

AGENDA

General Policy Committee Meeting

January 13, 2016

9:00 AM

Location

SANBAG

First Floor Lobby

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

General Policy Committee Membership

Chair – SANBAG Vice President

Supervisor Robert Lovingood
County of San Bernardino, *MDC Chair*

SANBAG President

Council Member Ryan McEachron
City of Victorville

SANBAG Past President

Mayor L. Dennis Michael
City of Rancho Cucamonga

Mt./Desert Representatives

Mayor Pro Tem Bill Jahn
City of Big Bear Lake

Council Member Joel Klink
City of Twentynine Palms

East Valley Representatives

Council Member Dick Riddell
City of Yucaipa

Mayor Larry McCallon
City of Highland

Mayor Rhodes (Dusty) Rigsby
City of Loma Linda

Supervisor James Ramos
County of San Bernardino, *CRTC Chair*

West Valley Representatives

Mayor Dennis Yates
City of Chino

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

Supervisor Janice Rutherford
County of San Bernardino

Ray Wolfe
Executive Director

Eileen Monaghan Teichert
SANBAG Counsel

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

AGENDA

General Policy Committee Meeting

January 13, 2016

9:00 AM

Location

**SANBAG 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 Robert A. Lovingood)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications - Diane Greve

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

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

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

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 - Administrative Matters

2. November and December 2015 Procurement Report

Receive the November and December 2015 Procurement Report.

Presenter: Hilda Flores

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

DISCUSSION ITEMS

Discussion - Administrative Matters

3. Approve San Bernardino County Transportation Commission Resolution 16-021 and San Bernardino County Transportation Authority Resolution 16-022, Declaring official intent to reimburse certain expenditures from proceeds of indebtedness

That the General Policy Committee recommend:

A. The Board, acting as the San Bernardino County Transportation Commission, approve Resolution 16-021, Declaring the Official Intent of San Bernardino County Transportation Commission to Reimburse Certain Expenditures From Proceeds of Indebtedness; and

B. The Board, acting as the San Bernardino County Transportation Authority, approve Resolution 16-022, Declaring the Official Intent of San Bernardino County Transportation Authority to Reimburse Certain Expenditures From Proceeds of Indebtedness.

Presenter: Hilda Flores

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

Discussion - Council of Governments

4. Grant Writing Services

That the General Policy Committee recommend the Board approve Contract 16-1001379 with Blais & Associates, Inc., for grant writing services for a term concluding June 30, 2018, and for an amount not to exceed \$260,500.

Presenter: Duane Baker

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

5. Participation in a Joint Feasibility Study of Community Choice Aggregation with the Western Riverside Council of Governments (WRCOG)

That the General Policy Committee recommend the Board do the following:

A. Authorize SANBAG to participate in a joint procurement with Western Riverside Council of Governments (WRCOG) for a firm to conduct a feasibility study of starting a Community Choice Aggregation (CCA) program in our two regions.

B. Approve a budget amendment to the Fiscal Year 2015/2016 budget to increase Task No. 0102 in the amount of \$150,000 for a new task total of \$586,137.

Presenter: Duane Baker

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

6. SANBAG State Advocate Performance Evaluation

That the General Policy Committee receive and file as an informational item and provide additional comments as desired.

Presenter: Wendy Strack

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

Comments from Board Members

Brief comments from Board Members

Public Comment

Brief comments by the General Public

ADJOURNMENT

Additional Information

Attendance Record
SANBAG Entities
Acronym List
Mission Statement

The next General Policy Committee meeting will be held Wednesday, February 10, 2016

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

Meeting Procedures and Rules of Conduct

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

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

Agendas – All agendas are posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the “Consent Calendar” and “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors or unanimous vote of members present as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

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

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

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

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

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

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner. Your cooperation is appreciated!

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

Attendance.

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

Basic Agenda Item Discussion.

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

The Vote as specified in the SANBAG Bylaws.

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

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he/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: January 13, 2016

Subject:
 Information Relative to Possible Conflict of Interest

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

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

Item No.	Contract No.	Principals & Agents	Subcontractors
4	16-1001379	Blais & Associates Neil C. Blais	None

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

Reviewed By:
 This item is prepared monthly for review by SANBAG Board and Committee members.

Responsible Staff:
 Duane Baker, Director of Management Services

Approved
 General Policy Committee
 Date: January 13, 2016
 Witnessed By:

Entity: CMA, COG, CTA, CTC, SAFE

Minute Action

AGENDA ITEM: 2

Date: *January 13, 2016*

Subject:

November and December 2015 Procurement Report

Recommendation:

Receive the November and December 2015 Procurement Report.

Background:

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

On July 11, 2012, the Board of Directors authorized SANBAG's General Counsel to award and execute legal services contracts up to \$50,000 with outside counsel as needed on behalf of SANBAG and its authorities organized under the umbrella of the Council of Governments. Also, periodically notify the Board after exercising such authority. A list of all Contracts and Purchase Orders that were executed by the Executive Director and/or General Counsel during the months of November and December are presented herein as Attachment A, and all RFPs and IFBs are presented in Attachment B.

Financial Impact:

This item imposes no impact on the Fiscal Year 2015/2016 budget. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy.

Reviewed By:

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

Responsible Staff:

Hilda Flores, Chief of Fiscal Resources

Approved
General Policy Committee
Date: January 13, 2016
Witnessed By:

Attachment A

November/December Contract Actions

New Contracts Executed:

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
15-1001247	Park and Ride Agreement	Shepherd of the Hill Lutheran Church	\$20,400.00	Park and Ride Agreement
15-1001248	Park and Ride Agreement	St. Paul the Apostle Catholic Church	\$18,000.00	Park and Ride Agreement
15-1001249	Park and Ride Agreement	28 th District Agricultural Association	\$5,760.00	Park and Ride Agreement
15-1001253	Park and Ride Agreement	Montecito Baptist Church	\$6,120.00	Park and Ride Agreement
16-1001424	Use of Verizon Wireless pound codes for SANBAG's network of call boxes	CELLO Partnership/Verizon Wireless	\$0.00	Agreement for Utilization of Pound Codes through Verizon Call Box Network

Attachment: Attachment A (2419 : Procurement Report)

Attachment A

November/December Contract Amendment Actions

Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended Contract Total
C11185 Amendment 3	Amendment 3 extends contract term from January 31, 2015 to December 31, 2016, Project: Construction Management Services for Hunts Lane Grade Separation	CALTROP	Original \$2,808,236.00 Amendment 1 (\$125,000.00) Amendment 2 \$0.00	\$0.00	\$2,683,236.00
C12077 Amendment 4	Amendment 4 extends contract period through December 31, 2017. Project: Transit Center Omnitrans Bus Facility	HDR Engineering	Original \$2,620,180.00 Amendment 1 \$1,079,832.00 Amendment 2 \$564,764.00 Amendment 3 \$292,636.00	\$0.00	\$4,557,412.00
C12078 Amendment 4	Amendment 4 extends the contract period through December 31, 2017. Project: Construction Management Services for the Omnitrans Bus Facility	Parsons Brinckerhoff	Original \$683,755.00 Amendment 1 \$32,135.00 Amendment 2 \$515,701.00 Amendment 3 \$218,635.00	\$0.00	\$1,450,226.00

Attachment: Attachment A (2419 : Procurement Report)

Attachment A

November/December Contract Task Order Actions

Contract Task Order (CTO) Executed:

