

AGENDA

General Policy Committee Meeting

February 10, 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

**February 10, 2016
9:00 AM**

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

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/December 2015 and January 2016 Procurement Report

Receive the November/December 2015 and January 2016 Procurement Report.

Presenter: Hilda Flores

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

3. Budget to Actual Report for fourth quarter ending September 30, 2015

Receive and file Budget to Actual Report for fourth quarter ending September 30, 2015.

Presenter: Hilda Flores

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

4. Measure I Revenue

Receive report on Measure I receipts for Measure I 2010-2040.

Presenter: Hilda Flores

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

DISCUSSION ITEMS

Discussion - Administrative Matters

5. Measure I Revenue Estimate for Fiscal Year 2016/2017 Allocation Planning

That the General Policy Committee recommend the Board approve a Measure I 2010-2040 revenue estimate of \$160 million for Fiscal Year 2016/2017 and the revenue distribution by subarea in Table 2 for purposes of allocation planning for Fiscal Year 2016/2017.

Presenter: Hilda Flores

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

6. Fiscal Year 2015/2016 Work Goals and Objectives Second Quarter Report

Receive update on the Fiscal Year 2015/2016 Work Goals and Objectives.

Presenter: Duane Baker

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

Discussion - Regional/Subregional Planning

7. Development Mitigation Annual Report for Fiscal Year Ending June 30, 2015

That the General Policy Committee receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2015.

Presenter: Timothy Byrne

This item is not scheduled for review by any other policy committee. The information in this item was presented to the Transportation Technical Advisory Committee on February 1, 2016.

8. Strategy for using Transportation Development Act (TDA) Article 3 funds to increase competitiveness of Active Transportation Program (ATP) Cycle 3 Applications

That the General Policy Committee recommend the Board of Directors, acting in its capacity as the San Bernardino County Transportation Commission, approve the release of a Phase 1 call-for-projects committing up to \$2.8 million in Transportation Development Act (TDA) Article 3 funds over the next four years as a match to prospective applications for the State Active Transportation Program Cycle 3, with funds to be budgeted in future years based on project awards.

Presenter: Josh Lee

This item is not scheduled for review by any other policy committee. This item was discussed at the February 1, 2016 Transportation Technical Advisory Committee.

Discussion - Council of Governments

9. Model Consumer Protection Policies for Property Assessed Clean Energy Programs

That the General Policy Committee recommend the Board adopt model Consumer Protection Policies for Property Assessed Clean Energy (PACE) programs operating throughout San Bernardino County.

Presenter: Duane Baker

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

10. Approve Memorandum of Understanding Template for Alternative Property Assessed Clean Energy Programs

That the General Policy Committee recommend the Board:

A. Approve a Memorandum of Understanding template between San Bernardino Associated Governments ("SANBAG") and future Program Administrators for alternative Property Assessed Clean Energy ("PACE") financing programs.

B. Authorize the Executive Director or his designee to execute these Memorandums of Understanding in substantially the same form with Property Assessed Clean Energy providers that have been vetted by SANBAG staff.

C. Approve budget amendment for FY 2015/2016 to incorporate revenue of \$75,000 that potentially could be received through these MOUs.

Presenter: Duane Baker

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

11. State and Federal Legislative Update

Receive and file the State and Legislative Update.

Presenter: Wendy Strack

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

12. Public Affairs Annual Report

Receive and file the annual report on activities and accomplishments.

Presenter: Tim Watkins

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

Discussion - Transportation Programming and Fund Administration

13. Maintenance of Effort Base Year Approvals

That the General Policy Committee recommend the Board approve the Measure I 2010-2040 Maintenance of Effort Base Year Levels for fourteen jurisdictions as noted in Attachment 1.

Presenter: Andrea Zureick

This item is not scheduled for review by any other policy committee. This item was reviewed and unanimously recommended for approval by the Independent Taxpayer Oversight Committee on January 12, 2016.

14. Revised 2016 Fund Estimate and State Transportation Improvement Program

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Commission, amend and restate the Board action taken on October 7, 2015, to approve the following actions related to the Revised 2016 State Transportation Improvement Program Fund Estimate and as shown in Table 2:

A. Propose programming of \$1.119 million in Fiscal Year 2019/2020 for Planning, Programming, and Monitoring activities.

B. Propose the following amendments to remove projects from the State Transportation Improvement Program:

i. I-215 Mount Vernon /Washington Street Interchange Improvement Project – Deprogram \$38.523 million of Regional Improvement Program construction funds in Fiscal Year 2018/2019 consistent with July 2014 Board action to discontinue work on the project.

ii. State Route 210 Widening project – Deprogram \$25 million of Regional Improvement Program construction funds and replace with federal Surface Transportation Program and Measure I Valley Freeway Program funds.

iii. I-215 Barton Road Interchange Project – Deprogram \$22.611 million of Regional Improvement Program construction funds and replace with federal Surface Transportation Program and Measure I Valley Freeway Program funds.

iv. I-10 Express Lanes Phase I Project – Deprogram \$39.745 million of Regional Improvement design and right of way funds with the replacement funding to be determined through ongoing financial analyses for this project.

C. Nominate the following new projects for Regional Improvement Program funds to be submitted to the California Transportation Commission for inclusion in the 2016 State Transportation Improvement Program:

- i. Redlands Passenger Rail Project – Program \$22.611 million for construction in Fiscal Year 2017/2018.
- ii. I-15 Express Lane Project – Program \$64.95 million for a design-build contract in Fiscal Year 2019/2020.

Presenter: Philip Chu

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, March 9, 2016.

Complete packages of the agenda are available for public review at the SANGAG 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: February 10, 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
		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, Deputy Executive Director

Approved
 General Policy Committee
 Date: February 10, 2016
 Witnessed By:

Entity: CMA, COG, CTA, CTC, SAFE

Minute Action

AGENDA ITEM: 2

Date: *February 10, 2016*

Subject:

November/December 2015 and January 2016 Procurement Report

Recommendation:

Receive the November/December 2015 and January 2016 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/December 2015 and January 2016 is presented herein as Attachment A, and all RFPs and IFBs are presented in Attachment B.

Financial Impact:

This item imposes no impact on the Fiscal Year 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

Entity: CMA, COG, CTA, CTC, SAFE

General Policy Committee Agenda Item
February 10, 2016
Page 2

Approved
General Policy Committee
Date: February 10, 2016
Witnessed By:

Attachment A

December/January Contract Actions

New Contracts Executed:

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
16-1001385	Defense and Reimbursement for OmniTrans sbX Project	OmniTrans	\$0.00	Defense and Reimbursement Agreement for the sbX Project

Attachment: Attachment A (2420 : Procurement Report)

Attachment A

December/January 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
15-1001266 Amendment 1	Amendment 1 extends the permit expiration date to allow contract to finish potholing in right of way. Project: Right of Entry Permit	KAD Paving	Original \$560.00	\$0.00	\$560.00
C06043 Amendment 6	Amendment 6 extends expiration date to December 31, 2016. Project: Construction Management Services for I-215 5 th Street Overcrossing and Segment 1 & 2 Construction	Jacobs Project Management Co.	Original \$3,134,214.00 Amendment 1 \$25,805,007.00 Amendment 2 \$0.00 Amendment 3 \$0.00 Amendment 4 (\$3,354,499.00) Amendment 5 \$100,000.00	\$0.00	\$25,684,722.00
C11180 Amendment 1	Amendment 1 extends contract expiration date from 12/31/15 to 12/31/16. Project: Right of Way Cooperative Agreement for Palm Grade Separation over BNSF	City of San Bernardino	Original \$8,320,000.00	\$0.00	\$8,320,000.00

Attachment: Attachment A (2420 : Procurement Report)

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
C12218 Amendment 3	Amendment 3 extends contract expiration date from 12/31/15 to 12/31/16. Project: Construction Management for the I-15/Ranchero Road Construction	MNS Engineers, Inc.	Original \$5,652,770.00 Amendment 1 \$0.00 Amendment 2 \$0.00 Amendment 3 \$0.00	\$0.00	\$5,652,770.00
C13050 Amendment 1	Amendment 1 extends contract from 12/31/15 to 12/31/16. Project: Legal Services – City of San Bernardino Bankruptcy	Best, Best & Krieger	Original \$50,000.00 Amendment 1 \$0.00	\$0.00	\$50,000.00

Attachment A

December/January 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

***No Executed CTO's to Report**

Attachment: Attachment A (2420 : Procurement Report)

Attachment A

November/December Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	PO Dollar Amount
4001413	11/18/2015	TransTrack Systems	Transtrack database for SANBAG.	\$12,783.00
4001414	11/18/2015	Iron Mountain Information, Management LLC	Storage of agency files.	\$33,700.00
4001416	11/23/2015	Home Depot, USA, Inc.	LED holiday light exchange.	\$7,000.00
4001417	11/23/2015	Lowe's Companies, Inc.	LED holiday light exchange.	\$7,000.00
4001420	12/10/2015	Agiline LLC	Maintenance support services for Sharepoint software.	\$20,000.00
4001426	12/15/2015	Tyler Technologies, Inc.	Maintenance support for EDEN financial system for 2016.	\$42,686.75
Total				\$123,169.75

Attachment: Attachment A (2420 : 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
4001348/No.1	Rental fee for copier D110. Increase amount until County of San Bernardino negotiates fee with Xerox.	Xerox Corporation	\$7,289.48	\$10,184.22	\$17,473.70
4001350/No. 1	Rental fee for copier WC7775. Increase amount until County of San Bernardino negotiates fee with Xerox.	Xerox Corporation	\$7,124.87	\$7,703.16	\$14,828.03

Attachment: Attachment A (2420 : Procurement Report)

Attachment B

December/January 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
1/07/16	15-1001122	Metrolink Station Accessibility Improvement Project	\$545,749	May 2016	Plans, Specifications and Estimate, Right-of-Way Engineering and Design Support Services during construction for the Metrolink Station Accessibility Improvement Project
1/13/16	16-1001370	Marketing and Branding Services	\$100,000	April 2016	Consultant services for marketing and branding for SANBAG
				Total	\$645,749.00

Attachment: Attachment B (2420 : Procurement Report)

Minute Action

AGENDA ITEM: 3

Date: *February 10, 2016*

Subject:

Budget to Actual Report for fourth quarter ending September 30, 2015

Recommendation:

Receive and file Budget to Actual Report for fourth quarter ending September 30, 2015.

