. The invoice shall include a statement that these PROJECT funds were used in conformance with this Agreement and for those PROJECT-specific Project Management, PA/ED, PS&E, and ROW work activities.
- F. To cooperate in having a PROJECT-specific audit completed by CITY, at its option, upon completion of Project Management, PA/ED, PS&E, and ROW work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with this Agreement.
- H. To reimburse CITY for costs that are determined by subsequent audit to be unallowable within ninety (90) calendar days of AUTHORITY receiving notice of audit findings, which time shall include an opportunity for AUTHORITY to respond to and/or resolve the finding. Should the finding not be otherwise resolved and AUTHORITY fails to reimburse monies due CITY within ninety (90) calendar days of audit finding, or within such other period as may be agreed between both Parties hereto, the Cities' Council reserves the right to withhold future payments due AUTHORITY from any source under CITY'S control.
- I. To include CITY in Project Development Team (PDT) meetings and related communications on PROJECT progress as well as to provide CITY with copies of PDT meeting minutes and action items.
- K. To provide CITY an opportunity to review and comment on PA/ED, PS&E, and ROW documents.

IV. CITY RESPONSIBILITIES

CITY agrees:

- A. To reimburse AUTHORITY for the CITY's share of actual costs incurred towards the PA/ED, PS&E and ROW phases of the PROJECT cost and for AUTHORITY's Project Management as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A, and should CITY's total share for the

PA/ED, PS&E, and ROW phase with AUTHORITY's Project Management exceed the estimates as shown in Attachment A, CITY agrees to amend the Agreement in good faith.

- B. To enter into an escrow agreement with AUTHORITY and make an initial deposit of \$13,034 within 60 calendar days after execution of Agreement for payment of actual allowable PROJECT expenditures and AUTHORITY's Project Management cost.
- C. Prior to federal authorization to proceed, CITY will deposit the remainder of the full amount of estimated CITY's share towards the PA/ED, PS&E and ROW phases of the PROJECT cost and for AUTHORITY's Project Management, as shown in Attachment A, into an escrow account that has been established for the PROJECT. AUTHORITY will have the right to withdraw funds for all eligible PROJECT expenditures as set forth in the escrow agreement including eligible PROJECT expenditures prior to deposit of funds. Any unused funds and all interest accrued will be returned to CITY.
- D. 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 AUTHORITY 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 CITY when planning on conducting additional audits.
- E. To designate a responsible staff member that will be CITY's representative in attending the PDT meetings, receiving day-to-day communication and reviewing the project documents.
- F. To complete review and provide comments on the PA/ED, PS&E, and ROW documents within one month of receiving the review request from AUTHORITY.
- G. CITY's Public Works Director is authorized to act on behalf of CITY under this Section of the Agreement.

V. MUTUAL RESPONSIBILITIES

The Parties agree:

- A. 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.
- B. In the event AUTHORITY determines Project Management, PA/ED, PS&E, and ROW work may exceed the amounts identified in Attachment A of this Agreement, AUTHORITY shall inform CITY of this determination and thereafter the Parties shall work together in an attempt to agree upon an amendment to the amounts identified this Agreement. In no event, however, shall any of the Parties be responsible for PROJECT costs in excess of the amounts identified in this Agreement without a written amendment that is approved by all Parties.

- C. Eligible PROJECT reimbursements shall include only those costs incurred by AUTHORITY for PROJECT-specific work activities that are described in this Agreement and shall not include escalation or interest.
- D. In the event that federal funds are used in the PA/ED and PS&E phase of work, the PARTIES acknowledge Federal Highway Administration (FHWA) requires that the PROJECT must progress to a capital phase (ROW or construction) within ten years or the federal funds may be required to be repaid to FHWA. Should repayment be required, and is a result of the PROJECT not progressing by choice, it shall be the responsibility of the PARTY that determines it is unable to move forward with the PROJECT. If it is mutually decided that the project will not move forward then repayment of any federal funds used for Public Share will be the responsibility of the AUTHORITY and any federal funds used for the Local Share will be the responsibility of the CITY.
- E. Neither AUTHORITY nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless AUTHORITY, its officers, directors, employees or agents 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 CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.
- F. Neither CITY nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by AUTHORITY and 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 CITY, its officers, directors, employees or agents 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.
- G. This Agreement will be considered terminated upon reimbursement of eligible costs by CITY. Notwithstanding any other provision herein, to the extent consistent with the terms and obligations hereof, any Party may terminate this Agreement at any time, with or without cause, by giving thirty (30) calendar days written notice to all the other Parties. In the event of a termination, the Party terminating this Agreement shall be liable for any costs or other obligations it may have incurred under the terms of the Agreement prior to termination.
- H. The Recitals to this Agreement are true and correct and are incorporated into this Agreement.
- I. All signatories hereto warrant that they are duly authorized to execute this Agreement on behalf of said Parties and that by executing this Agreement, the Parties hereto are formally bound to this Agreement.

- J. Except on subjects preempted by federal law, this Agreement shall be governed by and construed in accordance with the laws of the State of California. All Parties agree to follow all local, state, county and federal laws and ordinances with respect to performance under this Agreement.
- K. The Parties agree that each Party and any authorized representative, designated in writing to the Parties, and upon reasonable notice, shall have the right during normal business hours to examine all Parties' financial books and records with respect to this Agreement. The Parties agree to retain their books and records for a period of five (5) years from the later of; a) the date on which this Agreement terminates; or b) the date on which such book or record was created.
- L. If any clause or provisions of this Agreement is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the Parties that the remainder of this Agreement shall not be affected but shall remain in full force and effect.
- M. This Agreement cannot be amended or modified in any way except in writing, signed by all Parties hereto.
- N. Neither this Agreement, nor any of the Parties rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either Party without the prior written consent of the other Party in its sole, and absolute, discretion. Any such attempt of assignment shall be deemed void and of no force and effect.
- O. No waiver of any default shall constitute a waiver of any other default whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.
- P. In the event of litigation arising from this Agreement, each Party to this Agreement shall bear its own costs, including attorney(s) fees. This paragraph shall not apply to the costs or attorney(s) fees relative to paragraphs E and F of this Section.
- Q. This Agreement may be signed in counterparts, each of which shall constitute an original. This Agreement is effective and shall be dated on the date executed by AUTHORITY.
- R. Any notice required, authorized or permitted to be given hereunder or any other communications between the Parties provided for under the terms of this Agreement shall be in writing, unless otherwise provided for herein, and shall be served personally or by reputable courier addressed to the relevant party at the address/fax number stated below:

If to AUTHORITY: Garry Cohoe
 Director of Project Delivery
 1170 West Third Street, Second Floor
 San Bernardino, CA 92410-1715
 Telephone: (909) 884-8276

If to CITY: Emilio Murga, Interim Director
Public Works Department
300 N. "D" Street, 3rd Floor
San Bernardino, CA 92418
Telephone: (909) 384-5140

- S. There are no third party beneficiaries, and this Agreement is not intended, and shall not be construed to be for the benefit of, or be enforceable by, any other person or entity whatsoever.

SIGNATURES ON FOLLOWING PAGE:

**SIGNATURE PAGE TO
COOPERATIVE AGREEMENT NO. 16-1001335
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
and CITY OF SAN BERNARDINO**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF SAN BERNARDINO

By: _____
Ryan McEachron
President, Board of Directors

By: _____
Allen J. Parker
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____
Gary D. Saenz
City Attorney

CONCURRENCE:

By: _____
Jeffery Hill
Procurement Manager

Attachment: 16-1001335 [Revision 4] (1628 : I-215 University Parkway MOU and Cooperative Agreement)

Attachment A

Project Scope:

Improve traffic operations at the I-215 University Parkway Interchange by improving freeway access to I-215 and improving local traffic flow on University Parkway. An alternative being evaluated is to reconstruct the existing ramp intersections at the interchange into a Diverging Diamond Interchange (DDI) configuration. Further study will determine the final configuration and design of the interchange improvements

Project Cost Estimate and Funding Shares:

Public Share: 84.2%

Development Share or Local Share: 15.8%

Phase	Estimated Cost ^{1,2}	Buy-down Funds ³	Public Share ⁴	Development Share ⁴
Project Approval and Environmental	\$676,873	\$594,373	\$69,465	\$13,034
Design (PS&E)	\$482,932	\$482,932	\$-	\$-
Right-of-Way	\$62,700	\$-	\$52,760	\$9,907
SANBAG Oversight	\$220,000	\$-	\$-	\$220,000
Total	\$1,442,505	\$1,077,305	\$122,225	\$242,942

¹Estimated cost assumes DDI configuration and analysis of one alternative only. PA/ED and PS&E cost based on Independent Cost Estimate dated 7/16/15.