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C12244 CTO 14 Amendment 1	Utility for Bi-County Signal Project. Additional Potholes were required.	Overland, Pacific, & Cutler	\$6,000,000.00 Share with Epic Land (C12242) and HDR Inc (C12243)	CTO 1 \$1,902,168.31 CTO 3 \$21,811.68 CTO 6 \$21,833.00 CTO 7 \$111,780.14 CTO 9 \$12,995.00 CTO 11 \$23,200.00 CTO 13 \$5,588.51 CTO 12 \$10,896.00 CTO 13 \$11,868.51	Original: \$18,893.40 Amend 1: \$7,881.00 Total: \$26,774.40

Attachment: Attachment A (2419 : Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C14086 CTO 2 Amendment 2	Time extension for County Wide Transit Efficiency Study	Parsons Brinckerhoff	\$20,000,000.00 Shared with Hatch Mott MacDonald (C14003)	CTO 1 \$92,500.00 CTO 3 \$20,000.00 CTO 5 \$388,136.00 CTO 6 \$222,223.00 CTO 9 \$29,917.00 CTO 12B \$276,230.96 CTO 21 \$3,014.70 CTO 27 \$13,774.98 CTO 33 \$377,893.00 CTO 36 \$14,762.07 CTO 37 \$209,788.00 CTO 39 \$209,788.00	Original: \$520,105.00 Amend 1: \$0.00 Amend 2: \$0.00 Total: \$520,105.00

Attachment: Attachment A (2419 : Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C14086 CTO 5 Amendment 3	Short Range Transit – Public Outreach	Parsons Brinckerhoff	\$20,000,000.00 Shared with Hatch Mott MacDonald (C14003)	CTO 1 \$92,500.00 CTO 2 \$520,105.00 CTO 3 \$20,000.00 CTO 6 \$222,223.00 CTO 9 \$29,917.00 CTO 12B \$276,230.96 CTO 21 \$3,014.70 CTO 27 \$13,774.98 CTO 33 \$377,893.00 CTO 36 \$14,762.07 CTO 37 \$209,788.00 CTO 39 \$209,788.00	Original: \$366,138.00 Amend 1: \$21,998.00 Amend 2: \$0.00 Amend 3: \$0.00 Total: \$388,136.00

Attachment: Attachment A (2419 : Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C14003 CTO 38	RPRP Comprehensive Ridership Update	Hatch Mott MacDonald	\$20,000,000.00 Shared with Parsons Brinckerhoff (C14086)	CTO 8 \$525,255.00 CTO 10 \$114,162.00 CTO 11 \$1,579,358.00 CTO 12A \$267,034.56 CTO 17 \$125,539.00 CTO 19 \$498,324.00 CTO 20 \$299,836.00 CTO 22 \$249,729.00 CTO 23 \$1,134.55 CTO 25 \$78,441.00 CTO 26 \$21,581.00 CTO 31 \$31,542.00 CTO 32 \$498,593.00 CTO 33 \$377,893.00 CTO 35 \$62,321.00	\$115,252.00

Attachment: Attachment A (2419 : Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C12033 CTO 43 Amendment 1	Time Extension to Determine the correction needed for faulty Master controller due to a widening project	Albert Grover Associates	\$1,000,000.00	CTO 1 through CTO 38 \$507,966.00 CTO 42 \$19,480.00 CTO 45 \$34,488.00 CTO 46 \$18,534.00 CTO 47 \$12,902.00 CTO 48 \$9,890.00	Original: \$21,570.00 Amend 1: \$0.00 Total: \$21,570.00
C12033 CTO 46 Amendment 1	Time Extension to Restore coordination among the four County signals; install GPS units to establish a common time base with Chino signals and adjust timing as necessary	Albert Grover Associates	\$1,000,000.00	CTO 1 through CTO 38 \$507,966.00 CTO 42 \$19,480.00 CTO 43 \$21,570.00 CTO 45 \$34,488.00 CTO 47 \$12,902.00 CTO 48 \$9,890.00	Original: \$18,534.00 Amend 1: \$0.00 Total: \$18,534.00

Attachment: Attachment A (2419 : Procurement Report)

Attachment A

November/December Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	PO Dollar Amount
None				

Attachment: Attachment A (2419 : Procurement Report)

Attachment A

November/December Purchase Order Amendment Actions

Purchase Order Amendments Executed:

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

Attachment: Attachment A (2419 : Procurement Report)

Attachment B

November/December RFP's and IFB's

Release of RFP's and IFB's

Release Date	RFP/IFB No.	Description of Services	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
11/18/15	16-1001417	Rim of the World Active Transportation Plan	\$284,250	March 2016	Consultant to assist with Active Transportation Plan for Rim of the World
				Total	\$284,250.00

Minute Action

AGENDA ITEM: 3

Date: *January 13, 2016*

Subject:

Approve San Bernardino County Transportation Commission Resolution 16-021 and San Bernardino County Transportation Authority Resolution 16-022, Declaring official intent to reimburse certain expenditures from proceeds of indebtedness

Recommendation:

That the General Policy Committee recommend:

A. The Board, acting as the San Bernardino County Transportation Commission, approve Resolution 16-021, Declaring the Official Intent of San Bernardino County Transportation Commission to Reimburse Certain Expenditures From Proceeds of Indebtedness; and

B. The Board, acting as the San Bernardino County Transportation Authority, approve Resolution 16-022, Declaring the Official Intent of San Bernardino County Transportation Authority to Reimburse Certain Expenditures From Proceeds of Indebtedness.

Background:

The San Bernardino County Transportation Commission (Commission) intends to issue toll revenue, Transportation Infrastructure Finance and Innovation Act (TIFIA) and other short-term indebtedness in connection with the improvements on the Interstate 10 and Interstate 15 corridors, and enhancement of other transit service, to reduce traffic congestion and improve flow of traffic (collectively the Project). Similarly, the San Bernardino County Transportation Authority (Authority) intends to issue Measure I sales tax, and other short-term indebtedness in connection with those portions of the Project included in the Measure I Expenditure Plan. The Commission and the Authority intend to pay certain expenditures in connection with the Project prior to issuance of debt obligations not to exceed \$2.2 billion. Debt obligations will be issued and the proceeds will be used to reimburse the Commission and the Authority for such expenditures.

Section 1.150-2 of the Treasury Regulations requires the issuer to declare its reasonable official intent to reimburse prior expenditures for the Project with proceeds of a subsequent borrowing.

Financial Impact:

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

Reviewed By:

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

Responsible Staff:

Hilda Flores, Chief of Fiscal Resources

Entity: CTA, CTC

Approved
General Policy Committee
Date: January 13, 2016
Witnessed By:

RESOLUTION NO. 16-021

**DECLARATION OF OFFICIAL INTENT
OF SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION
TO REIMBURSE CERTAIN EXPENDITURES
FROM PROCEEDS OF INDEBTEDNESS**

WHEREAS, the San Bernardino County Transportation Commission (the “Issuer”) intends to acquire, develop, design, construct, maintain, repair, rehabilitate, reconstruct transportation and toll facilities, including without limitation capital improvements to on and off ramps, connector roads, roadways, bridges and other structures in connection with the implementation of a value-pricing program to improve the performance of the Interstate 10 and Interstate 15 corridors, as determined by the Issuer, and for the enhancement of other transit service, to reduce traffic congestion and improve flow of traffic (collectively, the “Project”);

WHEREAS, the Issuer expects to pay certain expenditures (the “Reimbursement Expenditures”) in connection with the Project prior to the issuance of indebtedness for the purpose of financing costs associated with the Project on a long-term basis;

WHEREAS, the Issuer reasonably expects in accordance with its 10-year delivery plan that debt obligations in an amount not expected to exceed \$1.4 billion will be issued and that certain of the proceeds of such debt obligations will be used to reimburse the Reimbursement Expenditures; and

WHEREAS, Section 1.150-2 of the Treasury Regulations requires the Issuer to declare its reasonable official intent to reimburse prior expenditures for the Project with proceeds of a subsequent borrowing;

NOW, THEREFORE, the San Bernardino County Transportation Commission declares as follows:

Section 1. The Issuer finds and determines that the foregoing recitals are true and correct.