Background:

SANBAG's Budget for Fiscal Year 2015/2016 for new activity was adopted by the Board of Directors on June 3, 2015. This report provides a summary of program activity and task activity compared to Budget based on the new string structure implemented in Fiscal Year 2015/2016. Budgetary information includes the original and revised budgets, and unaudited year-to-date expenditures as of June 30th.

Financial Impact:

This item reports the status of expenditures against budget and imposes no financial impact on the Fiscal Year 2015/2016 Budget.

Reviewed By:

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

Responsible Staff:

Hilda Flores, Chief of Fiscal Resources

Approved
 General Policy Committee
 Date: February 10, 2016

Witnessed By:

Entity: CMA, COG, CTA, CTC, SAFE

**San Bernardino Associated Governments
Budget to Actual Report: July 2015 - September 2015
Fiscal Year 2015/2016**

ENVIRONMENTAL AND ENERGY CONSERVATION

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0101	Environment	436,137	-	8,150	427,987	39,517	388,470	9.23%
0111	Energy Conservation	1,230,490	-	-	1,230,490	190,844	1,039,646	15.51%
TOTAL ENVIRONMENTAL AND ENERGY CONSERVATION		1,666,627	-	8,150	1,658,477	230,361	1,428,116	13.89%

COMMUTER AND MOTORIST ASSISTANCE

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0406	Traveler Services	2,371,345	-	22,772	2,348,573	(53,952) *	2,402,525	-2.30%
0702	Call Box System	2,426,632	-	34,034	2,392,598	310,678	2,081,920	12.98%
0704	Freeway Service Patrol/State	2,780,734	-	-	2,780,734	322,484	2,458,250	11.60%
TOTAL COMMUTER AND MOTORIST ASSISTANCE		7,578,711	-	56,807	7,521,904	579,209	6,942,695	7.70%

REGIONAL AND SUBREGIONAL PLANNING

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0110	Regional Planning	489,052	-	-	489,052	116,901	372,151	23.90%
0203	Congestion Management	222,614	-	-	222,614	42,809	179,805	19.23%
0404	Subregional Planning	5,379,793	284,250	15,079	5,648,964	277,708	5,371,256	4.92%
0941	Mt./Desert Planning & Project Development	229,786	(500)	-	229,286	5,568	223,718	2.43%
TOTAL REGIONAL AND SUBREGIONAL PLANNING		6,321,245	283,750	15,079	6,589,916	442,985	6,146,931	6.72%

GENERAL GOVERNMENT

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0100	Board of Directors	232,000	23,936	19,357	236,578	11,098	225,480	4.69%
0200	Executive Administration and Support	871,961	(52,574)	52,066	767,321	347,088	420,233	45.23%
0350	General Counsel	592,674	50,000	-	642,674	161,858	480,816	25.19%
0400	Financial Management	1,309,179	1,905	96,350	1,214,734	533,597	681,137	43.93%
0501	Intergovernmental Relations	588,535	-	15,340	573,195	47,195	526,000	8.23%
0503	Legislation	519,967	-	-	519,967	124,056	395,911	23.86%
0605	Public Affairs	1,145,929	(2,341)	-	1,143,588	116,106	1,027,482	10.15%
0805	Building Operation	14,201	79,074	-	93,275	21,122	72,153	22.64%
TOTAL GENERAL GOVERNMENT		5,274,446	99,999	183,114	5,191,332	1,362,120	3,829,212	26.24%

TRANSIT AND PASSENGER RAIL

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0309	General Transit	605,277	-	12,783	592,494	60,462	532,032	10.20%
0310	Transit Operating	9,479,921	-	7,599,525	1,880,396	1,880,396	(0)	100.00%
0311	Transit Capital	345,965	932,869	292,341	986,493	3,177	983,316	0.32%
0322	San Bernardino Transit Center	3,319,941	163,680	378,788	3,104,833	220,565	2,884,268	7.10%
0323	Downtown San Bernardino Passenger Rail	53,504,351	(2,829,920)	3,475,973	47,198,458	1,073,886	46,124,571	2.28%
0324	Redlands Passenger Rail	25,946,323	913,514	550,604	26,309,233	(1,143,524) *	27,452,757	-4.35%
0325	San Gabriel Subdivision Line Improvements	4,337,870	(1,189,901)	368,632	2,779,337	30,649	2,748,688	1.10%
0326	Goldline Extension	-	50,000	-	50,000	5,091	44,909	10.18%
0327	Shortway Subdivision	-	4,060,505	392,843	3,667,662	21,157	3,646,505	0.58%
0352	General Commuter Rail	1,037,831	616,255	132,199	1,521,887	161,502	1,360,385	10.61%
0377	Commuter Rail Operating	16,993,375	(331,778)	8,717,318	7,944,279	4,562,780	3,381,499	57.43%
0379	Commuter Rail Capital	3,819,933	3,694,673	4,687,565	2,827,041	69,218	2,757,823	2.45%
0383	Vanpool Program	1,450,128	50,000	-	1,500,128	-	1,500,128	0.00%
TOTAL TRANSIT AND PASSENGER RAIL		120,840,915	6,129,897	26,608,572	100,362,240	6,945,360	93,416,881	6.92%

Attachment: Proforma budget for 2016 Q1 [Revision 2] (2469 : Budget to Actual Report fourth quarter

**San Bernardino Associated Governments
Budget to Actual Report: July 2015 - September 2015
Fiscal Year 2015/2016**

MAJOR PROJECT DELIVERY

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0815	Measure I Program Management	4,769,944			4,769,944	825,976	3,943,968	17.32%
0820	Freeway Projects	66,780,171	5,014,457	160,280	71,634,348	(9,684,033) *	81,318,381	-13.52%
0830	Interchange Projects	77,386,270		35,496	77,350,774	684,076	76,666,697	0.88%
0840	Grade Separation Projects	48,146,598	350,000	11,760	48,484,838	1,331,598	47,153,239	2.75%
0860	Arterial Projects	429,881			429,881	8,027	421,854	1.87%
TOTAL MAJOR PROJECT DELIVERY		197,512,864	5,364,457	207,536	202,669,785	(6,834,355)	209,504,139	-3.37%

FUND ADMINISTRATION AND PROGRAMMING

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0500	Fund Administration	1,095,350			1,095,350	227,905	867,445	20.81%
0550	Programming	152,835,442		106,036,397	46,799,045	7,376,512	39,422,533	15.76%
TOTAL FUND ADMINISTRATION AND PROGRAMMING		153,930,792	-	106,036,397	47,894,395	7,604,417	40,289,977	15.88%

DEBT SERVICE

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0965	2012 A Sales Tax Revenue Bond	6,080,438	-	-	6,080,438	2,043,469	4,036,969	33.61%
0966	2014 A Sales Tax Revenue Bond	5,138,613	-	-	5,138,613	2,567,556	2,571,057	49.97%
TOTAL DEBT SERVICE PROGRAM		11,219,051	-	-	11,219,051	4,611,025	6,608,026	41.10%

GRAND TOTAL ALL PROGRAMS	504,344,651	11,878,103	133,115,654	383,107,100	14,941,122	368,165,978	3.90%
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CONSOLIDATED BY PROGRAM

PROGRAM DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	PROGRAM BALANCE	% OF BUDGET EXPENDED
ENVIRONMENTAL AND ENERGY CONSERVATION	1,666,627	-	8,150	1,658,477	230,361	1,428,116	13.89%
COMMUTER AND MOTORIST ASSISTANCE	7,578,711	-	56,807	7,521,904	579,209	6,942,695	7.70%
REGIONAL AND SUBREGIONAL PLANNING	6,321,245	283,750	15,079	6,589,916	442,985	6,146,931	6.72%
GENERAL GOVERNMENT	5,274,446	99,999	183,114	5,191,332	1,362,120	3,829,212	26.24%
TRANSIT AND PASSENGER RAIL	120,840,915	6,129,897	26,608,572	100,362,240	6,945,360	93,416,881	6.92%
MAJOR PROJECT DELIVERY	197,512,864	5,364,457	207,536	202,669,785	(6,834,355)	209,504,139	-3.37%
FUND ADMINISTRATION AND PROGRAMMING	153,930,792	-	106,036,397	47,894,395	7,604,417	40,289,977	15.88%
DEBT SERVICE	11,219,051	-	-	11,219,051	4,611,025	6,608,026	41.10%
GRAND TOTAL ALL PROGRAMS	504,344,651	11,878,103	133,115,654	383,107,100	14,941,122	368,165,978	3.90%

* Reversal of prior year accrual exceeds current year expenditures.