²Project costs that are not federally reimbursable will be split according to the Nexus Study Share.

³ In accordance with SANBAG Board action on 9/4/2013, buy-down funds include up to \$5,000,000 of Federal Surface Transportation Program funds

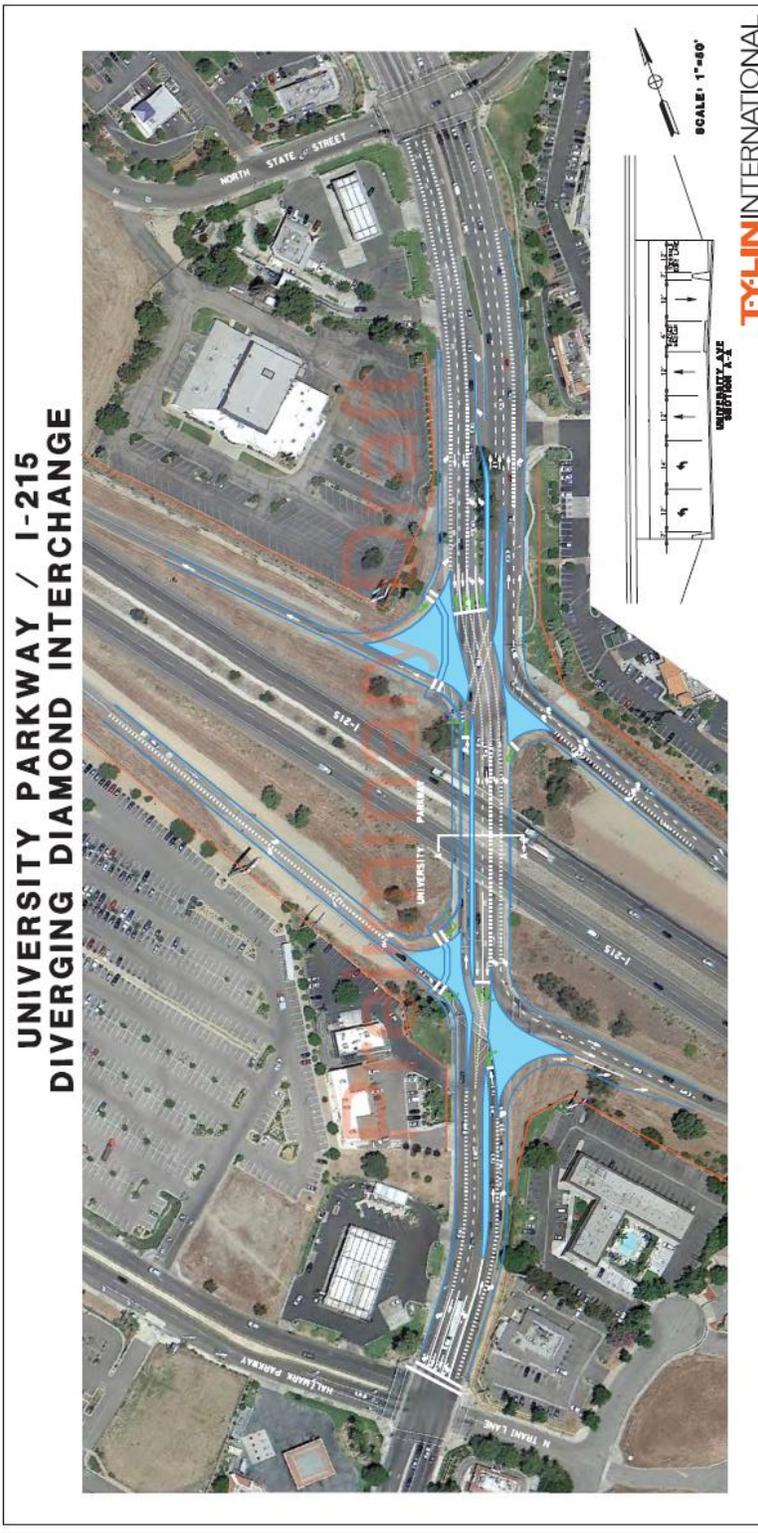
⁴ Includes 10% contingency.

Project Milestones:

Milestone ¹	Actual (Forecast)
Start of Project Approval and Environmental Document Phase (PA/ED)	(4/2016)
Environmental Approval	(4/2017)
Design Approved and ROW Certified	(2/2018)

¹Milestone assumes DDI configuration and analysis of one alternative only. Anticipated environmental determination is a Categorical Exemption/Categorical Exclusion.

Attachment B CONCEPTUAL LAYOUT



Attachment: 16-1001335 [Revision 4] (1628 : I-215 University Parkway MOU and Cooperative Agreement)

ATTACHMENT A - SCOPE OF WORK

RFP No. 16-1001359

San Bernardino Associated Governments, acting as San Bernardino County Transportation Authority (“SANBAG”), is seeking professional services for the development of a Project Report (PR), Environmental Document (ED), and Plans, Specifications and Estimate (PS&E) for the Interstate 215 (I-215) University Parkway Interchange Project (“Project”) in the City of San Bernardino (EA 0E420). Federal funds, SANBAG Sales Tax Measure I Funds, and City Funds may be used to cover the cost of the preparation of the PR, ED and PS&E. Construction is anticipated to be funded by local and federal funds.

The I-215 University Parkway Interchange is located along I-215 at Postmile 11.63, approximately 1.6 miles north of the I-215/SR-210 Interchange. The project would reduce congestion, improve local traffic along University Parkway, and improve freeway access. The project proposes to improve freeway ramp intersections and local traffic geometry.

Preliminary Engineering Services as part of the preparation of the PR are anticipated to include preliminary engineering, preparation the Geometric Approval Drawings (GAD), and preparation of various engineering reports.

Caltrans will be the lead agency for the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Prior to initiation of the environmental studies, scoping and early analysis of build alternatives and refinement of the purpose and need of the project will be required.

After environmental approval, the PS&E phase will commence. PS&E services include Right-of-Way (ROW) and construction management support.

I. APPLICABLE STANDARDS

All documents shall be prepared in accordance with current SANBAG, Caltrans, and City of San Bernardino (City) regulations, policies, procedures, manuals, and standards where applicable. CONSULTANT shall obtain, at its expense, all applicable Manuals and Standard Plans.

II. GENERAL DESCRIPTION OF REQUIRED SERVICES

- A. Required services listed below do not supersede the requirements established in the Contract.
- B. CONSULTANT Services include the studies, reports, drawings, plans, specifications, estimates, and special provisions necessary to complete the PR, ED, and PS&E.
- C. The deliverables list for the PR, ED and PS&E will be refined during the

initial planning and scoping Project Development Team (PDT) meeting. Not all deliverables may be required.

- D. CONSULTANT shall develop and maintain a Project schedule. The Project schedule may be presented monthly to the PDT meeting. A deliverables matrix will accompany the schedule. The deliverables matrix will highlight the status of the documents in the review process.
- E. CONSULTANT shall employ appropriate quality control and quality assurance procedures for every deliverable.
- F. CONSULTANT shall identify potential risks and uncertainties related to the delivery and construction of the Project. Risks that may be encountered include, but are not limited to, soil conditions, constructability, factors of safety, impacts to adjacent properties, public safety, and environmental considerations. If at any time during the performance of this Scope of Services, CONSULTANT observes, encounters, or identifies any circumstance that could pose potential risk, CONSULTANT shall notify SANBAG immediately.
- G. The design will be prepared in English units.
- H. Prime contract terms and conditions will be incorporated into the subcontract agreements.
- I. The Task and WBS Structure used for pricing, cost reporting and schedule preparation shall be consistent with the Caltrans Workplan Standards Guide for Delivery of Capital Projects. Project Management activities will be performed in accordance to the Caltrans' Workplan Standards Guide for Delivery of Capital Projects.
- J. CONSULTANT shall prepare and submit monthly invoices and project controls reports. Invoices shall follow SANBAG templates and shall contain all required information.
- K. Project plans and specifications must comply with the Federal Americans with Disabilities Act (ADA) requirements 28 CFR, Part 35 or Part 36, and the *California and Local Building Codes* within the project limits. In accordance with 28 CFR Sec. 35.151, curbs and ramps must meet current ADA standards if the project includes streets that are to be newly constructed or altered (includes repaving). For ADA requirements, see Chapter 11 "Design Standards," and Section 12.7 of this chapter. Complete the Caltrans Certification of Compliance with Americans with Disabilities Act (ADA) Form TR-040.
- L. The final engineering technical reports must bear the signature, stamp or seal, registration number, and registration certificate expiration date of the registered civil engineer most directly in responsible charge or other registered or certified professional working on the report as specified in Section 9 of the Project Development Procedures Manual.