Section 2. This declaration is made solely for purposes of establishing compliance with the requirements of Section 1.150-2 of the Treasury Regulations. This declaration does not bind the Issuer to make any expenditure, incur any indebtedness, or proceed with the Project.

Section 3. The Issuer hereby declares its official intent to use proceeds of indebtedness to reimburse itself for Reimbursement Expenditures.

Section 4. This declaration shall take effect from and after its adoption.

PASSED AND ADOPTED by the San Bernardino County Transportation Commission on _____, 2016.

Ryan McEachron, Chair
San Bernardino County Transportation Commission

ATTEST:

Clerk of the Board

Attachment: SANBAG Express Lanes Reimbursement Resolution [Revision 4] (2466 : Resolutions Intent of Commission & Authority to

CLERK'S CERTIFICATE

I, _____, Clerk of the Board of the San Bernardino County Transportation Commission, hereby certify as follows:

The foregoing is a full, true and correct copy of a resolution duly adopted at a regular meeting of the Governing Board of the Commission duly, regularly and legally held at the regular meeting place of the Commission in San Bernardino, California, on _____, 2016 of which meeting all of the members of the Commission had due notice and at which a majority thereof were present and acting throughout;

At said meeting said resolution was adopted by the following vote:

AYES:

NOES:

ABSENT:

I have carefully compared the foregoing with the original minutes of said meeting on file and of record in my office, and the foregoing is a full, true, and correct copy of the original resolution adopted at said meeting and entered in said minutes; and

Said original resolution has not been amended, modified or rescinded since the date of its adoption, and the same is now in full force and effect.

I further certify that an agenda of said meeting was posted at least 72 hours before said meeting at a location in San Bernardino, California, freely accessible to the public and a brief general description of the resolution to be adopted at said meeting appeared on said agenda.

WITNESS my hand this ____ day of _____, 2016.

Clerk of the Governing Board
of the San Bernardino County Transportation Commission

Attachment: SANBAG Express Lanes Reimbursement Resolution [Revision 4] (2466 : Resolutions Intent of Commission & Authority to

RESOLUTION NO. 16-022

**DECLARATION OF OFFICIAL INTENT
OF SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
TO REIMBURSE CERTAIN EXPENDITURES
FROM PROCEEDS OF INDEBTEDNESS**

WHEREAS, the San Bernardino County Transportation Authority (the “Issuer”) intends to acquire, develop, design, construct, maintain, repair, rehabilitate, reconstruct transportation and toll facilities, including without limitation capital improvements to on and off ramps, connector roads, roadways, bridges and other structures in connection with the implementation of a value-pricing program to improve the performance of those portions of the Interstate 10 and Interstate 15 corridors included in the Measure I 2010-2040 Expenditure Plan, as determined by the Issuer, and for the enhancement of other transit service, to reduce traffic congestion and improve flow of traffic (collectively, the “Project”);

WHEREAS, the Issuer expects to pay certain expenditures (the “Reimbursement Expenditures”) in connection with the Project prior to the issuance of indebtedness for the purpose of financing costs associated with the Project on a long-term basis;

WHEREAS, the Issuer reasonably expects in accordance with its 10-year delivery plan that debt obligations in an amount not expected to exceed \$800 million will be issued and that certain of the proceeds of such debt obligations will be used to reimburse the Reimbursement Expenditures; and

WHEREAS, Section 1.150-2 of the Treasury Regulations requires the Issuer to declare its reasonable official intent to reimburse prior expenditures for the Project with proceeds of a subsequent borrowing;

NOW, THEREFORE, the San Bernardino County Transportation Authority declares as follows:

Section 1. The Issuer finds and determines that the foregoing recitals are true and correct.

Section 2. This declaration is made solely for purposes of establishing compliance with the requirements of Section 1.150-2 of the Treasury Regulations. This declaration does not bind the Issuer to make any expenditure, incur any indebtedness, or proceed with the Project.

Section 3. The Issuer hereby declares its official intent to use proceeds of indebtedness to reimburse itself for Reimbursement Expenditures.

Section 4. This declaration shall take effect from and after its adoption.

PASSED AND ADOPTED by the San Bernardino County Transportation Authority on _____, 2016.

Ryan McEachron, Chair
San Bernardino County Transportation Authority

ATTEST:

Clerk of the Board

Attachment: I 10 and I 15 Corridor Resolution of Intend to Reimburse Expenditures [Revision 2] (2466 : Resolutions Intent of Commission &

CLERK'S CERTIFICATE

I, _____, Clerk of the Board of the San Bernardino County Transportation Authority, hereby certify as follows:

The foregoing is a full, true and correct copy of a resolution duly adopted at a regular meeting of the Governing Board of the Authority duly, regularly and legally held at the regular meeting place of the Authority in San Bernardino, California, on _____, 2016 of which meeting all of the members of the Authority had due notice and at which a majority thereof were present and acting throughout;

At said meeting said resolution was adopted by the following vote:

AYES:

NOES:

ABSENT:

I have carefully compared the foregoing with the original minutes of said meeting on file and of record in my office, and the foregoing is a full, true, and correct copy of the original resolution adopted at said meeting and entered in said minutes; and

Said original resolution has not been amended, modified or rescinded since the date of its adoption, and the same is now in full force and effect.

I further certify that an agenda of said meeting was posted at least 72 hours before said meeting at a location in San Bernardino, California, freely accessible to the public and a brief general description of the resolution to be adopted at said meeting appeared on said agenda.

WITNESS my hand this ____ day of _____, 2016.

Clerk of the Governing Board
of the San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 4

Date: *January 13, 2016*

Subject:

Grant Writing Services

Recommendation:

That the General Policy Committee recommend the Board approve Contract 16-1001379 with Blais & Associates, Inc., for grant writing services for a term concluding June 30, 2018, and for an amount not to exceed \$260,500.

Background:

The Board of Directors authorized the release of Request for Proposal (RFP) 16-1001379 for Grant Writing Services on October 7, 2015. The purpose of the RFP was to seek proposals from qualified firms to assist SANBAG in identifying and applying for grants from state, federal, and private foundation sources. Additionally SANBAG was seeking assistance to hold workshops for our member agencies on new grant opportunities. The goal is to assist SANBAG and our region in being more competitive in receiving grants and to identify and receive new sources of grant funding.

A total of six proposals were received in response to this RFP. The proposals were from:

- Avant Garde
- Blais & Associates
- California Consulting
- Dudek
- IDC Consulting Engineers, Inc.
- Judith Norman – Transportation Consultant

An evaluation committee consisting of SANBAG's Deputy Executive Director, Director of Fund Administration and Programming, and Director of Legislative and Public Affairs reviewed all of the proposals and selected two firms to interview based on the following criteria:

- Qualifications of the Firm – experience in performing grant writing services, the types of grants the firm has experience in writing, the success of the firm in writing successful grants, and knowledge of various sources of grant funds.
- Staffing and Project Organization – The experience of staff assigned, depth and availability of staff sufficient to perform the work, processes for controlling work and for insuring quality control.
- Work Plan – depth of firm's understanding of SANBAG's needs and demonstration of ability to respond to each part of the Scope of Work.
- Price Proposal – reasonableness of the total price and competitiveness in the marketplace for similar services.

Entity: COG

General Policy Committee Agenda Item

January 13, 2016

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The two firms selected for an interview were Blais & Associates and California Consulting. The same evaluation committee interviewed these firms to determine their qualifications for performing the scope of work. After the interviews and deliberation by the evaluation committee, Blais & Associates was selected for negotiation of a contract. The decision was based on their experience with transportation agencies and local governments, their assignment of experienced grant writers and project managers to oversee all work and their internal processes for quality control.