NOTES: Certain budget appropriations represent timing of capital expenditures and can be expended over several years. Measure I Local pass through includes reversal of prior Fiscal Year accruals.

Attachment: Proforma budget for 2016 Q1 [Revision 2] (2469 : Budget to Actual Report fourth quarter



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

Minute Action

AGENDA ITEM: 4

Date: *February 10, 2016*

Subject:

Measure I Revenue

Recommendation:

Receive report on Measure I receipts for Measure I 2010-2040.

Background:

Sales tax revenue collections for Measure I 2010 through 2040 began on April 1, 2010. Cumulative total receipts for Fiscal Year 2015/2016 as of December 31, 2015 were \$40,309,825.

Included is a summary of the current Measure I receipts by quarter and cumulative total since its inception. The quarterly receipts represent sales tax collection from the previous quarter taxable sales. For example, receipts for October through December represent sales tax collections from July through September.

Measure I revenue for the 2015/2016 Fiscal Year budget was estimated to be \$149,000,000. Actual Measure I receipts for Fiscal Year 2015/2016 October through December are \$40,309,825, in comparison to \$38,007,716 received during the quarter ending September 2014/2015, with an increase of 6.06%.

Financial Impact:

Measure I revenues are expected to exceed both the budgeted amount and prior years' collections.

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: February 10, 2016

Witnessed By:

Entity: CMA, CTA, CTC

ATTACHMENT A

Summary of SANBAG Measure I Receipts 2010-2040						
Fiscal Year	July- September	October- December	January- March	April- June	Fiscal Year Total	Cumulative Total To Date
Receipts Prior to FY 2010/11						\$7,158,800
Fiscal Year 2010/11	28,188,907	29,207,950	28,808,766	29,397,456	115,603,079	\$122,761,879
Fiscal Year 2011/12	31,027,319	33,547,956	32,757,419	33,476,051	130,808,745	\$253,570,624
Fiscal Year 2012/13	34,279,449	35,076,980	34,336,570	34,309,171	138,002,171	\$391,572,794
Fiscal Year 2013/14	35,430,012	35,403,641	36,843,452	35,789,045	143,466,150	\$535,038,944
Fiscal Year 2014/15	37,253,007	38,007,716	38,225,122	37,132,591	150,618,436	\$685,657,380
Fiscal Year 2015/16	39,298,056	40,309,825			79,607,881	\$765,265,261
% Increase Over 14/15	5.49%	6.06%				

Minute Action

AGENDA ITEM: 5

Date: February 10, 2016

Subject:

Measure I Revenue Estimate for Fiscal Year 2016/2017 Allocation Planning

Recommendation:

That the General Policy Committee recommend the Board approve a Measure I 2010-2040 revenue estimate of \$160 million for Fiscal Year 2016/2017 and the revenue distribution by subarea in Table 2 for purposes of allocation planning for Fiscal Year 2016/2017.

Background:

San Bernardino Associated Governments (SANBAG) staff is beginning the allocation planning process for Fiscal Year 2016/2017. The purpose of this process is to provide information to be used by both SANBAG and its member agencies in preparation of their capital budgets.

SANBAG staff must first develop an estimate of Measure I revenue by subarea and program for Fiscal Year 2016/2017. This agenda item requests approval of a Measure I revenue estimate for budgeting and allocation purposes for the next fiscal year. Staff is estimating a 5% increase in Measure I sales tax revenue from prior year actual for an estimate of \$160 million for the 2016/2017 budget.

Distribution of Measure I revenues to subareas for Fiscal Year 2016/2017 is based on the two most recent complete fiscal years of actual revenue (Fiscal Year 2013/2014 and 2014/2015), as shown in Table 1.

Table 1
Distribution of Measure I Revenue by Subarea
Fiscal Years 2013/2014 and 2014/2015

Subarea	Actual Revenues (in thousands)		Percentage of Total Subarea	
	FY	FY	FY	FY
	2013/2014	2014/2015	2013/2014	2014/2015
Cajon Pass	\$ 4,028	\$ 4,251	2.8%	2.8%
Valley	114,385	120,981	79.5%	80.2%
Victor Valley	15,839	16,459	11.0%	10.9%
Colorado River	211	220	0.1%	0.1%
Morongo Basin	2,065	2,113	1.4%	1.4%
Mountain	1,816	1,884	1.3%	1.2%
North Desert	5,609	4,911	3.9%	3.4%
Total Subarea	<u>\$ 143,953</u>	<u>\$ 150,819</u>	<u>100%</u>	<u>100%</u>

NOTE: Actual revenues for Fiscal Year 2013/2014 and 2014/2015 are less 1% Measure I Administration.

Entity: CTA

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The two-year (2) average is then used to calculate the distribution of Measure I revenue for each subarea. The distribution of the estimated 2016/2017 Measure I revenue of \$158.4 million (\$160 million less 1% for administration) is provided in Table 2.

Table 2
Estimate of Measure I Revenue by Subarea
For Fiscal Year 2016/2017

Subarea	Estimated Revenues (In Thousands)	Percentage of Total Subarea
Cajon Pass *	\$ 4,435,200	2.8%
Valley	127,036,800	80.2%
Victor Valley	17,265,600	10.9%
Colorado River	158,400	0.1%
Morongo Basin	2,217,600	1.4%
Mountain	1,900,800	1.2%
North Desrt	5,385,600	3.4%
Total Subarea	\$ 158,400,000	100%

* Cajon Pass is funded with 3% of Valley and Victor Valley Measure I funds

The numbers in Table 2 represent estimates for apportionment/allocation planning purposes only. Each subarea will receive the actual revenue collected according to the provisions of the Measure I 2010-2040 Expenditure Plan. Current trends indicate a recovery from previous recession which could result in actual distributions that are different in Table 2.

Financial Impact:

This item imposes no impact on the Fiscal Year 2015/2016 budget. It will be utilized in the preparation for the Fiscal Year 2016/2017 budget.

Reviewed By:

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

Responsible Staff:

Hilda Flores, Chief of Fiscal Resources

Approved
General Policy Committee
Date: February 10, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 6

Date: *February 10, 2016*

Subject:

Fiscal Year 2015/2016 Work Goals and Objectives Second Quarter Report

Recommendation:

Receive update on the Fiscal Year 2015/2016 Work Goals and Objectives.

Background:

The SANBAG Fiscal Year 2015/2016 Work Goals and Objectives establish the Board of Directors' priorities for the year. The Executive Director uses this as a tool with the Executive Management Team to evaluate SANBAG's progress in achieving the Board's priorities. This report is a quarterly update on those work goals and objectives.

Financial Impact:

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

Reviewed By:

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

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
 General Policy Committee
 Date: February 10, 2016

Witnessed By:

Entity: CMA, COG, CTA, CTC, SAFE

Minute Action

AGENDA ITEM: 7

Date: *February 10, 2016*

Subject:

Development Mitigation Annual Report for Fiscal Year Ending June 30, 2015

Recommendation:

That the General Policy Committee receive information on the Development Mitigation Annual Report for Fiscal Year ending June 30, 2015.

Background:

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

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

Based on the information provided to SANBAG by the jurisdictions submitting reports, \$41,970,816 in development mitigation fees for transportation projects was collected and \$30,468,319 of development mitigation fees was expended on Nexus Study projects during Fiscal Year ending June 30, 2015. Of the approximately \$42.0 million of transportation related development impact fees collected by local jurisdictions, a portion of the fees are associated with local projects that were not included in the Nexus Study, which addresses only regional projects. Therefore, not all of the fees will be expended on Nexus Study projects. The \$41,970,816 of development mitigation represents a 63.3% increase in development mitigation revenue from the \$28,687,208 collected in Fiscal Year 2013/2014 which was a 37% increase from Fiscal Year 2012/2013 revenue.

Since the implementation of the SANBAG Development Mitigation Program in Fiscal Year 2006/2007, a total of \$230,121,854 has been collected and a total of \$164,050,727 in development mitigation has been expended on projects contained in the SANBAG Development Mitigation Nexus Study. It should be noted that some of the data on quantities of development

Entity: CMA

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(units and square footage) could not be included in the table because it did not fit standard development type categories. However, all the fees for these developments were included.

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

Financial Impact:

This item is consistent with the adopted Fiscal Year 2015-2016 budget as part of Task 0203. The Development Mitigation Program is an essential element of the funding for projects contained in the Expenditure Plan for Measure I 2010-2040.

Reviewed By:

This item is not scheduled for review by any other policy committee. The information in this item was presented to the Transportation Technical Advisory Committee on February 1, 2016.