III. ASSUMPTIONS

- A. One build and one no-build alternative will be evaluated in the PR and ED to address the operational deficiencies of the Project.
- B. There will be three meetings per month during the duration of this contract, including one mandatory monthly PDT meeting.
- C. CONSULTANT will coordinate with SANBAG and Caltrans prior to distribution of all deliverables to determine the points of contact, number of hardcopies and format of electronic files.
- D. Assume one peer review and two Caltrans reviews for each major deliverable. Twenty (20) hard copies are assumed for each major deliverable.
- E. The NEPA Environmental Document is assumed to be a Categorical Exclusion (CE). The CEQA Environmental Document is assumed to be a Categorical Exemption (CE).
- F. Public outreach efforts will include collateral materials or electronic media with information about the DDI configuration.

Task 100 Project Management

SCOPE OF SERVICES

Following the selection of a consultant, the selected firm shall prepare and submit a Cost Proposal and Project Schedule. The selected firm shall use the latest SANBAG Work Breakdown Structure (WBS), and cost and schedule templates for the preparation of the cost proposal and schedule.

TASK 2.100.10 - PROJECT MANAGEMENT

2.100.10 Project Management

CONSULTANT shall furnish a Project Manager to coordinate all CONSULTANT operations with SANBAG, including but not limited to, tracking progress of the work and administering subcontracts. CONSULTANT Project Manager shall provide overall project management, coordination, and supervision of project staff to facilitate the performance of the work in accordance with standards and requirements of the SANBAG and other applicable standards and requirements. CONSULTANT Project Manager shall prepare and submit monthly project progress reports to SANBAG Project Manager.

Deliverables:

- *Monthly Progress Reports*

2.100.10-1 Coordination and Meetings

CONSULTANT Project Manager shall conduct regular meetings with SANBAG, and shall conduct meetings and coordination with other stakeholders, including Caltrans, City, and other agencies, in monthly Project Development Team (PDT) meetings or

technical workshops and focused meetings as necessary. CONSULTANT Project Manager will be responsible for preparation of agendas and meeting minutes, Communication and distribution of project records and information, and responses to all internal requests for information about the project.

Deliverables:

- *PDT meeting notices, agendas, handouts/exhibits, deliverable matrix, and minutes.*

2.100.10-2 Administration

CONSULTANT Project Manager shall prepare and update the Project schedule on a monthly basis or as needed. Project schedule shall be logical, complete, and shall consider SANBAG peer reviews. CONSULTANT Project Manager shall provide regular reporting on the project status, including, but not limited to, schedule, contract budget, general progress on project tasks, and project issues and concerns. CONSULTANT Project Manager shall maintain project files using the Caltrans Uniform System in hard copies and electronic format.

CONSULTANT Project Manager shall prepare and implement a Quality Control/Quality Assurance (QA/QC) Plan and a Risk Management Plan following SANBAG format and content requirements; CONSULTANT Project Manager will be responsible for adherence to all applicable SANBAG administrative policies and procedures.

Deliverables:

- *Project Schedules*
- *Project Master Files*
- *QA/QC Plan and Risk Management Plan*

TASK 2.160 – PRELIMINARY ENGINEERING STUDIES & PROJECT REPORT

Task 2.160.05 Review Updated Project Information

CONSULTANT shall request, collect, assemble, and review all pertinent project information, including, but are not limited to, prior Project Reports and Engineering Technical Reports, Environmental Documents and Environmental Technical Reports, CAD files and drawings, and relevant correspondence. CONSULTANT shall incorporate the collected materials and information into the Project Master File.

Deliverables:

- *Project Records Files*

Task 2.160.10 Engineering Studies

CONSULTANT shall perform all necessary Engineering Studies and preliminary design work required for the preparation of a Project Report, development and refinement of viable Project Build Alternatives, selection of the preferred alternative, and initiation of final design efforts. All engineering studies performed and reports prepared shall meet Caltrans requirements according to the Highway Design Manual, Project Development

Procedures Manual, and other pertinent Caltrans guidance. CONSULTANT will be responsible for obtaining any right of entry permits required for field work.

Task 2.160.10-1 Traffic Studies

CONSULTANT shall collect and analyze relevant travel-demand and travel forecast data to generate traffic forecasts to be used in the traffic operational analysis. If appropriate, CONSULTANT shall perform supplemental traffic forecasting and modeling. Future traffic projections should include data for intersections, highway mainline, and interchange ramps. Utilizing traffic forecasts, CONSULTANT shall perform a traffic capacity/operational analysis for each build alternative. The traffic operational analysis criteria to be used shall include, but not be limited to, levels of service, vehicle miles travelled, vehicle hours travelled, average speeds, and delay. The traffic operational analysis shall consider traffic control measures such as ramp metering and intelligent transportation systems. CONSULTANT shall prepare a traffic report that includes traffic information and analysis for current year, opening year, and a design horizon year.

Deliverables:

- *Traffic Report*

Task 2.160.10-2 Hydraulics/Hydrology Studies

CONSULTANT shall perform Hydraulics/Hydrology studies to analyze on-site and off-site storm water flows for each of the project build alternatives. CONSULTANT shall identify requirements for hydraulic and storm water treatment design features as part of this task. Results of this study shall be considered and utilized in the project preliminary design.

Deliverables:

- *Hydrology Report*
- *Storm Water Data Report*

Task 2.160.10-3 Right of Way Data Sheets

CONSULTANT shall assess project ROW requirements by obtaining ROW information and preparing ROW data sheets for each build alternative. This task shall include preliminary utility location work which includes, but not limited to, review of utility as-build plans and performing utility record searches. Results of this assessment will be used as basis for estimating ROW costs.

Deliverables:

- *ROW Data Sheets*

Task 2.160.10-4 Preliminary Materials Report

CONSULTANT shall prepare a Preliminary Materials Report which shall provide recommendations for pavement structure recommendations, pavement type, proposed pavement design life and corrosion studies if culverts are proposed. Results of this

assessment will be used as basis for estimating project construction costs.

Deliverables:

- *Materials Report*
- *Pavement Life Cycle Cost Analysis*

Task 2.160.15 Draft Project Report

CONSULTANT shall prepare a Project Report following the Caltrans format. The Project Report shall be prepared by or under the supervision of a registered Civil Engineer in the State of California. The consideration of non-standard features shall be closely coordinated with the SANBAG Project Manager and designee to confirm acceptability by the SANBAG.

Deliverables:

- *Draft Project Report*

Task 2.160.45 GADs, Base Maps and Plan Sheets for PA&ED Development

CONSULTANT shall prepare the geometric approval drawings (GADs) for the locally preferred build alternative. GADs shall include horizontal and vertical alignments, cross sections, and typical sections. Preparation of the GADs shall be performed in close coordination with Caltrans Design staff. CONSULTANT will be responsible for completion and approval of the GADs by Caltrans in a manner where there is sufficient time to proceed with the circulation of the Environmental Document and approval of the Project Report within the project schedule.

Deliverables:

- *GADs*

TASK 2.165 – ENVIRONMENTAL STUDIES & ENVIRONMENTAL DOCUMENT

Task 2.165.10 General Environmental Studies

CONSULTANT shall perform general environmental studies to support the evaluation of the Project Build Alternatives and, if necessary, to support the environmental determination made under the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and other applicable environmental laws and regulations. Caltrans will act as the Lead Agency under CEQA and NEPA; the preparation of each environmental technical report shall be performed in consultation with the SANBAG Project Manager or designee. All environmental studies performed and reports prepared shall meet Caltrans requirements according to the Standard Environmental Reference site (SER) and other pertinent Caltrans guidance. CONSULTANT will be responsible for obtaining any right of entry permits required for field work.