Attached is the Scope of Work as well as the Price Form. The proposed term of the contract is until June 30, 2018. The price proposal for the contract is based on an assumed number of grant applications each year. We anticipate the amount budgeted to be sufficient but if more grants are considered in a particular year beyond the amount provided for in this contract, staff may request additional authorizations from the Board of Directors on a grant by grant basis.

Financial Impact:

The funds for the first year of this contract is included in the approved Fiscal Year 2015/2016 Budget. Funding for future years of the contract will be included in those respective budgets.

Reviewed By:

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

Responsible Staff:

Duane Baker, Director of Management Services

Approved
General Policy Committee
Date: January 13, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 16-1001379 Amendment No.: _____ Vendor No.: _____
 Vendor/Customer Name: Blais & Associates, Inc. Sole Source? Yes No
 Description: Grant Writing Services
 Start Date: 02/03/2016 Expiration Date: 06/30/2018 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 260,500.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 260,500.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 260,500.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: _____
 Board of Directors Action: _____

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: Duane Baker

Attachment: Contract Summary Sheet (2428 : Grant Writing Services)

EXHIBIT A “SCOPE OF WORK”

Consultant’s services include:

- Conduct a needs assessment of SANBAG to gain an understanding of the program and funding needs of SANBAG;
- Identify grant opportunities available through state, federal and private sources;
- Screen grant opportunities and communicate the most appropriate for SANBAG's needs to SANBAG;
- Develop timelines and checklists for identified grants to ensure timely grant completion and submission;
- In coordination with SANBAG staff, compose grant proposals, including budget, concept plans and other necessary items for grant submittals;
- Monitor implementation of successful grant proposals;
- Assist SANBAG staff with ensuring compliance with all applicable grant rules and regulations;
- Assist SANBAG staff in establishing billing procedures to include processing invoices and reconciling funds for specific grants;
- Assist SANBAG staff in fulfilling grant reporting requirements;
- Conduct workshops for SANBAG and its member agencies on topics related to grant funding opportunities and successful grant writing.

EXHIBIT B – “PRICE FORM”

Attachment: Contract 16-1001379 - Exhibit B - Price Form (2428 : Grant Writing Services)

Price Form – Exhibit B for:

Contract 16-1001379

Activity	Annual Budget
Fiscal Year 2015-2016 (Notice to Proceed - June 30, 2016)	
Needs Assessment	\$8,500 (one time)
Grant Monitoring	\$10,000
Grant Writing	\$30,000
Grant Administration	\$6,000
Grant Workshops	\$9,000
Total (Contract Year 2015-2016)	\$63,500
Fiscal Year 2016-2017 (July 1, 2016 – June 30, 2017)	
Grant Monitoring	\$24,000
Grant Writing	\$55,000
Grant Administration	\$6,000
Grant Workshops	\$13,500
Total (Contract Year 2016-2017)	\$98,500
Fiscal Year 2017-2018 (July 1, 2017 – June 30, 2018)	
Grant Monitoring	\$24,000
Grant Writing	\$55,000
Grant Administration	\$6,000
Grant Workshops	\$13,500
Total (Contract Year 2017-2018)	\$98,500

*Additional grant services that exceed the designated amount within scope of work and price form may be included throughout term of contract on a case-by-case basis with authorization by SANBAG.

Minute Action

AGENDA ITEM: 5

Date: January 13, 2016

Subject:

Participation in a Joint Feasibility Study of Community Choice Aggregation with the Western Riverside Council of Governments (WRCOG)

Recommendation:

That the General Policy Committee recommend the Board do the following:

- A. Authorize SANBAG to participate in a joint procurement with Western Riverside Council of Governments (WRCOG) for a firm to conduct a feasibility study of starting a Community Choice Aggregation (CCA) program in our two regions.
- B. Approve a budget amendment to the Fiscal Year 2015/2016 budget to increase Task No. 0102 in the amount of \$150,000 for a new task total of \$586,137.

Background:

What is Community Choice Aggregation?

Community Choice Aggregation (CCA) is a program that enables city and county governments to pool the electricity demand of their communities for the purpose of supplying electricity. A CCA can buy or develop power on behalf of residential, business, and government electricity users in its jurisdiction.

How Do CCAs Work?

The CCA provides for the energy needs of its residents and businesses by replacing the incumbent investor owned utility (IOU), which is Southern California Edison (SCE) in most of our region, in obtaining wholesale electric power and designing the retail electricity rates for end-use customers. CCA's don't operate in communities, like Colton, that have their own municipally-owned electric utility.

Cities and counties become CCA's by filing an implementation plan at the California Public Utilities Commission. Once a CCA is formed the consumer may either be a customer of the CCA or the IOU. Customers must "opt out" of the CCA to remain a customer of the IOU. If the customer does not "opt out" they will remain a customer of the CCA. The CCA is the default provider of service. This provides consumers with choice in their power provider where they currently have no choice.

The CCA must submit a plan to the California Public Utilities Commission (CPUC) that specifies how it will meet and purchase estimated electricity demand for its service area. Once the plan is certified, the CCA negotiates the purchase of electricity on the open energy market by entering into power purchase agreements with one or more energy providers. The power purchase agreements can be long or short term with single or multiple counterparties.

Entity: COG

The CCA can also sponsor a bidding process whereby project developers can bid to build new electricity sources solely for CCA customers.

Through a utility service agreement, the power the CCA procures is transmitted over the IOU's power lines. The IOU is a key partner with the CCA. Customers who choose to opt-out of the CCA continue to have the IOU buy their electricity. All customers, whether they are a part of the CCA or not, continue to pay the IOU for transmission and distribution services and receive a single, consolidated bill as always. The CCA would have the authority to set the generation rate charged and that amount is used to pay for the purchase of the electricity. The IOU would continue to charge, as they do today, for the delivery rate to cover the costs associated with transmission of electricity through the grid to the customer. Additionally, the IOU would charge an additional fee known as the Power Charge Indifference Adjustment (PCIA) which is an amount used to cover the IOU's generation costs prior to a customer's switch to a CCA. The IOU transfers the portion of the customer's payments for electricity generation to the CCA. The only difference between the CCA's and the IOU's customer bills is the source of the electricity and a line-item charge for energy generation. The IOU retains ownership and management of the pole and wire infrastructure ("the grid") and continues to handle all line maintenance and power outage issues as is currently the case.

How are CCAs Organized or Administered?

There are currently three options under which a CCA can be organized. The first option is a joint powers agreement (JPA) that establishes a public, non-profit agency on behalf of the cities and counties that choose to participate. Examples of this option are Marin Clean Energy which was formed in 2009 and Sonoma Clean Power which was formed in 2013. The second option is a single city or county structure operating the CCA "in house" as a separate enterprise fund within the existing municipal operations. An example of this model can be found with the City of Lancaster which just began operation of their CCA in mid-2015. The third option involves commercial, third party management where the CCA's operations are delegated by contract to a private firm. This model is new to California and has yet to be implemented in the state.

It is important to note that regardless of the administrative structure, the assets and liabilities of the CCA program remain separate from those of the county or city general funds, and financial liability is mitigated through JPA language or vendor contract language that protects municipal assets.

What are the Benefits of CCAs?

The benefits of CCA's can be placed into two broad categories: economic and environmental.