Responsible Staff:

Timothy Byrne, Chief of Planning

Approved
General Policy Committee
Date: February 10, 2016

Witnessed By:

Attachment 1

**Table 1
City/Town Development Mitigation Summary Table
For the Year Ending June 30, 2015**

City/Town	Number of Single Family Units Permitted	Number of Multi-Family Units Permitted	Square Feet of Commercial Permitted	Square Feet of Office Permitted	Square Feet of Industrial Permitted	Fees Collected in FY 14/15*	Fees Expended on Nexus Projects in FY 14/15	Cumulative Development Mitigation Revenue**	Cumulative Development Mitigation Expenditures On Nexus Projects***
Adelanto	116	0	8,822	0	5,750	\$862,868	\$0	\$3,566,191	\$0
Apple Valley	99	0	0	55,502	0	\$508,989	\$277,224	\$8,064,190	\$5,413,891
Chino	433	600	840	0	2,734,777	\$9,524,240	\$0	\$35,227,972	\$465,976
Chino Hills	46	4	0	0	0	\$11,050	\$0	\$191,386	\$4,949,814
Colton	25	0	0	29,281	11,250	\$235,211	\$36,504	\$2,240,550	\$64,950
Fontana	349	127	53,870	133,073	1,102,171	\$3,937,989	\$9,349,388	\$36,209,062	\$36,123,078
Grand Terrace	0	12	4,345	0	12,600	\$120,832	\$34,600	\$1,184,567	\$277,790
Hesperia	81	0	43,456	0	910	\$885,609	\$654,742	\$12,488,160	\$26,811,496
Highland	286	0	4,940	0	0	\$58,424		\$4,149,611	\$0
Loma Linda	0	0	19,049	1,423	0	\$281,991	\$0	\$3,069,344	\$2,643,404
Montclair	12	39	0	7,894	124,240	\$180,274	\$0	\$1,625,323	\$0
Ontario	329	496	31,100	26,002	969,253	\$2,143,033	\$7,197,186	\$24,853,033	\$16,264,510
Rancho Cucamonga	512	64	16,560	19,950	1,851,900	\$7,803,604	\$305,761	\$20,933,617	\$4,794,239
Redlands	68	3	16,639	1,728	1,786,023	\$2,637,606	\$2,563,077	\$10,223,146	\$4,422,015
Rialto	12	0	22,659	0	3,170,931	\$3,610,652	\$2,219,874	\$10,296,346	\$5,827,751
San Bernardino	1	76	0	101,826	839,932	\$1,729,636	\$4,156,495	\$11,411,190	\$7,629,064
Upland	53	54	0	0	0	\$164,038	\$0	\$1,219,213	\$1,353,927
Victorville	67	0	28,000	0	0	\$513,727	\$2,836,933	\$19,364,988	\$39,529,921
Yucaipa	92	0	0	0	67,082	\$827,080	\$269,579	\$4,286,369	\$5,722,364
Total	2,581	1,475	250,280	376,679	12,676,819	\$36,036,852	\$29,901,362	\$210,604,256	\$162,294,189

* May include fees from other sources not listed in the summary table

** Only includes revenue collected beginning FY06/07

*** Only includes expenditure of development mitigation fees

Attachment: DMAR Attachment 1 (2317 : DMAR Annual Update)

Table 1, Continued
San Bernardino County Sphere Development Mitigation Summary Table
For the Year Ending June 30, 2015

City/Town	# of Single Family Units Permitted	# of Multi-Family Units Permitted	Square Feet of Commercial Permitted	Square Feet of Office Permitted	Square Feet of Industrial Permitted	Fees Collected in FY 14/15*	Fees Expended on Nexus Projects in FY 14/15	Cumulative Development Mitigation Revenue**	Cumulative Development Mitigation Expenditures On Nexus Projects***
Adelanto Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Apple Valley Sphere	8	0	0	0	0	\$41,972	\$0	\$527,354	\$0
Chino Sphere	0	0	0	0	0	\$0	\$0	\$219,882	\$0
Colton Sphere	0	0	0	0	0	\$0	\$0	\$6,081	\$0
Devore/Glen Helen	2	0	0	0	0	\$12,826	\$8,000	\$71,020	\$44,540
Fontana Sphere	1	1	0	0	893,248	\$1,414,354	\$249,957	\$2,677,967	\$406,262
Hesperia Sphere	22	0	0	0	0	\$221,320	\$0	\$893,816	\$622,315
Loma Linda Sphere	0	0	0	0	0	\$0	\$0	\$0	\$0
Montclair Sphere	0	0	0	0	0	\$0	\$0	\$30,050	\$0
Redlands Sphere	2	0	0	0	0	\$14,126	\$0	\$240,999	\$0
Redlands Donut Hole	0	0	296,146	0	1,675,782	\$3,243,043	\$0	\$5,962,056	\$0
Rialto Sphere	11	107	0	0	23,157	\$870,414	\$309,000	\$3,507,873	\$1,231,319
San Bernardino Sphere	3	0	0	0	2,880	\$14,149	\$0	\$449,252	\$0
Upland Sphere	6	0	0	0	0	\$6,930	\$0	\$167,360	\$0
Victorville Sphere	14	0	0	0	8,955	\$94,830	\$0	\$312,022	\$0
Yucaipa Sphere	0	0	0	0	0	\$0	\$0	\$0	\$253,918
Total	69	108	296,146	0	2,604,022	\$5,933,964	\$566,957	\$15,065,733	\$2,558,354

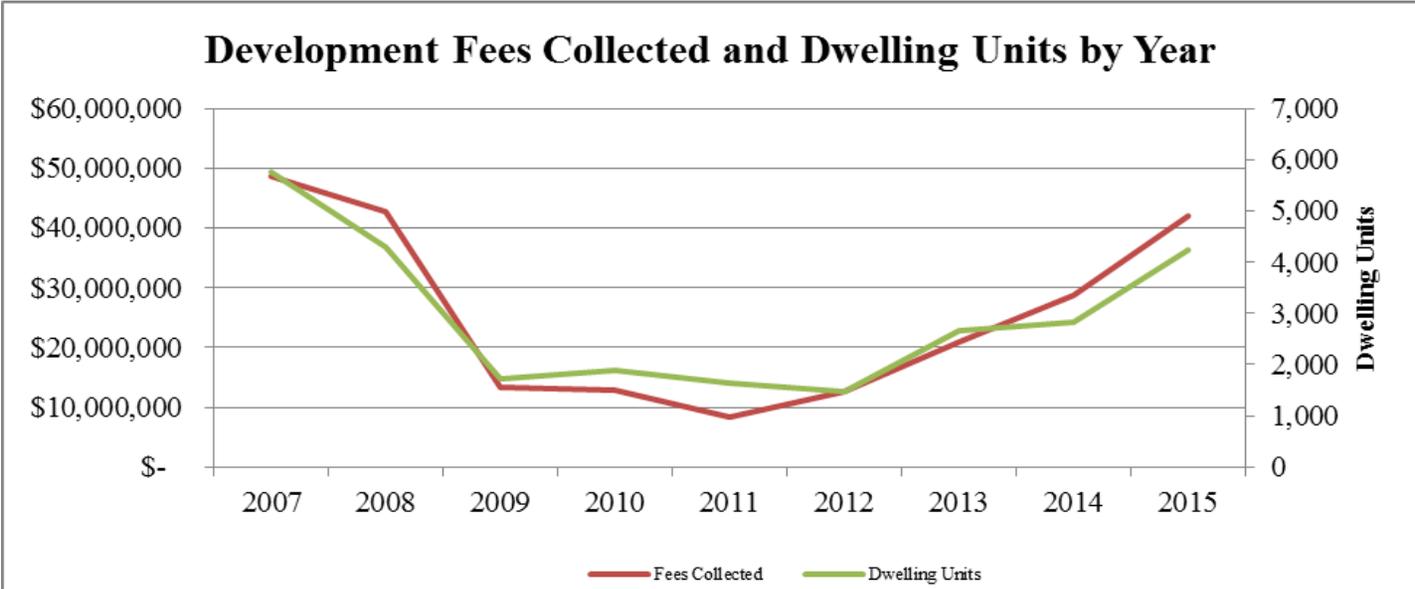
* May include fees from other sources not listed in the summary table

** Only includes revenue collected beginning FY06/07

*** Only includes expenditure of development mitigation fees

Attachment: DMAR Attachment 1 (2317 : DMAR Annual Update)

Figure 1
Development Mitigation Fee Trends



Attachment: DMAR Attachment 1 (2317 : DMAR Annual Update)

Minute Action

AGENDA ITEM: 8

Date: *February 10, 2016*

Subject:

Strategy for using Transportation Development Act (TDA) Article 3 funds to increase competitiveness of Active Transportation Program (ATP) Cycle 3 Applications

Recommendation:

That the General Policy Committee recommend the Board of Directors, acting in its capacity as the San Bernardino County Transportation Commission, approve the release of a Phase 1 call-for-projects committing up to \$2.8 million in Transportation Development Act (TDA) Article 3 funds over the next four years as a match to prospective applications for the State Active Transportation Program Cycle 3, with funds to be budgeted in future years based on project awards.

Background:

On January 29, 2016, the California Transportation Commission (CTC) held an Active Transportation Program (ATP) Cycle 3 Guidelines Workshop. The draft ATP guidelines will be presented in the CTC agenda on March 16, 2016. It is the intention of the CTC to continue the policy of awarding higher scores for projects that can leverage local funds. (“Leveraging of non-ATP funds for ATP eligible expenses on the project or project segment proposed (0 to 5 points).”