Task 2.160.10-2 Visual Impact Analysis

CONSULTANT shall perform a visual impact analysis and prepare a visual impact analysis report which will be referenced in the environmental document. Up to two

visual simulations are anticipated for this project. This task may include coordination with local agencies, citizens groups, and business groups related to community design and scenic issues. Discussions and negotiations with external parties as part of this task shall only be performed in consultation with the SANBAG Project Manager or designee.

Deliverables:

- *Visual Impact Analysis Report*

Task 2.160.10-3 Noise Study

CONSULTANT shall perform noise studies to assess potential noise impacts to adjacent sensitive receptors. This task shall include identification of sensitive receptors, collection of pertinent noise data and other relevant information such as local noise ordinance requirements, perform noise modeling, and preparation of a Noise Study Report. If there are no sensitive receivers that could be affected by traffic related noise as part of the project, CONSULTANT shall prepare a brief noise technical memorandum that will be referenced in the environmental document.

Deliverables:

- *Noise Study Report*

Task 2.160.10-4 Air Quality Study

CONSULTANT shall perform air quality studies to assess potential air quality impacts. This task shall include identification of sensitive receptors, collection of pertinent air quality data, perform micro-scale modeling to predict future pollutant concentrations with the no-build and build alternatives, verification of Federal Clean Air Act conformity status of the project, coordination with regional and air quality agencies to obtain concurrence in the conformity status of the project, and preparation of an Air Quality Study Report. If necessary, CONSULTANT may prepare an Air Quality Conformity Report.

Deliverables:

- *Air Quality Study Report*

Task 2.160.10-5 Paleontology Study

CONSULTANT shall perform a paleontology study to identify and evaluate potential impacts to paleontological resources in the project area. This task shall include an assessment of the project area's potential to contain significant paleontological resource through literature search of paleontological resources in the region, if necessary, consultation with paleontologists with expertise in the region, and preparation of a Paleontological Identification Report (PIR). If necessary, CONSULTANT may prepare a Paleontological Evaluation Report (PER) and a Paleontological Monitoring Plan (PMP).

Deliverables:

- *Paleontological Identification Report*

Task 2.160.10-6 Hazardous Waste Initial Site Assessment

CONSULTANT shall perform a hazardous waste assessment to identify and evaluate the potential for Recognized Environmental Conditions (REC) that occur in the project area. This task shall include a literature search and review of historic information, interagency coordination with the appropriate agencies, field studies, and preparation of an Initial Site Assessment (ISA) report.

Deliverables:

- *Initial Site Assessment Report*

Task 2.160.15 Biological Studies

CONSULTANT shall perform biological studies to assess potential impacts to biological resources in the project area. Biological studies performed shall support the environmental determination made in the Environmental Document and shall be used to demonstrate with all applicable biological related laws, regulations, and requirements, including but not limited to, the Federal Endangered Species Act, California Endangered Species Act, Clean Water Act, and the Department of Fish and Game Code. All biological studies performed and reports prepared shall meet Caltrans requirements according to the SER and other pertinent Caltrans guidance. CONSULTANT will be responsible for obtaining any right of entry permits required for field work.

Task 2.160.15-1 Natural Environment Study

CONSULTANT shall perform a general biological study to identify biological resources that could be affected by the project. This task shall include a literature search, interagency coordination with the appropriate agencies, field studies, and preparation of a Natural Environment Study (NES) report. Biological studies shall address natural communities and habitat, plant and animal species, and federally and state listed species. If necessary, CONSULTANT may conduct informal consultation with appropriate regulatory agencies. Discussions and negotiations with external agencies as part of this task shall only be performed in consultation with the SANBAG Project Manager or designee.

Deliverables:

- *Natural Environment Study Report*

Task 2.160.20 Cultural Resources Studies

CONSULTANT shall perform cultural resources studies to assess potential impacts to archaeological and historic resources in the project area. Cultural studies performed shall support the environmental determination made in the Environmental Document. This task shall include preparation of an Area of Potential Effects (APE) map, archaeological resources studies, assessment of the built environment, Native American consultation, and preparation of a Historic Properties Survey Report (HPSR). All cultural studies performed and reports prepared shall meet Caltrans requirements according to the SER and other pertinent Caltrans guidance. CONSULTANT will be responsible for obtaining any right of entry permits required for field work.

Deliverables:

- *Historic Resources Compliance Report*

Task 2.165.25 Environmental Document**Task 2.165.25-2 Public Outreach**

CONSULTANT shall provide Public Outreach services and shall take the lead in providing the public notice about the project and coordinating public meetings if necessary. CONSULTANT shall provide all Public Outreach collateral materials including notices, handouts, and exhibits. CONSULTANT may serve as initial point of contact for public inquiries and shall be expected to maintain a Public Outreach file, which shall include a project mailing list, correspondence log, and records of public meeting. Public Outreach shall be performed in consultation with the SANBAG Project Manager or designee and the SANBAG's Public Information Officer (PIO).

Deliverables:

- *Public Outreach collateral materials/Electronic Media*
- *Public Outreach File*

TASK 2.170 – PERMITS & AGREEMENTS**Task 2.170.05 Determine Required Permits & Task 2.170.10 Obtain Permits**

CONSULTANT shall perform work to identify and obtain all necessary permits and agreements needed for project construction. Work as part of this task may include discussions with permitting agencies, preparation of the permit and attachments such as maps and other exhibits identify funds necessary for the permit application, and submitting the permit. CONSULTANT is responsible for identifying and obtaining all permits that are required to complete the project construction. Discussions and negotiations with permitting agencies shall only be performed in consultation with the SANBAG Project Manager or designee.

Deliverables:

- *Various Construction Permits*

TASK 3.180 – PROJECT REPORT & FINAL ENVIRONMENTAL DOCUMENT (FED)**Task 2.180.05 Final Project Report**

CONSULTANT shall perform work to incorporate comments received, update the information, and complete the Project Report for final Caltrans approval.

Deliverables:

- *Final Project Report*

TASK 3.185 – PREPARE BASE MAPS AND PLAN SHEETS**Task 3.185-1 Mapping and Surveys**

CONSULTANT shall perform survey control work and engineering surveys necessary to produce the mapping for final design. CONSULTANT shall perform the necessary work to establish the project design file and CADD base maps. CONSULTANT will be responsible for obtaining as-built maps, record of surveys, topographic data, aerial mapping, and maps and plans of major utilities and proposed utilities within the project area. CONSULTANT will be responsible for obtaining any right of entry permits required for field survey work.

Deliverables:

- *Design Base Maps*

Task 3.185-2 Right Of Way Requirements

CONSULTANT shall perform the work necessary to determine the right of way needs and prepare maps for use in the Right Of Way (ROW) process. Work would include identifying the need for new ROW, permanent easements, and temporary construction easements. This task includes determination of potential utility conflicts and consultation with affected agencies.

Deliverables:

- *ROW Requirements Map*
- *Utility Conflicts Map*

TASK 3.230 – PREPARE DRAFT PLANS, SPECIFICATIONS & ESTIMATE (PS&E)

Task 3.230-1 Draft Plans

CONSULTANT shall prepare the Roadway Plans, Specifications, and Estimates (PS&E) plans set for the project following the Caltrans Highway Design Manual and Caltrans Standard Plans as appropriate. Preparation of the PS&E plans set shall include, but not be limited to the preparation of the following roadway engineering sheets:

- | | |
|--|-------------------------------------|
| - Title Sheet | - Typical Cross Sections |
| - Roadway/Geometric Layouts | - Profile and Superelevation Sheets |
| - Construction Details | - Contour Grading Plans |
| - Summary of Quantities | - Stage Construction Plans |
| - Traffic Handling Plans | - Highway Planting Plans |
| - Utility & Utility Relocation Plans | - Drainage Plans |
| - Signing and Pavement Delineation Plans | - Electrical Plans |

Preparation of the roadway plans shall be consistent with Caltrans design standards to the greatest extent feasible. CONSULTANT shall perform an internal QA/QC plans check and review and shall submit copies to SANBAG for peer review prior to submittal to Caltrans. CONSULTANT shall notify the SANBAG's Project Manager if the CONSULTANT is seeking any exceptions to any applicable design standards.