The main economic benefit of a CCA is to provide electricity to most customers at a rate lower than what they are paying today to the IOU. CCA's are government programs so they have no shareholders and therefore no shareholder returns are required. IOU's are allowed a guaranteed return on investment for their operating expenses (around 11%) whereas CCA's, as non-profit entities, will typically use any return on investment to enhance operations and maintain stable or lower rates. In the JPA model, surplus funds generated by the CCA may be reinvested back into the community in the form of new energy projects and programs that serve the entire service area. In the enterprise fund or privately managed models, a portion of revenue may be allocated

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to the general fund of the community consistent with sound fiscal management practices and laws governing use of ratepayer funds.

The table below provides a simple illustration of how Marin Clean Energy (MCE) and Sonoma Clean Power (SCP) electric rates compare to Pacific Gas & Electric (PG&E) for a “typical” residential and commercial customer’s monthly bill.

Residential Rates			
	PG&E (27% Renewable)	MCE (56% Renewable)	MCE (100% Renewable)
PG&E Electric Delivery	\$61.77	\$61.77	\$61.77
Electric Generation	\$49.49	\$41.49	\$46.72
Additional PG&E Fee	-	\$6.27	\$6.27
Avg. Total Monthly Cost*	\$111.26	\$109.68	\$114.76
	PG&E (27% Renewable)	SCP (36% Renewable)	SCP (100% Renewable)
PG&E Electric Delivery	\$64.05	\$64.05	\$64.05
Electric Generation	\$52.23	\$38.06	\$56.82
Additional PG&E Fee	-	\$6.61	\$6.61
Avg. Total Monthly Cost**	\$116.26	\$108.70	\$127.45

* Based on typical usage of 508 kWh at current PG&E and MCE rates effective April 2015 under the Res-1/E-1 rate schedule.

** Based on typical usage of 536 kWh at current PG&E and SCP rates effective March 1, 2015 under the Res-1/E-1 rate schedule.

Commercial Rates			
	PG&E (27% Renewable)	MCE (56% Renewable)	MCE (100% Renewable)
PG&E Electric Delivery	\$127.29	\$127.29	\$127.29
Electric Generation	\$122.75	\$98.62	\$110.72
Additional PG&E Fee	-	\$13.31	\$13.31
Avg. Total Monthly Cost*	\$250.05	\$239.22	\$251.32
	PG&E (27% Renewable)	SCP (36% Renewable)	SCP (100% Renewable)
PG&E Electric Delivery	\$156.12	\$156.12	\$156.12
Electric Generation	\$142.98	\$106.47	\$155.40
Additional PG&E Fee	-	\$15.38	\$15.38
Avg. Total Monthly Cost**	\$299.08	\$277.95	\$326.87

* Based on typical usage of 1,210 kWh at current PG&E rates effective March 1, 2015 and MCE rates effective April 2015 under the COM-1/A-1 rate schedule.

** Based on typical usage of 1,398 kWh per month and 3kW monthly demand on the COM-1/A-1 rate schedule.

The monthly bill comparisons provided above are directly from the MCE and SCP websites and are based on different assumptions for customer consumption under PG&E’s rates. However, both websites make available a side by side comparison of each CCA’s rates (on a \$/kWh basis) against all of PG&E’s comparable rates, over 30 in all. In every rate class SCP provides a lower rate than PG&E and MCE is lower in all rate classes except one agricultural rate class (AG-1A) where the rate is identical. Those rate comparisons can be found at:

- MCE Comparison
http://pge.com/includes/docs/pdfs/myhome/customerservice/energychoice/communitychoiceaggregation/mce_rate_classcomparison.pdf
- SCP Comparison https://sonomacleanpower.org/wp-content/uploads/2015/11/2015-09-01-SCP_Joint-Rate-Comparison.pdf

The environmental reason for forming a CCA is to provide electricity with a higher portfolio of renewable energy that can help communities to meet their own environmental goals as part of any efforts to reduce greenhouse gas emissions. CCA’s can choose to purchase and develop

electricity resources that are cleaner and carbon free. While IOUs are required to meet a standard to generate or acquire 50% of its energy from renewable sources by 2030, CCA's can choose to have even more aggressive goals. For most communities, electricity consumption is one of the main sources of greenhouse gas emissions, after transportation. Forming or joining a CCA that provides power with lower emissions rates than the IOU is the single most impactful step a local government can take to achieve their climate action goals.

Potential Risks of CCAs

While risks associated with a CCA can be designed to be minimal, they are not risk free. A CCA would design its electrical rates to cover operating costs plus administration and utility customer payments are historically very reliable. Ideally, a CCA would retain all or most retail electricity customers if they offer competitive, or lower, electric rates compared to the IOU. However, if a CCA could not maintain competitive electric rates, customers would likely opt out and return to the IOU. If the CCA no longer has the customers to meet the wholesale power purchase commitments it has made, expenses will exceed revenues and the CCA may no longer be able to operate. Even though a CCA seeks to maximize its renewable power supply, it must still procure traditionally generated power in a volatile market subject to swings in the commodity price of natural gas. A CCA must execute a sound power supply risk management strategy which will be impacted by forecasts on how many and which type of customers will remain with the CCA in the future.

Also, CCA's are regulated by the CPUC and regulatory changes regarding CCA operations may threaten their viability. One example would be changes to the way in which the exit fee (or PCIA) paid to the IOU is calculated. A significant increase in that fee may remove some or all of the economic advantage of a CAA resulting in customers opting out or going back to the IOU.

Does Forming a CCA Make Sense?

The experience of Marin Clean Energy and Sonoma Clean Power has shown that CCA's can provide economic and environmental benefits in their communities. Because of this demonstrated success, efforts are now underway in places like San Francisco, Los Angeles County, San Diego City and County, and Contra Costa County. Staff believes that a CCA has the potential to save business, residential and government customer's money on their electricity bills as well as the potential to have positive environmental impacts. However, a certain level of expertise with the electric power market, the analysis of electrical load data for communities, and California energy regulations is needed in order to more fully evaluate the potential for a CCA in our community.

Because of the need for this expertise, staff is proposing that SANBAG participate with Western Riverside Council of Governments (WRCOG) to share the cost of procuring a consultant to conduct a feasibility study for our region. A feasibility study would conduct the analysis necessary to provide information to the Board of Directors on which they can base their future discussions and any decision about a CCA. By cooperating with WRCOG, SANBAG will be able to get a feasibility study for a little more than half of the cost than we could if we were doing it on our own. Also, by cooperating in a possible joint CCA between our two regions, a bigger customer base would be created which could result in lower energy prices due to the larger scale of the customer base.

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For these reasons, staff is recommending that we participate in a joint feasibility study of CCA with WRCOG in an amount not to exceed \$150,000. This amount could be reimbursed to SANBAG by a CCA if one is ultimately formed.

Financial Impact:

Approval of this item will increase Task No. 0102 Air Quality Implementation, in the amount of \$150,000, for a new task total of \$586,137. Funding source is fund balance in Property Assessed Clean Energy Fund 1082.

Reviewed By:

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

Responsible Staff:

Duane Baker, Director of Management Services

Approved
General Policy Committee
Date: January 13, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 6

Date: *January 13, 2016*

Subject:

SANBAG State Advocate Performance Evaluation

Recommendation:

That the General Policy Committee receive and file as an informational item and provide additional comments as desired.

Background:

SANBAG contracts for state advocacy services with Gonzalez, Quintana & Hunter LLC (GQ&H) and is served by Delaney Hunter, Steve Cruz, and Audrey Durfor. The SANBAG Board of Directors awarded the contract on October 1, 2014. The contract provides for advocacy services through November 30, 2016, with two, two-year option terms to coincide with the state legislative calendar and provide for continuity in representation throughout a complete legislative cycle.

GQ&H is a bipartisan government relations firm founded in December 2011. With a staff of 10, including four well-established and well-respected partners with over 50 years of collective experience, they are well equipped to serve SANBAG's growing legislative program. GQ&H offers significant expertise in transportation and council of governments' issues including air quality, water, energy, housing, and land use.