The CTC has indicated that there will be both a statewide share and regional share of ATP funds, as in ATP Cycles 1 and 2. Competition for the ATP funds, particularly the statewide portion, is very stiff. Although San Bernardino County did well in Cycles 1 and 2, we expect Cycle 3 to be even more competitive, with projects qualifying or not qualifying based on fractions of points. Although there will again be a guaranteed regional share, with a formula distribution of funding to San Bernardino County, the statewide share is open competition. Applications that are successful at the statewide level pull net new funding into San Bernardino County.

To maximize San Bernardino County’s competitiveness for the statewide ATP Cycle 3 funding, staff is recommending the future TDA Article 3 call-for-projects be structured so that the scoring for Article 3 Bicycle and Pedestrian Facilities projects accommodate those jurisdictions that are looking to maximize their chances of an ATP award. Point scores could potentially be improved by using Article 3 funding to augment the local match on proposed ATP projects. The strategy is to maximize the amount of statewide ATP funding awarded to San Bernardino County by garnering as many leveraging points as possible. As we have seen in the Cycle 2 process, leverage in funds will lead to a higher success rate in the statewide competition, it will bring more funds to San Bernardino County in the long run, enabling SANBAG and the jurisdictions to stretch the available funding to construct more projects.

To accomplish this, staff is recommending that the future TDA Article 3 Bicycle and Pedestrian Facilities portion of the call-for-projects be used as the local match assistance for ATP Cycle 3

Entity: *CTC*

just as in Cycle 2. This would allow those projects that are successful in securing Article 3 funding to reflect the local match amount on their ATP Cycle 3 applications which are tentatively scheduled to be due to Caltrans on June 15, 2016.

In Cycle 2, if the project was not successful in obtaining the ATP funding, the awarded TDA Article 3 funding was reverted back to the larger Bicycle and Pedestrian Facilities portion of the TDA Article 3. A subsequent Phase 2 TDA Article 3 call-for-projects was issued based on the remaining and returned funds. The second TDA Article 3 phase included calls-for-projects for the Transit Stop Access Improvement Program as well as for Bicycle and Pedestrian Facilities applications that did not seek ATP funding or were unsuccessful in ATP. This two-phase approach allowed jurisdictions to take advantage of the ATP leveraging criteria and be more competitive in the statewide portion of the ATP program. Staff is proposing a similar approach for the ATP Cycle 3 process.

For ATP Cycle 3, SANBAG staff is suggesting the following:

1. A Phase 1 Article 3 call-for-projects would be issued in early March, 2016. If a project was awarded Article 3 funds in Phase 1 and was unsuccessful in ATP Cycle 3, the Article 3 funds would revert to SANBAG to be included as part of the funds available for the Article 3 Phase 2 Bicycle and Pedestrian call-for-projects.
2. The maximum Phase 1 Article 3 award will be based on the leveraging criteria thresholds identified in the ATP Cycle 2 Guidelines. Currently, leveraging 20 percent of the total project fund would give the applicant the maximum 5 points for this criterion.
3. The Article 3 funds for matching ATP would be available only for project development, right-of-way, and construction, and not planning.
4. A local jurisdiction match of 20 percent would be required to receive the Phase 1 TDA Article 3 funds. No additional points would be awarded for higher matches. The 20 percent match would need to come from a non-ATP source.
5. The 20 percent of the TDA Article 3 funds allocated for Transit Stop Access Improvement Program will remain in place and will not be included in the local match program.
6. The TDA Article 3 funds allocated for Bicycle and Pedestrian Facilities Maintenance Program will remain in place and will not be included in the local match program.

SANBAG would provide a simplified application process for TDA Article 3 Phase 1. Basic information will be requested describing the proposed project, estimated cost, project delivery schedule, and current status. A description would also be requested of the general relationship to the ATP evaluation criteria. The application would also identify the specific amount requested for TDA Article 3 funds, source of the 20% local match, and how those funds would be used in the agency's ATP application to Caltrans.

The evaluation of applications would be conducted by SANBAG staff and potentially one outside evaluator. An approximate schedule for the evaluation and awards would be as follows:

- March 2 – Release of Phase 1 call-for-projects
- March 23 – Applications due to SANBAG
- April 6 – Listing of funding recommendations in General Policy Committee agenda
- April 13 – Recommendations considered at General Policy Committee meeting
- May 4 – Board consideration to approve recommendations
- May 4 – SANBAG notification to recipients
- Recipients proceed with ATP applications, anticipated to be due June 15

Criteria to be employed in the evaluation of TDA Article 3 Phase 1 applications would include:

- Compatibility of the project with ATP evaluation criteria. An ATP project needs to be at least \$250,000 in size.
- Feasibility of proposed project schedule
- Estimated project cost and amount of award requested
- Commitment to funding of the 20 percent local match to the TDA Article 3 award. Given the tight timeline, the written commitment to the match could be delivered to SANBAG after the application is submitted but prior to the General Policy Committee meeting at which the funding recommendations will be discussed.

The table at the end of this agenda item estimates the amount of TDA Article 3 funding that could be available (Bicycle/Pedestrian portion only) for Fiscal years 2016/2017 through 2019/2020, or roughly \$1.4 million per year. This estimate deducts 20 percent for the Transit Stop Access Improvement Program and 10 percent for a set-aside for facility maintenance.

On February 1, the Transportation Technical Advisory Committee (TTAC) discussed the agenda item included here. The group was presented with four options:

1. Use all four years (FY 2017-2020) worth of TDA Article 3 funds as ATP local match funds totaling \$5,611,990,
2. Use first two years of TDA Article 3 funds totaling \$2,804,655,
3. Use any one year worth of funds of approximately \$1,400,000,
4. Use latter two years of funds totaling \$2,807,335.

At the meeting, input was received from the cities of Highland, Rancho Cucamonga and Ontario. The City of Highland indicated support for the Article 3 matching strategy given that in Cycle 2, the TDA Article 3 funds played a key role in leveraging more funds to San Bernardino County as a whole. The cities of Rancho Cucamonga and Ontario opposed the use of TDA Article 3 funds as local match assistance as it may not be available for one or more projects for which they were not intending to compete for ATP funding. They also raised a concern that only the larger projects that are intending to compete in ATP would benefit from the program and could prevent smaller projects from taking advantage of the primary local source of active transportation funding.

Based on comments heard at TTAC, staff is proposing that approximately half the four-year funding estimate be available for matching funds for ATP Cycle 3, or \$2.8 million. The fiscal years from which these funds are drawn would be flexible depending on the outcome of the 2016 ATP Cycle 3 call-for-projects. Article 3 funds matching ATP Cycle 3 applications that are not awarded by the State would be returned for a future Article 3 call-for-projects that could be combined with other funds not used for the match. The SANBAG Board would reserve the right

not to award all of the TDA Article 3 funds anticipated to be available for the Phase 1 call-for-projects or request adjustments to project delivery schedules to balance Article 3 cash flows over the four fiscal years from which the funds would be drawn. The goal is to maximize the potential for ATP project awards while also managing cash flows to deliver other bicycle/pedestrian projects not seeking ATP funding.

ATP Cycle 2 Results

It should be noted that, out of the 8 projects receiving the matching funds from the TDA Article 3 program, five projects received high enough scores to receive the ATP Cycle 2 funding. Hypothetically, for the five selected projects, if TDA Article 3 was not used as leverage funding, three projects would have dropped the project down to the MPO portion of the ATP funding and one project would have not been awarded any funding. It is also important to note that the three projects would have pushed the other four projects that were originally listed in the MPO portion out of the ATP. Instead of having 11 total infrastructure projects being funded, San Bernardino County as a whole would have funded only six projects. In terms of total dollar amount, this would have been a loss of about \$9 million. It is safe to assume that about \$1.2 million of TDA Article 3 funds helped to leverage about \$9 million more for our County.

TDA Article 3 Fund Estimate (4 Years)				
Estimates	FY 2017	FY 2018	FY 2019	FY 2020
LTF Revenue	95,196,699	98,338,190	101,583,350	104,935,601
Art 3 Amount	2,038,729	1,856,625	1,917,894	1,981,184
Art 3 Bike/Ped Program	1,467,885	1,336,770	1,380,883	1,426,452
Notes: 1. ATP Cycle 3 Funding year starts FY19/20 2. Only Bike/Ped Funding was used for calculation (20% set-aside for Transit Stops and 10% set-aside for maintenance remain) 3. Just as in Cycle 2, if the jurisdiction fails to obtain ATP funding, money returns to the larger TDA Article 3 pot 4. Funds identified in the table are an estimate based on trends				

Financial Impact:

This item has no financial impact on the Fiscal Year 2015/2016 SANBAG budget, but funding for TDA Article 3 will be included in the Fiscal Year 2019/2020 budget.

Reviewed By:

This item is not scheduled for review by any other policy committee. This item was discussed at the February 1, 2016 Transportation Technical Advisory Committee.

Responsible Staff:

Josh Lee, Senior Planner

Approved
General Policy Committee
Date: February 10, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 9

Date: *February 10, 2016*

Subject:

Model Consumer Protection Policies for Property Assessed Clean Energy Programs

Recommendation:

That the General Policy Committee recommend the Board adopt model Consumer Protection Policies for Property Assessed Clean Energy (PACE) programs operating throughout San Bernardino County.