Deliverables:

- *65% Plans*
- *95% Plans*

Task 3.230-2 Draft Specifications and Quantities and Estimates

CONSULTANT shall prepare the Specifications and Special Provisions and PS&E Quantities and Estimates for the project following the Caltrans Standard Specifications. CONSULTANT shall notify the SANBAG's Project Manager if the CONSULTANT is seeking any exceptions to this requirement.

Deliverables:

- *Draft Standard Special Provisions*

TASK 3.255 – PREPARE FINAL PS&E PACKAGE

Task 3.225-1 Final PS&E Package

This task includes the distribution of the draft final combined PS&E package for final review by the Caltrans, the SANBAG, and other stakeholders. CONSULTANT shall address comments received and incorporate changes as appropriate in the final combined PS&E package. Under this task, CONSULTANT shall perform an internal QA/QC plans check and review and shall submit the final combined PS&E package to an independent reviewer, which shall be provided by the CONSULTANT. The independent reviewer shall be a registered Professional Engineer in the State of California and shall certify the quality of the package and that the plans are constructible. The independent reviewer shall submit a stamped report to the SANBAG summarizing its review and certifying the constructability of the plans and that the final combined PS&E package is biddable. CONSULTANT will be responsible for completion of the draft final combined PS&E package in a manner where there is sufficient time to address comments during the independent review and finalize the PS&E package within the project schedule. CONSULTANT will be responsible for the constructability of the project.

Deliverables:

- *Final Combined PS&E Package*
- *Independent Constructability and Ready-to-Bid Certification*

Task 3.225-2 Resident Engineer File and Supplemental Materials

CONSULTANT shall be responsible for preparing the pending Resident Engineer File and other supplemental PS&E materials, which would include the following:

- | | |
|--|-------------------------------------|
| - Geotechnical Information Handout | - Materials Information Handout |
| - Construction Staking Package and Control | - Project Controls for Construction |
| - Grid Grades | - Construction Permits |

Deliverables:

- *Pending Resident Engineer File*
- *Supplemental PS&E Materials*

TASK 3.260 – PREPARE CONTRACT BID DOCUMENTS

Task 3.260-1 Draft Contract

CONSULTANT shall assist the SANBAG in the preparation of the Construction Contract Bid Documents. Under this task, the CONSULTANT shall develop a draft contract, which shall be consistent with Caltrans standards. Draft contract shall include the plans, specifications, special provisions, applicable Federal, state and local laws, regulations, and requirements and item codes. All contract pay items shall utilize the Basic Engineering Estimate System (BEES) coding.

Deliverables:

- *Draft Construction Contract Package*

TASK 3.270 – CONSTRUCTION ENGINEERING – TECHNICAL SUPPORT

Provide Technical Support to the construction engineering staff including design, traffic, hydraulics, materials, structures design, geotechnical services, environmental, landscape and other specialty staff. Functional support may include attendance at pre-work conferences, on-site construction support and RE pending file review.

TASK 3.295 – ACCEPT CONTRACT/PREPARE FINAL CONSTRUCTION ESTIMATE AND FINAL REPORT

Work involved in the acceptance and final documentation of a construction contract.

Work involved includes coordination with the construction manager and/or Resident Engineer to develop as-built plans in accordance with Caltrans and the City Standards. Work includes the transfer of the red-line As-Built plan mark-ups to the original full size reproducible plan sheets (and CADD file) and forwarding a reproducible set of plans with the transferred As-Built changes to SANBAG, Caltrans and the Cities.

Deliverables:

- Red line construction package
- As-Built construction package
- Electronic and hardcopy submittal for Caltrans and City records

Minute Action

AGENDA ITEM: 6

Date: *October 15, 2015*

Subject:

Request for Cooperative Work Agreement from California Department of Finance

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting in its capacity as the San Bernardino County Transportation Commission, at a regularly scheduled Board meeting

A. Approve request for a Cooperative Work Agreement from the California Department of Finance to extend the budget authority lapse date for two years on the following project funds:

i. Palm Avenue grade separation right of way phase: \$381,708 in Congestion Mitigation and Air Quality fund

B. Authorize Executive Director to execute final Cooperative Work Agreement and submit to the Department of Finance for approval.

Background:

Federal funds are available for expenditure for six years from the date of initial authorization by the Federal Highway Administration. Government Code Section 16304.3 allows for the extension of budget authority beyond the expenditure limit years through Cooperative Work Agreements (CWA) approved by the California Department of Finance (DOF). The extension will provide two additional years for expenditure of funds. Any funds not expended within eight years will be revoked.

SANBAG received notification from Caltrans that federal funds for the Palm Avenue grade separation project right-of-way phase are subject to lapse on June 30, 2016, unless a CWA is requested by SANBAG and approved by the DOF. SANBAG must submit the CWA request to Caltrans by October 23, 2015, and should expect to hear if the DOF has approved the CWA by April 1, 2016. If this request is approved, the remaining funds will be expended by the extended lapse date of June 30, 2018.

The Palm Avenue grade separation project has two outstanding properties for which SANBAG is still in the condemnation process. Currently, the legal case on the properties is scheduled to go to trial in March, 2016; however, the trial date has already been continued twice. SANBAG is requesting a CWA to allow sufficient time for resolution of this case and processing of a final settlement. If the CWA is not approved and the funds lapse prior to being expended, it may be possible to reprogram the lapsed CMAQ funds to the project, or staff will propose an alternate funding plan for SANBAG Board approval.

Entity: CTC

Board of Directors Metro Valley Study Session Agenda Item

October 15, 2015

Page 2

Financial Impact:

This item has no financial impact on the approved Fiscal Year 2015/2016 budget. If the CWA is not approved by the DOF or if the funds are not fully expended by the lapse deadline, any unexpended funds will lapse and additional funds may be needed to backfill any remaining project costs.

Reviewed By:

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

Responsible Staff:

Philip Chu, Management Analyst III

Approved
Board of Directors Metro Valley Study Session
Date: October 15, 2015

Witnessed By:

Minute Action

AGENDA ITEM: 7

Date: *October 15, 2015*

Subject:

Valley Freeway Interchange Prioritization and Phasing Options

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting in its capacity as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

A. Implement a Phasing Program within the Valley Freeway Interchange Program in collaboration with local jurisdictions and Caltrans. The improvements represent primarily ramp and intersection projects for fourteen (14) phases in the West Valley and thirteen (13) phases in the East Valley. SANBAG staff is directed to work with local jurisdictions and Caltrans to come back to the Board with a project sequencing and financial plan that can be included with the 2016 update of the 10-Year Delivery Plan.

B. Direct staff to reprioritize and develop an implementation strategy for the remaining Valley interchanges based on costs to be updated in the 2015 Development Mitigation Nexus Study. Interchanges that are included in the phasing program may need to be re-prioritized once it is determined by local jurisdictions whether they are prepared to proceed with the phasing plan. Options to be considered in the implementation strategy include: constructing partial interchanges, in coordination with Caltrans and the Federal Highway Administration; constructing interchange improvements in conjunction with the I-10 and I-15 mainline projects; permitting jurisdictions to advance interchange construction with the possibility of being reimbursed with future Measure I funds; or constructing interchanges in the event funds become available through currently unforeseen state and/or federal funding programs. SANBAG will continue to pursue additional state/federal funding for interchanges when the opportunities arise.

C. Based on Recommendations A and B, develop revisions to Measure I Strategic Plan Policy 40005 for subsequent consideration by the SANBAG Board.

Entity: CTA

Background:

The SANBAG Board directed staff to re-examine the Valley interchange priority list by 2015, per Measure I Strategic Plan Policy 40005/VFI-15. In addition, the SANBAG Board had previously authorized staff to evaluate the opportunities for lower-cost phased interchange improvements as a way to stretch the available financial resources across a greater number of interchanges. The phasing options and interchange priorities were addressed in an integrated fashion. The phasing analysis, combined with a re-evaluation of the priority list, will position SANBAG to make best use of Measure I dollars available to the Valley Interchange Program.