Staff has developed an evaluation based on the Scope of Work, legislative activities having occurred over the last 14 months, and general services provided. These items are included as Attachments 1 (state advocacy scope of work) and Attachment 2 (evaluation).

The evaluations are prepared based on both the effort put forth by the advocate and outcome of the policy action and given a rating of Excellent, Very Good, Good, Fair, or Poor. This dual evaluation reflects the understanding that there are many factors outside of SANBAG's or the advocates' control that may impact the ultimate policy outcome, despite the level of effort. The outcome designation also takes into account the significance of the outcome relative to SANBAG's overall policy goals.

GQH was given an overall rating of "Excellent" both in effort and outcome. GQH effectively represented SANBAG in the 2015 session on express lanes authority for Interstates 10 and 15, climate change initiatives, Public Employees' Pension Reform Act impacts on transit funding, the state budget and transportation special session, and California Environmental Quality Act reforms, amongst other items.

Entity: CMA, COG, CTA, CTC, SAFE

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Specific Objectives for GQH next year include:

- Champion SANBAG's 2016 Sponsor Legislation regarding statutory entity consolidation including securing an author and co-authors, assisting with informational materials and hearing testimony, lead negotiations on amendments, and secure the necessary votes and signatures for approval.
- Ensuring any new transportation funding programs provide appropriate levels of funding for multi-modal transportation systems and that those funding sources reflect strong local decision making authority.
- Advocating for SANBAG's interests in any proposed extension or modification of public-private partnership authority.
- Partnering with others across the state to ensure the approach to federal transportation reauthorization implementation reflects SANBAG priorities.
- Continue to increase SANBAG's visibility in Sacramento, building specific name identification and credibility and identifying strategic ways to effectively engage.

Financial Impact:

This item has no impact on the FY 2015/2016 SANBAG Budget

Reviewed By:

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

Responsible Staff:

Wendy Strack, Director of Legislative and Public Affairs

Approved
General Policy Committee
Date: January 13, 2016

Witnessed By:

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

1.0 Program Development

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

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

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

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

Deliverables:

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

2.0 Relationships

2.1 Posses strategic relationships and communicate SANBAG’s positions on key legislative items; sponsor legislation; and budgetary, regulatory, or policy issues with key legislators, members and committee staff, and the Administration, as well as state agencies such as the California State Transportation Agency, the California Department of Transportation, the CTC, the California Air Resources Board, the Board of Equalization, the California Department of Finance, the California Highway Patrol, the state Environmental Protection Agency, the Strategic Growth Council, and any other state department, agency, board, or commission whose decisions impact SANBAG.

2.2 Routinely communicate and collaborate with the San Bernardino County State Legislative Delegation regarding SANBAG's interests and priorities.

2.3 Identify key partners, groups, and individuals to build alliances, partnerships and coalitions in order to advance SANBAG's interests. Coordinate efforts with statewide and regional entities seeking common goals and outcomes. Additionally, coordinate with other Southern California transportation agencies and councils of governments on areas of mutual concern.

Deliverables:

- *Electronic reports on the outcomes of meetings and issues impacting SANBAG.*
- *Participation in lobbying coalitions related to SANBAG's legislative priorities.*

3.0 Advocacy

3.1 Communicate SANBAG's positions on legislative, regulatory, budgetary, and policy items. Prepare materials, testimony, notes, letters, and other written communications to advance SANBAG's positions, as appropriate.

3.2 Assist in the development of, coordination of, and leadership on advocacy, strategy, and tactics to advance and achieve SANBAG's state legislative and funding priorities.

3.3 Identify and recommend positions on legislation, amendments to legislation, regulations, budget proposals, funding, regulatory, and programming priorities of interest to or impacting SANBAG and provide analyses or supplemental information related to these items upon request.

3.4 Conduct activities necessary to carry out SANBAG's legislative priorities with regard to the passage, defeat, or amendment of proposed legislative items.

3.5 Assist in the development and implementation of statewide transportation policy that is favorable to SANBAG.

3.6 Represent and advocate on behalf of SANBAG or with SANBAG Board Members or staff at meetings. This also includes testifying on behalf of or preparing/organizing testimony for SANBAG Board Members or staff.

3.7 Build agency image in Sacramento including but not limited to: developing communications strategies to promote and support SANBAG's interests and image; building relationships between stakeholders and SANBAG Board Members and staff; and promoting SANBAG's visibility through clear and consistent representation of the agency.

3.8 Provide information related to financial, policy, or informational hearings on issues that impact SANBAG's legislative priorities as well as the SANBAG's projects, programs, and services. Arrange for participation in such events as appropriate for SANBAG Board Members and staff.

Deliverables:

- *Provide relevant bill numbers or copies of regulations along with a summary and information related to sponsors, supporters, and opponents.*
- *Notification of hearings and securing of speaker spots, as appropriate.*
- *Analyses of budgetary proposals or legislative items impacting SANBAG.*
- *Secure equitable share of funding for SANBAG projects, programs, services, and priorities.*
- *Achieving SANBAG legislative, funding, and regulatory advocacy objectives.*
- *Copies of all written correspondence, testimony, and position papers given on behalf of SANBAG.*

4.0 Sacramento Travel

4.1 Assist SANBAG with the planning and scheduling of meetings for Board Members and staff with key officials to advance SANBAG's legislative priorities, along with the appropriate logistical support. As appropriate, lead the meeting and/or guide SANBAG in preparation for these meetings.

4.2 Assist with the development of an Annual Advocacy Trip to Sacramento for SANBAG Board Members and staff, upon request. This includes securing meetings space; scheduling meetings with the Administration, Legislative Leadership, and key members and staff; as well as identifying issues for consideration including briefing Sacramento stakeholders on SANBAG's adopted legislative program and priorities and to provide an update on SANBAG projects, programs and services.

Deliverables:

- *Schedule of meetings with key stakeholders, Members of the Legislature, and the Administration.*
- *Successful arrangement of a Sacramento Advocacy Trip, if applicable.*

5.0 Administrative Issues

5.1 Maintain a Sacramento Office and a visible presence in Sacramento. This office shall be available for use by Board Members and staff, as needed, while conducting SANBAG business in Sacramento.

5.2 Written and Oral Reports

5.2.1 Provide a monthly invoice for work performed on behalf of SANBAG, including a written update of activities engaged in on behalf of SANBAG during that time period including but not limited to: testimony before committees,

individual meetings with Legislator or staff, and the status of SANBAG's key legislative initiatives.

5.2.2 Provide oral updates to the Board of Directors regarding the pending actions in the Legislature, key issues, and the status of SANBAG priorities, upon request. These shall occur no less than one per year, but no more than four. These updates may also include one annual strategic planning session with SANBAG Board Members or staff.

5.2.3 Prepare memos on particular items of interest as requested or as major issues arise requiring supplemental background and context.

5.2.4. Assist with the review and finalization of SANBAG's Annual Legislative Report to the Board of Directors.

5.3 The Consultant shall maintain close communication with SANBAG's staff and Board of Directors.

Deliverables:

- *An office in Sacramento, convenient to the State Capitol.*
- *A monthly invoice including a summary of activities engaged in on behalf of SANBAG.*

Attachment 2

2015 Staff Evaluation of State Advocacy Services**Overall****Effort: Excellent, Outcome: Excellent**

Gonzalez, Quintana & Hunter, LLC (GQ&H) was retained in October 2014 and immediately engaged the San Bernardino County delegation. GQ&H shared SANBAG's legislative priorities and reaffirmed the Board of Directors' position relative to local control over the selection of projects in our region, particularly with respect to an extension of the Gold Line proposed in San Bernardino County. They quickly identified challenges and opportunities for 2015, allowing SANBAG to participate in high level policy discussions.