Background:

In October 2013, SANBAG established a countywide Property Assessed Clean Energy (PACE) Program, known as the SANBAG HERO Program, to facilitate the installation of renewable energy, energy efficiency and water conservation projects within the jurisdictions of the County. Since 2013, additional PACE programs have been established in California and a number of these additional PACE programs are now operating within San Bernardino County.

PACE financing provides an innovative public-private partnership that allows property owners to make energy efficiency, water conservation and clean energy investments in their own property without upfront costs by assessing themselves on their property tax bill for the cost of the improvements. This is only possible through partnerships with private companies and investors, governmental bond issuers like SANBAG, and local governments that adopt resolutions to allow PACE programs in their communities. As such, consumer protections must be paramount in the operation of PACE programs so that public policy makers, as the sponsor of the PACE program, know that high standards of consumer protection are being used.

Now that the number of PACE program providers is beginning to increase, it is important for the integrity of all PACE program providers and the communities that they serve that industry-wide consumer protection be adopted by providers. Through industry-wide standards for consumer protection, best practices can be standardized and policy makers can have some way to measure the performance of the programs operating in their communities.

The policies that are attached are specific to residential PACE programs and designed specifically for programs organized and operating under the authority of AB 811. There are also some PACE programs that operate under the authority of SB555 which require some different provisions. SANBAG staff will also be working with these providers to insure that consumer protection standards similar to these customer service protections are adopted and used.

It should be noted that new regulations may be adopted at the state or federal level or new conditions in the marketplace might come into being that require detailed provisions of the policies to be modified. Periodic adjustments to these guidelines by staff to maintain consumer protection in light of changing conditions is to be expected.

Entity: COG

General Policy Committee Agenda Item

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The model consumer protections cover 15 areas:

- Risk – Ensure that a property won't be inappropriately burdened.
- Disclosures and Documentation – Ensure consumers are aware of the requirements of this new form of financing including the payment cycle and disclosure related to the possibility of payoff at the time of sale or refinance.
- Funding – Provide fixed simple interest rates with no variable rates or negative amortizations.
- Operations – Ensure that the Pace program has the policies, procedures and resources in place to meet these standards for consumer protection and for running a professional program
- Post-funding Homeowner Support – Create an executive-level office for customer care, complaint investigation and resolution, and contractor concerns.
- Data Security – Ensure robust cyber-security standards to protect the personal information of consumers.
- Privacy – Comply with the Gramm-Leach-Bliley Act and provide clear opt-in and opt-out protocols for information sharing.
- Marketing and Communications – Prohibits kick-backs and establishes guidelines for clear, informative and truthful communications.
- Protected Classes – Ensure compliance with all state and federal laws that cover protected classes and provides special focus on protections for homeowners over age 64.
- Contractor Requirements – Ensure that all contractors and their representatives are licensed and follow a code of conduct.
- Eligible Products – Ensure controls are in place to allow only products that are designed to save water or energy using guidelines from state and federal agencies where applicable and available.
- Maximum Financing Amount – Establish a procedure to set a Maximum Financing Amount based on the fair market value of the products to be installed.
- Reporting – Provide periodic reports on the economic and environmental impact of the program.
- Closing and Funding – Ensure proper permits are received and the project has been completed to the satisfaction of the homeowner.
- Examination – Bond issuing authority will examine the PACE program provider for compliance with these policies.

Attached to this item is a summary of each of these 15 consumer protection policies and a more detailed description of the policies (see Attachments A and B). SANBAG will use these policies as it evaluates PACE providers looking to begin operating in our communities.

Financial Impact:

This item will have no impact on the adopted SANBAG budget.

Reviewed By:

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

Responsible Staff:

Duane Baker, Deputy Executive Director

Council of Government - COG

Approved
General Policy Committee
Date: February 10, 2016
Witnessed By:

Attachment A (Summary)

UNMATCHED CONSUMER PROTECTION POLICIES BEING ADOPTED FOR PROPERTY ASSESSED CLEAN ENERGY [PACE] PROGRAMS IN CALIFORNIA

Property Assessed Clean Energy [PACE] programs enable an unprecedented range of homeowners to access energy efficiency, renewable energy, and water efficiency measures that improve the financial, functional and environmental aspects of home ownership. Improvements such as these make homes less costly to operate and more comfortable to live in, while simultaneously reducing energy and water consumption. Without PACE programs, many homeowners would have no, or costly, access to such benefits.

PACE financing is provided through an innovative public – private partnership, forged among private companies, governmental bond issuing authorities, and local governments which adopt resolutions allowing PACE in their communities. As such, consumer protections that serve homeowners must be a core value.

The baseline consumer protection policies being adopted by bond issuing authorities (including the Western Riverside Council of Governments (WRCOG) and the California Statewide Communities Development Authority (CSCDA)) cover the following areas: (i) Risk, (ii) Disclosures and Documentation, (iii) Financing Terms, (iv) Operations, (v) Post-Funding Support, (vi) Data Security, (vii) Privacy, (viii) Marketing and Communications, (ix) Protected Classes, (x) Contractors, (xi) Eligible Products, (xii) Pricing, (xiii) Reporting, and (xiv) Closing & Funding. In addition, a set of examination procedures are to be developed by the bond issuing authority that will serve as the basis for a regular, independent audit of PACE programs to ensure compliance.

These consumer protection policies are unmatched in consumer lending and comprehensive and, when coupled with an independent audit, will provide clear data and assurance to local communities that PACE Programs are protecting homeowners and delivering on their public-private partnership responsibilities.

SUMMARY OF CONSUMER PROTECTION POLICIES:

1. RISK: These criteria examine the real property on which the improvements will be installed, the encumbrances presently recorded against the property to ensure it is harnessing unused financing capacity instead of placing an inappropriate burden on the homeowner, the nature of the improvements to be installed to ensure efficiency; and the homeowner’s mortgage and property tax payment history.

Specifics include: all mortgage-related debt on the Property may not exceed 90% of the Property’s fair market value (“FMV”); the financing may not exceed 15 percent of the FMV of the Property, up to the first \$700,000 and 10 percent of the remaining value of the Property; the total mortgage-related debt on the underlying Property plus Program financing may not exceed the FMV of the Property; and the total amount of any annual property taxes and assessments shall not exceed five percent of the Property's FMV. Homeowners must have no more than one

late property tax payment in the last 36 months and one late mortgage payment in the last 12 months, and have had no bankruptcy filing within the last seven years.

2. DISCLOSURES & DOCUMENTATION: PACE is a new form of financing that, while sharing some features of traditional financing, presents new considerations for homeowners. Disclosures covering PACE's unique repayment cycle (annual or semiannual) and the Federal Housing Finance Authority announcement regarding payoff of financing at the time of sale or refinance if the buyer of the home is using a Fannie- or Freddie-backed mortgage are among the new considerations.

PACE financing terms shall be confirmed by the PACE provider by telephone with homeowners working with all but their top rated contractors, and for all homeowners over age 64. Those terms shall include a fixed interest rate, financing term not to exceed the useful life of the product, a three day right to cancel, and no prepayment penalties. In the first quarter of 2016, a Financing Estimate modeled after the Consumer Financial Protection Bureau's new "Know Before You Owe" form will be implemented to exceed disclosure requirements.

3. FUNDING: It is the policy of the Program that the Partner offers fixed simple interest rates, and payments that fully amortize the obligation. Variable interest rates or negative amortization financing terms are not permitted. The Program is not required to but may offer the capability to accommodate homebuyers and homeowners by offering subordination of certain rights of its PACE assessment lien to the lien of a mortgage or deed of trust.

4. OPERATIONS: It is the policy of the Program that the Administrator and its Partner develop and provide people, processes, tools and technology necessary to support the consumer protection measures described in detail elsewhere in this policy, including: (i) risk and underwriting processes; (ii) terms and documentation delivery systems; (iii) documentation, maintenance and retrieval processes; (iv) disclosure development, delivery and acknowledgment receipt; (v) post-funding support for homeowners and other stakeholders such as real estate professionals; (vi) data security measures; (vii) privacy policy development and protections; (viii) marketing and communication oversight; (ix) protected class data and communication processes; (x) contractor management and engagement; (xi) eligible product database and/or list development and maintenance; (xii) implementation of the maximum financing amounts; (xiii) key metrics reporting; (xiv) closing and funding processes (including the ability to fulfill financing obligations); (xv) examination data production; and (xvi) implementation of procedures to identify and prohibit conflicts of interest within and associated with the Program.

5. POST-FUNDING HOMEOWNER SUPPORT: Establishing and operating an executive office responsible for customer care that responds to inquiries, complaints, contractor and workmanship concerns, product performance questions and related matters for the lifecycle of the improvements financed is fundamental to the consumer protections that the program provides. This policy contemplates development of a team with the skills necessary to perform inspections, meet with homeowners and contractors, investigate matters, and mediate resolutions with homeowners and contractors. Support will be provided to help homeowners set up impound accounts and pre-pay and pay off assessments. The provider will also develop capabilities to

assist homeowners who are refinancing or selling their properties, and support real estate professionals providing services to refinance and sales transactions.