The original priority list for Valley interchanges (contained in Table IV-3 of the Measure I Strategic Plan) was based on the relationship between relief of existing congestion and total interchange cost. The interchange ranking was based on the ratio of daily delay saved divided by the total interchange cost. For purposes of this analysis, staff broadened the options for prioritization of interchanges and phases in conjunction with the Transportation Technical Advisory Committee (TTAC) and an ad hoc committee of the City/County Managers Technical Advisory Committee (CCMTAC). This included options to prioritize phased improvements within the context of the full interchange program.

After coordination with the TTAC and CCMTAC, the recommendation was developed to implement a phasing program within the Valley Freeway Interchange Program in collaboration with local jurisdictions and Caltrans. The phased improvements represent primarily ramp and intersection projects for fourteen (14) phases in the West Valley and thirteen (13) phases in the East Valley. SANBAG staff would work with local jurisdictions and Caltrans to come back to the Board with a project sequencing and financial plan that can be included with the 2016 update of the 10-Year Delivery Plan. This may include packaging of two or more phases into a single project. These phases taken together with the interchanges that have been completed, are under construction, and in development will mean 29 Valley interchanges improved in the first 15 years of Measure I 2010-2040, recognizing that some of the interchanges may not be improved to the ultimate configuration.

In addition, a recommendation was developed to reprioritize and develop an implementation strategy for the remaining Valley interchanges based on costs to be updated in the 2015 Development Mitigation Nexus Study. Interchanges that are included in the phasing program may need to be re-prioritized once it is determined by local jurisdictions whether they are prepared to proceed with the phasing plan. Options to be considered in the implementation strategy include: constructing partial interchanges, in coordination with Caltrans and the Federal Highway Administration; constructing interchange improvements in conjunction with the I-10 and I-15 mainline projects; permitting jurisdictions to advance interchange construction with the possibility of being reimbursed with future Measure I funds; or constructing interchanges in the event funds become available through currently unforeseen state and/or federal funding programs. SANBAG will continue to pursue additional state/federal funding for interchanges when the opportunities arise.

It should be noted that, given the expected funding limitations, there will be no perfect solution to the setting of priorities for the Valley Freeway Interchange Program. The goals are to derive as much benefit as possible from the funds available, to consider geographic equity, and to deliver these projects in a timely manner. The CCMTAC ad hoc committee recommended that future delay savings and public share cost be applied to determine prioritization for ultimate

interchange improvements. The public share cost represents the share SANBAG contributes to the interchange project, which is matched by a local share (or development share) defined in the Nexus Study. This varies from the prioritization method applied to develop the original interchange rankings which included existing delay savings and total project cost.

Historical Interchange Program Background

The Freeway Interchange Program was established as one of the Valley subarea programs in Measure I 2010-2040, passed by the voters of San Bernardino County in 2004. The extension of Measure I, and its associated programs, went into effect on April 1, 2010. The Valley Interchange Program is to receive 11 percent of Valley subarea Measure I revenue with additional contributions from new development and other State and federal revenues as indicated by the Measure I 2010-2040 Expenditure Plan.

The Measure I 2010-2040 Expenditure Plan, as included in the ballot measure, forecast that almost \$500 million in Measure I revenue, in 2004 dollars, would be available to the Valley Interchange Program. Together with contributions from new development of \$333 million and \$32 million in State/Federal revenues, the program was projected to receive approximately \$860 million over the 30-year life of the Measure. The revenue estimates were stated as not binding or controlling. Exhibit D2 of the Expenditure Plan listed 31 interchanges under the heading "Improvements including but not limited to:" The text of the Expenditure Plan stated that these were "projects to be constructed with Freeway Interchange Projects funds" and that geographic equity was to be taken into account. The original Exhibit D2 from the Expenditure Plan is provided below:

Freeway Interchange Projects	Amount
<i>Improvements including but not limited to:</i>	
<i>I-10 Interchanges at Monte Vista, Grove/Fourth St, Vineyard, Cherry, Citrus, Cedar, Riverside, Mt. Vernon, Tippecanoe, Mountain View, California, Alabama, Wabash, Live Oak Canyon, Wildwood Canyon</i>	
<i>I-15 Interchanges at 6th St/Arrow, Baseline, Duncan Canyon, Sierra</i>	
<i>SR-60 Interchanges at Ramona, Central, Mountain, Grove, Vineyard</i>	
<i>I-215 Interchanges at University Parkway and Palm</i>	
<i>SR-30/210 Interchanges at Waterman, Del Rosa, Highland, 5th St, and Baseline</i>	
Freeway Interchange Projects Measure "I" Revenue	\$ 497 Million
State and Federal Revenues	\$ 32 Million
Contribution from New Development	<u>\$ 333 Million</u>
Total Interchange Projects Revenues	\$ 862 Million

The SANBAG Development Mitigation Nexus Study was prepared in conjunction with local jurisdictions to define a program of interchange, railroad grade separation and arterial improvements that would serve as a pool of projects on which Measure I, State/Federal and development dollars could be expended. When the Nexus Study was first adopted by the SANBAG Board in October 2005, the interchange portion of the Nexus Study consisted of \$910 million in projected costs for 38 interchanges in the Valley. This included the 31 interchanges listed in the Expenditure Plan plus seven additional interchanges identified during the Nexus Study development. Jurisdictions were provided an opportunity to list interchanges in the Nexus Study even though they may not have been listed in the original Expenditure Plan, with the understanding that the local share would have to be added to their fee programs. At the time, full funding of the Valley Interchange Program seemed to be within reach, even with relatively conservative assumptions on State and Federal revenue (less than 5 percent of the program).

Since then, the Valley Interchange Program has experienced significant increases in cost estimates and significant reductions in the forecasts of Measure I revenues. The increases in the Caltrans Construction Cost Index for 2004 and 2005 were 45.5 percent and 24.1 percent, respectively, or about 80 percent combined. The impact of these cost increases was seen in the cost estimates for all programs in the Measure I Strategic Plan, including the Valley Interchange Program. Even though construction costs have declined in the last several years, this reduction constitutes only a portion of the earlier increase. Further definition of interchange project scope and associated cost estimates added to the overall cost of the interchange program. The 2013 update of the Development Mitigation Nexus Study indicated estimated costs for the full Valley interchange program at \$1.96 billion. Some of this change is a result of having additional information on interchange concepts, and all of the increase cannot be attributed to cost inflation alone.

At the same time, Measure I revenue saw a dramatic decline, from \$148 million per year in Fiscal Year (FY) 2006/2007 to \$106 million in FY 2009-2010, representing a reduction of almost 30 percent from the peak. Although Measure I revenue has recovered to approximately

\$150 million in FY 2014-2015, the downturn in existing revenue has had a ripple effect on the forecast for Measure I revenue over the next 27 years. The 2014 update of the Measure I 10-Year Delivery Plan suggests that the total Measure I revenue will be in the range of \$5.2 billion in 2013 dollars. This compares to the original expenditure plan forecast of \$6 billion in 2004 dollars. The forecast had been as high as \$8 billion when the SANBAG Board approved a revenue estimate in 2006 for purposes of preparing the Measure I Strategic Plan.

Despite the challenging financial environment described above, much has already been accomplished within the first several years of Measure I 2010-2040, attributable to the initiative of local governments and ability to capitalize on an infusion of State Proposition 1B revenues. Improvements on ten of the Valley interchanges in the Measure I interchange priority list have either already been constructed or are under construction, and project development is underway for 11 more. This progress is a credit to jurisdictions that took the initiative to begin project development prior to the initiation of Measure I 2010-2040. This includes projects constructed under the Project Advancement Process which provided local jurisdictions the ability to build projects with the expectation of public share reimbursement in advance of Measure I 2010-2040 going into effect so long as they initiated construction in a timely manner. The following Valley interchanges have been completed or are currently in construction:

- I-10/Live Oak (complete)
- I-10/Tippecanoe/Anderson Avenues (Phase I open to traffic, Phase II under construction)
- I-10/Riverside Avenue Phase I (complete)
- I-10/Pepper Avenue Phase I (complete)
- I-10/Citrus Avenue (open to traffic)
- I-10/Cherry Avenue (open to traffic)
- I-15/Base Line Road (in construction)
- I-15/Duncan Canyon Road (in construction)
- I-15/Sierra Avenue (in construction)
- SR-60/Euclid Avenue eastbound ramps (completed as a phased improvement)

In addition, the following projects are in the development stage. Although these interchanges were not included in the scope of the SANBAG Board's phasing analysis, cost reductions are still being sought when those opportunities arise. This could include modifications of any original interchange concept that is in the interest of the overall interchange program. This will be referred to as project "re-scoping," and any such proposals are being thoroughly discussed with the local jurisdictions involved. The intent is to obtain maximum benefit from the available Measure I dollars. All of these interchanges are included in the SANBAG 2014 10-Year Delivery Plan.