GQ&H's relationships with the delegation, Legislative Leadership, and the Administration were an immediate asset to SANBAG and have represented the organization extremely well in 2015. They are highly responsive to requests to present at SANBAG Board meetings and are also prompt about scheduling meetings for Board Members, the Executive Director, and SANBAG staff while they are in Sacramento. GQ&H understands SANBAG's priorities and ensures that meetings with Members, Legislative Leadership, the Administration, and Committee staff are on target and enable SANBAG to further advance our perspective. As Legislative Leadership faced significant shifts in 2015, GQ&H helped ensure that SANBAG was well represented through the various transitions and continued interacting with leadership on major issues of interest. San Bernardino County's delegation now holds leadership spots in both houses, positioning our region well for the future.

GQ&H raised bills of interest to the attention of staff as they were introduced early in session and worked to help determine whether official positions were warranted. In addition, as bills changed over the course of session or emerged at the end of session, GQ&H was prompt in notifying SANBAG.

The firm's relationships also allow SANBAG to be an effective regional partner, assisting Mobility 21 with scheduling and staffing for their annual Sacramento advocacy trip. They also helped secure welcome letters from transportation committee leaders and legislative leadership for the Mobility 21 annual conference.

One of the key priorities for our Transit and Rail program is the effort to push the envelope in an effort to secure alternative fuel rail cars for the Redlands Passenger Rail Project. Two meetings were held with the California Air Resources Board (CARB), arranged and attended by GQ&H. They were able to put us in contact with the right staff member for the meeting and ensure that SANBAG's message was clearly delivered through their strong relationships with CARB staff. Unfortunately SANBAG continues to struggle to get traction with the concept due to the small procurement opportunity available.

Another key issue in 2015 was the return of Ontario International Airport to local control. Assembly Member Freddie Rodriguez (D-Pomona) introduced a bill to help facilitate any statutory changes that might have been needed to accomplish the transition. The bill ultimately did not move forward but GQ&H maintained contact with the Member to ensure that SANBAG was not negatively impacted by ancillary issues that could have been introduced in conjunction with that bill.

Building SANBAG's reputation in Sacramento continues to be a key priority and part of that effort includes bringing officials and leaders from other parts of the state to our region to learn more about our area. GQ&H helped to secure Assembly Member Jim Frazier, Chair of the Transportation Committee to the region for a tour. This tour, coupled with collective efforts on express lane authority, has led to a solid, positive relationship between SANBAG and Mr. Frazier. SANBAG also worked with GQ&H to do a briefing and tour of the Devore Interchange Project for members of the San Bernardino County

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delegation. Unfortunately this event had to be cancelled due to flooding and a bridge collapse in Riverside County.

Lastly, at the end of session, GQ&H offered high quality advocacy through effective representation on special session issues related to transportation funding and ensuring that local project selection authority was retained with SANBAG on particular projects.

Major Legislative Initiatives

1. Express Lanes Authority for Interstates 10 and 15/Statewide Express Lane Authority

Effort: Excellent, Outcome: Excellent

SANBAG sponsored its first bill AB 914 (Chapter 702, Statutes of 2015), authored by Assembly Member Cheryl Brown (D-San Bernardino). AB 914 provides the necessary authority to construct and operate Express Lane facilities on Interstates 10 and 15. The bill was considered concurrently with AB 194 by Assembly Transportation Committee Chair Jim Frazier (D-Oakley), which grants broad statewide authority for toll facility projects throughout the state through a process that would be overseen by the California Transportation Commission (CTC). SANBAG supported AB 194 and ultimately the two bills were joined together to ensure both authorities would move forward. On October 9th, the Governor signed both bills.

GQ&H helped to review several drafts of the initial legislation and continued to provide guidance on subsequent drafts and amendments as suggested throughout the process. They also secured the author, principal co-author and ensured as many members of the San Bernardino County delegation signed on as co-authors as possible. In addition, GQ&H provided critical advice on the preparation of informational/advocacy materials, preparing and delivering hearing testimony, drafting floor speeches, and creating talking points.

As this was SANBAG's priority initiative, AB 914's success was critical to meet the project timeline. This message was clearly and consistently communicated by GQ&H to the Governor's Office and the California State Transportation Agency (CalSTA) to ensure that both AB 194 and AB 914 moved forward to provide both statewide authority and authority that would meet SANBAG's needs for our specific projects. This differentiation was important as CalSTA introduced trailer bill language that also provided for statewide authority as part of the budget process. As the language differed substantially from that being advanced in AB 194 by the Self Help Counties Coalition, lengthy and strong negotiations occurred throughout the year with transportation committee leadership, CalSTA, and the Governor's Office. These negotiations resulted in revisions to both AB 194 and AB 914 while still retaining the key provisions that were critical to project success and retaining local control.

Lastly, GQ&H was responsible for securing the votes for AB 914 at each step of the process and successfully advanced the bill. At the end of session, both AB 194 and AB 914 were caught up in other unrelated vote disputes between the Assembly and the Senate that could have held the bills for the year. GQ&H, together with regional and statewide partners, successfully developed a strategy to move the bills forward to the Governor for consideration. While on the Governor's desk, GQ&H quickly answered any questions from the Administration and helped developed clear responses to ensure the bill's success.

2. Climate Change Initiatives

Effort: Very Good, Outcome: Good

The Administration and Democratic Leadership continue to hold climate change initiatives as a top priority. SANBAG's advocacy in this area focused on maintaining a balance between environmental

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sustainability and the continued growth of the economy in a region that still is recovering from recession. Two major bills of interest were the subject of a great deal of attention at the end of the legislative session. SANBAG did not take an official position on either measure. GQ&H kept SANBAG informed of major developments, even as events unfolded minute-by-minute in the last days of session. This allowed SANBAG to determine the most effective advocacy strategy on these and other major priority bills.

SB 32 (Pavley, D-Agoura Hills) proposed to codify a 2005 Executive Order from then Governor Schwarzenegger requiring the 80 percent reduction by 2050 and a 2015 Executive Order from Governor Brown. This bill is a two-year bill due to opposition from Moderate Democrats and continues to be eligible for consideration in 2016.

SB 350 (Chapter 547, Statutes of 2015) by Senate pro Tempore Kevin de León (D-Los Angeles) was originally referred to as the 50/50/50 plan. SB 350 initially required that 50 percent of electricity must be generated from renewable resources (increased from 25 percent in 2016 and 33 percent by 2020 in existing law), a 50 percent increase in energy efficiency in buildings, and a 50 percent reduction in petroleum use by 2030. Due to late session opposition, again from Moderate Democrats, the 50 percent reduction in petroleum use was removed from the bill, but the other provisions remain and the bill was signed by the Governor.

3. Public Employees' Pension Reform Act (PEPRA) and transit funding **Effort: Excellent, Outcome: Good**

The Federal Transit Administration (FTA) provides funding to local agencies through several grant programs for capital projects and operating expenses. These funds must be certified by the U.S. Department of Labor (DOL) to ensure that certain protections are provided to mass transit employees. Unions representing transit agencies around the state challenged these grant applications alleging that the passage of the Public Employees' Pension Reform Act (PEPRA) in California violated their collective bargaining rights under federal law.

The Governor previously provided a temporary exemption through AB 1222 (Chapter 527, Statutes of 2013) until January 1, 2015 while a lawsuit filed by Sacramento Regional Transit (SacRT) and the State worked its way through the court system. At the end of 2014, the U.S. District Court confirmed that PEPRA does not violate employee protections under federal law. This decision ended the exemption for transit workers resulting from AB 1222.