6. DATA SECURITY: The public/private partnership at the center of the Program, as well as the confidential relationship homeowners have with the Program Partner mandate that any market-ready Program be in robust compliance with sturdy cyber-security standards, and in particular develop secure and tested processes that protect homeowner personal identifiable information at points of potential vulnerability, especially during the application process.

7. PRIVACY: The trusting and confidential relationship that exists between homeowners and the program extends to the provider's use of homeowner data. Compliance with the Gramm-Leach-Bliley Act as well as the establishment of clear opt-in and opt-out protocols for information sharing are the pillars of the program's privacy policy. More broadly, the program must protect and manage sensitive consumer information, must respect the privacy of all homeowners, and must implement robust controls to prevent unauthorized collection, use and disclosure of such information.

8. MARKETING & COMMUNICATIONS: Clear, informative, truthful, balanced, transparent and complete communications are essential. It is the policy of the program to prohibit practices that are or could appear to be unfair, deceptive, abusive, and/or misleading, that violate laws or regulations, that provide tax advice, that are inappropriate, incomplete or are inconsistent with the program's purpose (e.g., use of check facsimiles to dramatize the amount of PACE program financing available or presented as if a negotiable instrument). It is the policy of the program that no provider, contractor or affiliated individual may provide a direct cash payment or other thing of value to a homeowner explicitly in exchange for such homeowner's selecting Program financing.

9. PROTECTED CLASSES: It is the provider's responsibility to ensure compliance with all state and federal laws that cover individuals in protected classes (e.g., race, religion, color, marital status, sex, national origin, citizenship, presence of children, disability, medical condition, gender, age, sexual orientation, gender identity or expression, military or veteran status, because an applicant receives income from a public assistance program, or because an applicant has in good faith exercised any right under the Consumer Credit Protection Act.) Heightened protections for homeowners over 64 years old, such as confirming understanding of financing terms and project specifications, is a focus of the program.

10. CONTRACTOR REQUIREMENTS: Contractors and their sales persons enter into contracts with the provider, and register and be in good standing with all relevant state and local licensing boards and agencies. Contractors are required to follow a code of conduct, maintain policies of insurance, post bonds, follow marketing requirements, complete training courses, among other similar obligations, all of which are designed to assure positive and productive homeowner interaction with the program. Providers warn, suspend or terminate a registered contractor and/or affiliated individual from the program based on violations of the Contractor Participation Agreement.

11. ELIGIBLE PRODUCTS: The Program enables and encourages homeowners to install measures on their homes which are designed but not guaranteed to save water or energy. The Program is responsible for implementing practices and controls (e.g., eligible product databases and product confirmation processes) ensuring that financing is used only for eligible measures. Program product eligibility criteria ensure that property owners are financing improvements which are industry recognized for achieving higher levels of home energy or water efficiency using performance criteria that the U.S. Department of Energy, U.S. Environmental Protection Agency, the California Energy Commission and/or other federal and state agencies or other reputable third parties have established.

12. MAXIMUM FINANCING AMOUNT: While the program does not set price controls, it implements a maximum financing amount (“MFA”) procedure based upon the fair market value of the eligible products and the provider’s experience. The MFA sets the ceiling for amounts that can be financed. The MFA does not set pricing for installation.

13. REPORTING: Reporting the economic and environmental results of Program participation is essential for the program provider, elected officials, environmental agencies, the investment community, the real estate and mortgage industry and many other stakeholders. Metrics such as economic stimulus dollars invested, greenhouse gas reduction, the number of measures funded, the amounts funded, renewable energy production and energy savings serve this need. The provider is responsible for producing, on at least a quarterly basis, a key metrics report.

14. CLOSING & FUNDING: The program provides limited purpose financing to homeowners, and not general purpose financing that is common among traditional sources of financing. The program has front-end (e.g., eligible product call-in requirements) and pre-funding (e.g., completion certificates and permits) procedures designed to confirm that their financing dollars are used for permissible purposes. A policy requiring such procedures is essential to protecting the integrity of the program and its public policy goal of bringing efficiency and renewable energy to the housing sector. It is the policy of the program for homeowners to obtain required permits and for the program to disburse funds only for projects that are complete to the satisfaction of the homeowner.

15. EXAMINATION: The bond issuing authority will develop examination procedures to evaluate these above enumerated consumer protection policies, requiring that they be reviewed by an outside third party auditor regularly to ensure compliance by any provider operating in the marketplace served by the bond issuer.

PACE Consumer Protection Policies

Version 1.0

(Residential PACE Program)

Attachment: PACE Consumer Protection Policies (Final) with attachments (2541 : Model Consumer Protection Policies for Property Assessed

OVERVIEW

Property assessed clean energy (“PACE”) programs enable an unprecedented range of homeowners to access energy efficiency, renewable energy, and water efficiency measures that improve the financial, functional and environmental aspects of home ownership. Improvements such as these make homes less costly to operate and more comfortable to live in, while simultaneously reducing energy and water consumption. Without PACE Programs many homeowners would have no, or costly, access to such benefits.

PACE Programs (“PACE Programs” or the “Program”), including the government authority sponsoring and administering them (“Authority”, Program Administrator” or “Administrator”) and, where applicable, the entity or entities who help implement them (“Partner”), deliver tools and resources that enable homeowners to make smart, informed and responsible choices regarding such measures (“Measures”). Appropriate use of such tools is the responsibility of all Programs, which means that care needs to be taken with homeowners before, during and after origination of Program financing. In other words, consumer protections that serve homeowners must be a core value of the Program, the Authority and the Partner. In this document, “Partner” refers to the government authority in all cases where the Program does not include a third party non-government partner.

The baseline consumer protection policies of the Program cover the following areas: (i) Risk, (ii) Disclosures and Documentation, (iii) Financing Terms, (iv) Operations, (v) Post-Funding Support, (vi) Data Security, (vii) Privacy, (viii) Marketing and Communications, (ix) Protected Classes, (x) Contractors, (xi) Eligible Products, (xii) Pricing, (xiii) Reporting, (xiv) Closing & Funding and (xv) Examination. These Policies provide homeowners with a greater level of consumer protection than any other form of financing. They also guide the Program’s implementation, enabling the transformation of its potential into tangible benefits for homeowners.

1. RISK

Policy Summary: The Program blends traditional credit risk considerations together with statutory requirements and legislative policy to develop risk criteria that are fitted to the Program. These criteria take into account the unique risk profile that this form of financing presents to enable qualifying homeowners to access it. While this process will exclude unqualified homeowners and properties, special consideration has been given to developing inclusive standards. These criteria examine four key attributes of every financed project: (i) the real property on which the improvements will be installed (“Property” or “Properties”), (ii) the encumbrances presently recorded against the Property, (iii) the nature of the improvements to be installed; and (iv) the homeowner’s mortgage and property tax payment history.

- 1.1. Properties. Consistent with foundational considerations, it is the policy of the Program to make the Program available to the entirety of the existing residential housing stock in political boundaries of the Program. Properties for which this form of financing is not available include: (i) commercial properties (including residential properties comprising four (4) or more units), (ii) new properties under construction and (iii) tax exempt properties (properties not subject to levy), such as tribal, non-profit or state-owned residential properties. If requested in good faith by the homeowner applying for the Program, the Partner is responsible for completing a “second look” eligibility review of all applications related to properties initially determined to be excluded, re-examining the specific attributes of the Property in question and confirming or modifying the original determination.
- 1.2. Encumbrances. The encumbrance profile of Properties is an important element of the decisioning process for Program participation. The Program is designed to harness unused financing capacity of homes in which eligible improvements are installed. Such financing is inappropriate if it burdens Properties and their owners too greatly. Accordingly, Properties eligible for Program financing will have the following attributes:
 - 1.2.1. All mortgage-related debt on the Property may not exceed 90% of the Property’s fair market value (“FMV”), or assessed value if market value data is unavailable or unreliable, at the time of initial approval;
 - 1.2.2. Reliability of the Program FMV model should be verified through an accepted and regular audit process, sampling appraisal data as a means of measurement and verification;
 - 1.2.3. The financing may not exceed (i) fifteen percent (15%) of the FMV of the Property, up to the first seven hundred thousand dollars (\$700,000) of the Property’s FMV, and (ii) ten percent (10%) of the remaining value of the Property above seven hundred thousand dollars (\$700,000);
 - 1.2.4. The total mortgage-related debt on the underlying Property plus Program financing

may not exceed the FMV of the Property; and

- 1.2.5. The total amount of any annual property taxes and assessments shall not exceed five percent (5%) of the Property's FMV, determined at the time Program financing is approved.
- 1.3. Eligible Improvements. The Program provides financing for a broad range of eligible products and projects permanently-affixed to the Property, the details of which are set forth in Section 11 below. The Program is not available to finance ineligible products and projects, which comprise everything not specified in Section 11. While the Program is responsible for confirming compliance with the Section 11 requirements, it is not responsible for determining post-installation energy performance, savings or efficacy of such products or projects. The Program relies on U.S. Department of Energy, the Environmental Protection Agency and other government agencies in determining what constitutes an Eligible Improvement.
- 1.4. Homeowners. PACE Program assessments appear as line items on property tax bills and homeowners repay their financing when they pay their property tax bills. The mortgage and property tax payment history of homeowners of record thus is an important decisioning element of Program eligibility criteria. Accordingly, at the time of application, homeowners eligible for Program financing will have status and payment histories that are consistent with the following:
 - 1.4.1. The Applicants are the owners of record;
 - 1.4.2. Property tax payments for the assessed Property are current. Additionally, the homeowner must certify that there is no more than one late payment for the shorter of (i) the previous three years, or (ii) since the present homeowner acquired the Property;
 - 1.4.3. Homeowner(s) are current on all mortgage debt, and have been late on such payments no more than once (30 days maximum) during the 12-month period preceding funding;
 - 1.4.4. No homeowner applicant has had any active bankruptcies within the last 7 years; provided, however, that this criterion can be met if a homeowner's bankruptcy was discharged between two and seven years before the application date, and the homeowner(s) have had no payments (mortgage and non-mortgage) past due for more than 60 days in the most recent 24 months; and
 - 1.4.5. Homeowner(s) have no involuntary lien(s) recorded against the Property in excess of \$1,000.