- I-10/Cedar Avenue
 - Environmentally cleared in early 2014
 - Contract with Caltrans for design initiated in 2015
 - Right-of-way acquisition anticipated to begin in 2016
 - Construction anticipated to begin in 2019
- SR-210/Baseline
 - Currently being cleared environmentally with SR-210 mainline project
 - Construction anticipated to begin in early 2017

- SR-60/Central Avenue
 - Environmental process initiated in late 2014
 - Construction anticipated to begin in early 2018
- I-10/University Avenue
 - Environmental process initiated in mid-2014
 - Construction anticipated to begin in early 2018
- I-215/University Avenue
 - Currently re-evaluating interchange concepts
 - City expected to complete Project Study Report in early 2016
 - Environmental process anticipated to begin in late 2015
 - Construction anticipated to begin in mid-2018
- I-10/Alabama Street
 - It has been recently determined that this interchange can proceed as an independent project, as reconstruction is not required as part of the I-10 widening
 - Construction anticipated to begin in early 2019
- I-10/Mount Vernon Avenue
 - Currently re-evaluating interchange concepts
 - Project Study Report anticipated to be initiated in late 2015
 - Construction anticipated to begin in early 2020
- SR-60/Archibald Avenue
 - Environmental process initiated in early 2015
- I-10/Monte Vista Avenue
 - Improvements anticipated to occur in conjunction with I-10 mainline project
 - Construction anticipated to begin in early 2019
- I-10/Euclid Avenue
 - Improvements anticipated to occur in conjunction with I-10 mainline project
 - Construction anticipated to begin in early 2019
- I-10/Pepper Avenue Phase II
 - Currently in design
 - Construction anticipated to begin in early 2016
- I-10/Riverside Avenue Phase II
 - Currently being developed by the City of Rialto
 - Construction anticipated to begin in early 2018

Table 1 presents interchange phased project rankings. The phasing analysis indicates that implementation of phased projects is feasible and beneficial to the Valley. **Table 2** presents a summary of the revised rankings using future delay savings and public share costs as the ranking criteria. The analysis of phasing is not included in **Table 2**. For the purposes of this analysis, the interchanges within Tier 1 (Top 10 on the priority list) were not evaluated for reprioritization, given that they are already proceeding through project development according to the current delivery plan schedules. For the existing condition, the analysis was conducted as if the interchange improvements could be in place today, so as to create a level playing field for the analysis of all the interchanges. To more accurately evaluate benefits associated with new interchanges, all future interchanges were modeled through application of the San Bernardino Transportation Analysis Model (SBTAM). The future interchanges were coded into the model to identify vehicle delay savings as if the interchange existed. This level of modeling was not available when the original priority list was developed. A more simplified approach had been used wherein delay benefits were estimated based on model-generated volume reductions at

adjacent interchanges. The new approach tended to show greater levels of benefit for new interchanges. However, the costs for new interchanges are also high.

The analysis in **Table 2** includes the most current SANBAG Board-approved costs for Valley interchanges in the 2013 Development Mitigation Nexus Study. However, in December 2015 or January 2016 the Board will consider the biennial iteration of Nexus Study cost updates. Therefore, a final ultimate interchange prioritization list should incorporate the updated cost information that the Board will adopt in a few months. In addition, the analysis includes updated existing condition (2014) delay as observed through field queue studies. The methodology applied in the field was consistent with the methodology applied in the development of the current priority rankings.

Table 2 indicates the change in priority in the “Priority Delta” column. This shows whether the ranking went up or down and by how much, compared to the current ranking of the interchanges. The analysis revealed that, in general, the ranking by public share did not significantly alter the ranking when compared to the ranking by total project cost.

Table 1
Interchange Analysis: Potential Phasing Improvements

1	2	3	4	5	6	7	8
Phase Code	Phase Cost (\$Million)	2013 Strategic Plan Nexus Study			Existing VHD Saved	VHD Saved / Public Share Cost	
		Full Interchange Cost (\$Million)	Fair Share %	Rank		Existing VHD Saved/ (\$Million)	Rank
SR-60/Grove-A	\$0.67	\$51.00	48.3%	11	42	121.72	1
SR-60/Mountain-B	\$0.33	\$15.00	46.2%	14	20	116.93	2
SR-60/Grove-B	\$0.67	\$51.00	48.3%	11	39	112.36	3
I-215/Palm-A	\$0.40	\$11.00	15.8%	26	19	55.37	4
SR-210/Waterman-C	\$1.05	\$51.00	18.2%	17	46	53.97	5
SR-210/Del Rosa-B	\$0.95	\$36.00	32.8%	20	29	45.26	6
SR-60/Mountain-A	\$0.67	\$15.00	46.2%	14	16	43.54	7
SR-210/Waterman-A	\$1.71	\$51.00	18.2%	17	56	40.31	8
I-10/Mountain View-B	\$1.43	\$51.00	37.8%	18	35	39.35	9
I-10/Wildwood*	\$3.00	\$35.00	50.0%	29	55	36.67	10
I-10/Mountain View-A	\$1.81	\$51.00	37.8%	18	38	34.17	11
I-10/California-A	\$0.95	\$45.00	47.8%	27	15	29.51	12
SR-60/Euclid-A	\$0.69	\$6.00	44.5%	12	9	22.91	13
SR-210/Del Rosa-A	\$2.85	\$36.00	32.8%	20	37	19.40	14
SR-60/Ramona-A	\$0.57	\$30.00	31.3%	15	7	17.39	15
SR-60/Grove-C	\$7.55	\$51.00	48.3%	11	61	15.66	16
I-10/Euclid-A	\$2.59	\$9.00	17.4%	13	27	12.54	17
SR-60/Vineyard-A	\$0.76	\$51.00	60.3%	24	3	10.74	18
SR-60/Vineyard-B	\$0.76	\$51.00	60.3%	24	3	10.74	18
I-215/Palm-B	\$1.43	\$11.00	15.8%	26	12	10.36	20
SR-210/5th-B	\$2.47	\$8.00	41.9%	21	8	5.46	21
SR-210/ Waterman-B	\$1.81	\$51.00	18.2%	17	8	5.21	22
SR-60/Euclid-B	\$5.12	\$6.00	44.5%	12	12	4.25	23
SR-210/5th-A	\$1.71	\$8.00	41.9%	21	4	3.95	24
SR-60/Euclid-C	\$4.27	\$6.00	44.5%	12	9	3.71	25
SR-60/Ramona-B	\$4.37	\$30.00	31.3%	15	9	2.84	26
SR-60 Vineyard-C	\$8.08	\$51.00	60.3%	24	6	2.02	27
Total	\$58.63	\$370					

Note: * Contingent upon Caltrans and FHWA acceptance for phasing of new interchange

Table 1, Continued
Interchange Analysis: Phasing Improvement Codes & Descriptions

Phase Code	Interchange	Description
1-10EU	I-10/Euclid	Median southbound left turn (& restripe eastbound off-ramp)
2-10CA	I-10/California	Widen eastbound off-ramp
3-10MV-A	I-10/Mountain View	Add S/S single left turn lanes
4-10MV-B	I-10/Mountain View	Widen eastbound off-ramp
5-60RA-A	SR-60/Ramona	Widen eastbound off-ramp
6-60RA-B	SR-60/Ramona	Add northbound left turn at westbound on-ramp
7-60MT-A	SR-60/Mountain	Widen westbound off-ramp
8-60MT-B	SR-60/Mountain	Add southbound right turn lane at westbound ramps
9-60EU-A	SR-60/Euclid	Widen eastbound off-ramp
10-60EU-B	SR-60/Euclid	Add northbound dual left turn at westbound ramps & northbound thru lane at eastbound ramps
11-60EU-C	SR-60/Euclid	Add southbound dual left turn at eastbound ramps
12-60GR-A	SR-60/Grove	Widen eastbound off-ramp
13-60GR-B	SR-60/Grove	Widen westbound off-ramp
14-60GR-C	SR-60/Grove	Northbound & southbound dual left turn lanes
15-60VI-A	SR-60/Vineyard	Widen eastbound off-ramp
16-60VI-B	SR-60/Vineyard	Widen westbound off-ramp
17-60VI-C	SR-60/Vineyard	Northbound & southbound dual left turns
18-2105th-A	SR-210/5th	Widen northbound off-ramp
19-2105th-B	SR-210/5th	Improve westbound between northbound & southbound intersections
20-210WA-A	SR-210/Waterman	Add right turn to eastbound off-ramp
21-210WA-B	SR-210/Waterman	Add 2 nd southbound right turn on Waterman approaching 30 th
22-210WA-C	SR-210/Waterman	Restripe southbound at eastbound ramp & Widen eastbound ramp
23-210DR-A	SR-210/Del Rosa	Dual northbound left turn & widen westbound on-ramp & widen Del Rosa between Date & eastbound ramps
24-210DR-B	SR-210/Del Rosa	Widen eastbound off-ramp
25-215P-A	I-215/Palm	Widen northbound right turn ramp
26-215P-B	I-215/Palm	Add westbound left turn pocket
27-10WW	I-10/Wildwood	Construct partial interchange, remove rest stop