The State has moved forward with applying PEPRA to mass transit workers and DOL has indicated that they may hold grant funding once again while issue continues to evolve. At this time, DOL seems to be approaching grant requests on a case-by-case basis, depending on the conditions that may be agreed to by the local agency. SacRT, a key agency at the heart of the fight, sponsored AB 422 (Chapter 328, Statutes of 2015) by Assembly Member McCarthy (D-Sacramento), which will give the agency a line of credit while legal options are evaluated.

GQ&H participated with statewide partners to help ensure that the Administration had a firm understanding of the options available and the potential impacts to future grant funds. This issue will continue to be one that carries forward into 2016.

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4. Transportation Funding

Effort: Excellent, Outcome: Poor

Following agreement on the FY 2015/2016 State Budget, Governor Brown announced that he was calling two special sessions to deal with infrastructure and healthcare. Special Sessions generally allow for greater flexibility to work towards an agreement outside of the constraints of budget and regular legislative session deadlines.

The Governor asked the Legislature to come up with a proposal that would create a sustainable funding structure to maintain and repair the state's transportation infrastructure. A number of transportation proposals emerged from both parties, however the issue remains unresolved at the end of 2015. The special session will continue into 2016 and advocacy efforts will continue. GQ&H advocated for SANBAG priorities with members of the San Bernardino County delegation as well as with key leadership staff, including regular meetings, sharing streamlining ideas, and developing informational materials. GQ&H also supported funding for SANBAG projects should revenue become available.

5. California Environmental Quality Act (CEQA) Reform

Effort: Very Good, Outcome: Very Good

SANBAG continues to push process reforms that help advance project delivery, while still providing critical protections for the environment. While wholesale CEQA reform continued to elude passage, two bills were signed that help provide a streamlined approach for specific project types. AB 323 (Chapter 52, Statutes of 2015) by Assembly Member Kristin Olsen (R-Modesto) extends an existing exemption from CEQA for a project or an activity to repair, maintain, or make minor alterations to an existing roadway, if the project of activity is carried out by a city or county with a specified population.

SB 348 (Chapter 143, Statutes of 2015) by Senator Cathleen Galgiani (D-Stockton) was supported by SANBAG and extends an existing exemption from CEQA for the closure of a railroad grade separation until 2019. GQ&H effectively communicated SANBAG's support for this initiative and provided advocacy in conjunction with statewide partners.

6. State Budget

Effort: Excellent, Outcome: Excellent

As the State Budget process moved through its various iterations, GQ&H kept SANBAG staff informed on the proposals, provided a detailed summaries of the proposed and adopted budgets, and kept track of issues as budget negotiations progressed. The Administration also proposed a number of key policy changes to the state's relinquishment process and express lanes, as previously described.

However, few major transportation policy issues advanced as part of the budget. This was in large part due to the desire of the Legislature to have policy issues move their way through the standard bill process so that policy changes could be appropriately vetted and thoroughly considered. GQ&H was heavily involved in ensuring that the policy changes approved were in line with SANBAG priorities and project needs.

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Other Items of Interest

1. Public Works

Effort: Very Good, Outcome: Fair

One of SANBAG's top priorities is to advocate that project delivery requirements are appropriate to ensure that quality, effective projects are delivered as quickly and safely as possible to the traveling public. Two key bills advanced in this category, delivering varying results towards this goal.

AB 219 (Chapter 739, Statutes of 2015) by Assembly Member Tom Daly (D-Anaheim) expands the definition of public works for purposes of payment of prevailing wages to include the hauling and delivery of ready mixed concrete to carry out a public works contract. This bill was closely monitored by SANBAG and concerns about potential impacts were noted by a number of stakeholders. Industry leaders desired a number of changes which were not included. As projects advance going forward, it is possible this bill will lead to some higher costs.

AB 1171 (Chapter 413, Statutes of 2015) by Assembly Member Linder, (R-Corona) authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method to design and construct certain expressways that are not on the state highway system. This bill was sponsored by the Riverside County Transportation Commission (RCTC) and supported by SANBAG. GQ&H supported the efforts of RCTC to move this bill forward.

2. Transit and Rail

Effort: Excellent, Outcome: Excellent

As SANBAG continues to develop multi-modal transportation options for those traveling within and through our region, advocacy efforts surrounding transit and rail issues continue to be a major priority. Three bills supported by SANBAG were successful in 2015, with GQ&H advocating SANBAG's positions alongside statewide partners.

AB 1250 (Chapter 484, Statutes of 2015) by Assembly Member Richard Bloom (D-Santa Monica) establishes a declining maximum curb weight per axle for transit buses procured after January 1, 2016, clarifies the definition of the curb weight per axle, continues to prohibit buses that exceed federal weight standards from operating on interstate highways, and requires transit operators to notify cities and counties where articulated buses will be used. This effort involved significant negotiations with Caltrans, the League of California Cities and the California State Association of Counties.

SB 413 (Chapter 765, Statutes of 2015) by Senator Bob Wieckowski, (D-Fremont) amends existing law to allow transit agencies to use an administrative process to cite and process minors in violation of specified prohibited acts.

SB 508 (Chapter 716, Statutes of 2015) by Senator Jim Beall (D-San Jose) modifies various requirements for calculating farebox recovery on transit systems by exempting certain expenditure categories that are generally outside the control of operators. These modifications would be beneficial to the transit operators in San Bernardino County. SB 508 provides more flexibility for operators while maintaining the requirements to meet statewide standards and was supported by SANBAG.

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3. SB 516 (Fuller, R-Bakersfield)

Effort: Good, Outcome: Good

SB 516 (Chapter 491, Statutes of 2015) expands the primary purposes for which Service Authorities for Freeway Emergencies can use revenue from a \$1 vehicle registration surcharge to include other elements of a motorist aid system in addition to call boxes. This includes traveler information systems, intelligent transportation system architecture and infrastructure, and safety-related hazard and obstruction removal. GQ&H, together with SANBAG staff, participated in a statewide coalition to ensure that the needs of our particular agency were represented in the final agreement. SANBAG did not have a formal position on the bill.

4. SB 767 (de León, D-Los Angeles)

Effort: Very Good, Outcome: Very Good

SB 767 (Chapter 580, Statutes of 2015) allows Los Angeles County voters to decide if the local sales tax should be increased by a half-cent to fund transportation projects to improve public transit, reduce traffic congestion, and promote sustainable regional development. SANBAG supported this bill and GQ&H supported the efforts of LA Metro staff to secure passage of the legislation in order to allow the voters of Los Angeles County decide whether they wished to approve taxes to support additional investments in the transportation system.

GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2015

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Eaton City of Montclair	**		X	X	X	X	**					
Bill Jahn City of Big Bear Lake	**	X	X	X	X	X	**	X	X		**	X
Joel Klink City of Twentynine Palms	**	X	X	X	X	X	**	X	X		**	X
Robert Lovingood Board of Supervisors	**	X			X	X	**	X	X	X	**	
Larry McCallon City of Highland	**			X			**		X	X	**	X
L. Dennis Michael City of Rancho Cucamonga	**	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	**	X
Rhodes “Dusty” Rigsby City of Loma Linda	**	X	X	X	X		**	X	X	X	**	X
Janice Rutherford Board of Supervisors	**		X	X	X	X	**	X	X	X	**	X
James Ramos Board of Supervisors	**	X	X			X	**	X	X		**	
Michael Tahan City of Fontana	**		X	X		X	**					
Alan Wapner City of Ontario	**						**	X	X	X	**	X
Dennis Yates City of Chino	**						X	X	X	X	**	X

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

Communication: Attendance Record (Additional Information)

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

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

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

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

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

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

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

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

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

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

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

San Bernardino Associated Governments



MISSION STATEMENT

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

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

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

Approved June 2, 1993
Reaffirmed March 6, 1996