Table 1, Continued
Interchange Analysis: Column Description

Column	Description
1	See Interchange Analysis Phasing Improvement Codes & Descriptions Table. The Phase Codes were created using a unique number separated by "-" then highway number and intersecting street abbreviation followed by "-" and an alphanumeric representation where more than one phase for the location exists. For example, Phase "3-10MV-A" has a unique ID of 3 for improvements on I-10/Mountain View, option A.
2	Phase cost estimate as provided by Parsons (\$2015)
3	Full interchange improvement cost estimate according to the 2013 Development Mitigation Nexus Study (\$2013) (http://www.sanbag.ca.gov/planning2/cmp/cmp11NexusStudy_k.pdf)
4	Project ranking according to the Development Mitigation Nexus Study
5	Fair share percentage (local share) according to the Development Mitigation Nexus Study
6	Existing daily VHD (not shown) less VHD for phased construction
7	Existing VHD saved per million dollars of public share cost (Col 6/(Col 2*(1-Col 4)))
8	Rank of VHD saved per public share cost, Column 9 (highest benefit/cost ranked 1 st)

Table 2
Ultimate Interchange Reprioritization Analysis
(Tentative – to be updated with 2015 Development Mitigation Nexus Study costs)

1	2	3	4	5	6	7	8
Interchange	Original Nexus Study			2013 Cost (\$Millions)	Future VHD Saved/ Public Share Cost (\$Millions)		
	Cost (\$Millions)	Rank	Fair Share %		VHD Saved/ \$Millions	Rank	Priority Delta
SR-60/Euclid	\$7.00	12	44.5%	\$6.00	117.56	11	1
SR-210/5th	\$17.81	21	41.9%	\$8.00	102.19	12	9
I-10/Pepper	\$33.85	19	34.0%	\$7.70	94.59	13	6
I-15/Sierra	\$12.70	16	80.3%	\$13.00	83.07	14	2
I-10/Euclid	\$8.00	13	17.4%	\$9.00	56.95	15	(2)
SR-60/Mountain	\$23.00	14	46.2%	\$15.00	52.52	16	(2)
I-215/Palm	\$10.93	26	15.8%	\$11.00	30.80	17	9
I-10/Alder	\$33.97	28	50.0%	\$99.00	25.88	18	10
I-10/Wabash	\$26.72	33	35.8%	\$40.00	25.66	19	14
I-10/California	\$45.00	27	47.8%	\$45.00	23.04	20	7
I-10/Wildwood	\$31.10	29	50.0%	\$35.00	21.31	21	8
SR-60/Grove	\$45.00	11	48.3%	\$51.00	20.21	22	(11)
I-10/Mountain View	\$50.90	18	37.8%	\$51.00	18.45	23	(5)
I-10/Beech	\$34.35	31	50.0%	\$114.00	17.72	24	7
SR-210/Del Rosa	\$35.63	20	32.8%	\$36.00	16.73	25	(5)
I-10/4th/Grove	\$70.00	25	17.1%	\$128.00	16.65	26	(1)
SR-210/Waterman	\$50.90	17	18.2%	\$51.00	16.08	27	(10)
I-15/6th-Arrow	\$36.90	23	50.0%	\$91.30	16.01	28	(5)
I-215/Pepper-Linden	\$50.90	30	50.0%	\$57.00	15.44	29	1
SR-60/Vineyard	\$45.00	24	60.3%	\$51.00	12.54	30	(6)
I-10/Vineyard	\$74.00	22	60.0%	\$84.00	7.30	31	(9)
SR-60/Ramona	\$26.72	15	31.3%	\$30.00	6.61	32	(17)

Ultimate Interchange Reprioritization Analysis Column Description

Column	Description
1	Nexus Study Interchanges
2	Nexus Study Original Interchange Cost Estimate in millions (\$2006)
3	Nexus Study Priority
4	Nexus Study Fair Share (local share) percentage, public share would be 100% - Fair Share %
5	2013 Updated Nexus Study Interchange Cost Estimate in millions (\$2013)
6	Future vehicle hours of delay saved per million dollars of public share, Column M/((Column E* (1-Column D))
7	Rank of future vehicle hours of delay saved per million dollars of public share cost (Rank of Column Q) for interchanges considered for reprioritization (i.e. current priority from 10-33)
8	Change in priority based on future VHD per million dollars of public share cost assuming no reprioritization for current priority 1-10 interchanges, negative number means reduction in priority, positive number means increase in priority (Column C - Column R).

Board of Directors Metro Valley Study Session Agenda Item

October 15, 2015

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Financial Impact:

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

Reviewed By:

This item was reviewed by the City/County Manager Ad-Hoc Committee on September 21, 2015 and the Transportation Technical Advisory Committee on October 5, 2015.

Responsible Staff:

Timothy Byrne, Chief of Planning

Approved
Board of Directors Metro Valley Study Session
Date: October 15, 2015

Witnessed By:

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2015

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Curt Hagman Board of Supervisors	X	X	X	X	X	X		X	X			
James Ramos Board of Supervisors		X		X	X	X		X	X			
Janice Rutherford Board of Supervisors	X	X		X		X		X	X			
Josie Gonzales Board of Supervisors	X	X	X	X	X	X		X	X			
Robert Lovingood Board of Supervisors				X				X	X			
Rich Kerr City of Adelanto		X*	X*		X*							
Curt Emick Town of Apple Valley												
Julie McIntyre City of Barstow												
Bill Jahn City of Big Bear Lake	X	X	X	X	X	X		X	X			
Dennis Yates City of Chino	X	X		X				X	X			
Ed Graham City of Chino Hills	X	X	X	X	X	X		X	X			
Frank Navarro City of Colton	X	X	X	X	X	X		X	X			
Michael Tahan City of Fontana	X	X	X	X	X	X		X				
Darcy McNaboe City of Grand Terrace		X		X	X	X		X	X			
Mike Leonard City of Hesperia												
Larry McCallon City of Highland	X			X				X	X			

Communication: Attendance (Additional Information)

X = member attended meeting. * = alternate member attended meeting. Empty box = Did not attend meeting. Crossed out box = not a Board Member at the time.

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE RECORD – 2015

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Rhodes ‘Dusty’ Rigsby City of Loma Linda	X			X	X			X	X			
Paul Eaton City of Montclair	X	X	X	X	X	X		X	X			
Edward Paget City of Needles												
Alan Wapner City of Ontario		X	X	X	X			X	X			
L. Dennis Michael City of Rancho Cucamonga	X		X	X	X				X			
Jon Harrison City of Redlands	X	X	X	X*	X	X		X	X			
Deborah Robertson City of Rialto	X	X		X	X	X		X	X			
R. Carey Davis City of San Bernardino	X	X	X	X	X	X		X				
Joel Klink City of Twentynine Palms												
Ray Musser City of Upland		X	X	X	X	X		X	X*			
Ryan McEachron City of Victorville	X	X	X	X		X		X	X			
Dick Riddell City of Yucaipa	X	X	X	X	X	X		X	X			
George Huntington Town of Yucca Valley												

Communication: Attendance (Additional Information)

X = member attended meeting. * = alternate member attended meeting. Empty box = 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.

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