2. DISCLOSURES & DOCUMENTATION

Policy Summary: The documentation of the Program gives it shape, integrity and enforceability. Program participation documentation embodies principles key to the Program such as clarity, fairness, compliance, disclosure, knowledge and completeness. A reader who has spent time with the documentation should develop an unambiguous understanding of each and every right, risk and obligation associated with the Program's financing product. PACE is a new form of financing that, while sharing some features of traditional financing, presents new considerations for homeowners. Disclosures covering Program financing's unique repayment cycle (annual or semiannual) and the Federal Housing Finance Authority announcement regarding payoff of Program financing at the time of sale or refinance are among the new considerations. Best practices counsel the Program to disclose traditional financing terms (e.g., interest rates, financing term, payment amounts) as well. In the end, a homeowner who understands the Program's disclosures will be informed and have a clear understanding of the Program's traditional and non-traditional features.

- 2.1. Document timing. Before commencement of any Program-financed project, a homeowner needs to: (i) submit an application; (ii) receive approval of the Measures from the Partner; and (iii) execute documentation covering the terms described in this Section and in the Disclosures summarized in this Section. Following construction of the Measures, a homeowner needs to: (i) execute an acknowledgement that the installation of the Measures has been completed satisfactorily; and (ii) receive a final summary of costs and payments. Delivery to, and execution of all such documentation by, the homeowner is the responsibility of the Partner.
- 2.2. Terms. Terms that are fundamental to the Program and that need to be reflected in its documents comprise: (i) the amount financed, fees and capitalized interest included, (ii) the repayment process and schedule, (iii) the payment amounts, (iv) a term that does not exceed the useful life of the improvements, (v) the rate of interest charged, (vi) a rate of interest that is fixed (not variable), (vii) a payment schedule that fully amortizes the amount financed, (viii) the nature of the lien created upon recordation, (ix) the specific improvements to be installed, (x) the 3-day right to cancel the financing, (xi) the right to withhold approval of payment until the project is complete, and (xii) Section 5899.2 rights for solar lease improvements. It is the responsibility of the Partner to prepare, deliver and arrange for execution of documents reflecting such terms.
- 2.3. Disclosures Policies. Disclosures heighten homeowner's awareness of key program financing terms and risks that appear in the Program terms and documentation. It is the policy of the Program that Partners confirm delivery to, and receipt by, homeowners of

these disclosures, and obtain written acknowledgement that homeowners have read and understand them. The following comprise the key disclosures of the Program provided by Partners in a financing summary in the form attached hereto as Attachment A.

Disclosures	Description
Term of financing	The maximum time period of the financing
Amount financed	The total amount financed, including fees and capitalized interest
Annual payment amount	The amount due each year, even if paid in semi-annual installments or through impound payments
Annual interest rate/APR	The effective interest rate after taking into account all fees and capitalized interest
Improvements financed	The Measures installed
FHFA risks	The risk that the homeowner may need to pay off the PACE assessment at the time of sale or refinance
Right to cancel	The 3-day right to rescind the financing
Prepayment	The right to prepay the Program financing without penalty

The following comprise additional key disclosures of the Program provided by Partners.

Disclosures	Description
Program overview	A document or section of a document that provides a comprehensive summary of the Program, including a summary of a homeowner's rights and obligations
Property tax repayment process	Payment of a homeowner's property tax bill that will include a line item related to the installed Measures
Tax benefits	Benefits associated with the purchase of certain Measures and the annual payments related to them.
Privacy	A notice describing the privacy policies of the Program
Federal disclosures	Those appearing in the Program application
Foreclosure	The foreclosure process in the event of a homeowner default

2.4 Confirmation of Terms. For all Program financing applications associated with contractors that are either new to the Program or are on a Partner's "watch list" (i.e. those contractors that are not "Top Rated Contractors" defined below), it is the policy of the Program that such Partner confirm live by telephone with the homeowner applicant each Program financing term listed in (b)-(g) of this Section 2.4 below. These confirmation requirements do not apply to contractors who have reached the Partner's top rating category (the "Top Rated Contractors"). For Top Rated Contractors, it is the policy of the Program that the Partner conduct randomized calls to homeowners to confirm financing terms.

Notwithstanding the above, irrespective of the contractor with whom the Program financing is associated, it is the policy of the Program that the Partners confirm live by telephone for each applicant who is over 64 years old the Program financing terms listed in (a)-(g) of this Section 2.4 below, and any other special categories of homeowners as designated by the Program. For avoidance of doubt, for homeowners over 64 years old, a voicemail message does not satisfy the requirement of Program financing term confirmation under this Section 2.4.

When confirming terms of a Program financing with a homeowner, the Partners will request the homeowner to describe generally the improvement(s) being financed using the Program financing, and will ascertain that the homeowner understands:

- (a) The reason for the specific improvement(s) being obtained by such homeowner.
- (b) His or her total estimated annual payment.
- (c) The date his or her first tax payment will be due.
- (d) The term of the Program financing.
- (e) Any additional fees (including recording fees) that will be charged to him or her.
- (f) That payments for the Program financing will be added to his or her property tax bill and will cause the property tax bill to increase.
- (g) That he or she may make payments on the Program financing either directly to the county assessor's office or through his or her mortgage impound account.

3. FUNDING

Policy Summary: PACE is a new form of financing that, while sharing some features of traditional financing, presents new considerations for financing capital sources and structures. Best practices counsel the Program to proactively solicit feedback from Program stakeholders and homeowners and incorporate learnings into policy improvements which benefit homeowners.

Interest Rates. It is the policy of the Program that the Partner offers fixed simple interest rates, and payments that fully amortize the obligation. Variable interest rates or negative amortization financing terms are not permitted.

Sustainable funding source. It is the policy of the Program that Partners establish a sustainable source of capital for funding PACE financed projects separate from the Authority's general fund or budget and have access to capital markets to ensure funding of qualified projects is available on a consistent basis. A Partner must demonstrate the capacity to fund assessments that the Administrator anticipates originating through such Partner over the six (6) month period immediately following the Administrator's review of such Partners' financial statements.

Subordination. The Program is not required but may offer the capability to accommodate homebuyers and homeowners by offering subordination of certain rights of its PACE assessment lien to the lien of a mortgage or deed of trust. The subordination may provide the lien under a mortgage or deed of trust with senior rights such that the lender will be induced to make a loan on a PACE-assessed property. The subordination option may be made available to homebuyers and homeowners in accordance with policy agreed upon by the Authority and the Partner.

Contractor fees. It is the policy of the Program that Partners can only charge fees to contractors offering Program financing as long as Partners (i) clearly and conspicuously disclose such fees to homeowners and (ii) require that contractors absorb such obligations and not pass such fees on to homeowners.

4. OPERATIONS

Policy Summary: Operations delivers the Program to homeowners. Operations commercializes, productizes and draws on the work completed in a broad range of disciplines by the Partner or its Partner, such as sales, training, risk, contractor engagement, municipal engagement, accounting, finance, legal, capital markets, compliance, business development, marketing, government affairs and corporate development. While each operating unit incorporates thoughtful and highly effective consumer protections in the work it produces, Operations is the gatekeeper responsible for assuring that the Program has the people, processes, tools and technology necessary to deliver to homeowners the Program financing product, as well as the consumer protections described in these Policies.

Operational consumer protection policies. It is the policy of the Program that the Administrator and its Partner develop and provide people, processes, tools and technology necessary to support the consumer protection measures described in detail elsewhere in this policy, including: (i) risk and underwriting processes; (ii) terms and documentation delivery systems; (iii) documentation, maintenance and retrieval processes; (iv) disclosure development, delivery and acknowledgment receipt; (v) post-funding support for homeowners and other stakeholders such as real estate professionals; (vi) data security measures; (vii) privacy policy development and protections; (viii) marketing and communication oversight; (ix) protected class data and communication processes; (x) contractor management and engagement; (xi) eligible product database and/or list development and maintenance; (xii) implementation of the maximum financing amounts; (xiii) key metrics reporting; (xiv) closing and funding processes (including the ability to fulfill financing obligations); (xv) examination data production; and (xvi) implementation of procedures to identify and prohibit conflicts of interest within and associated with the Program.

5. POST-FUNDING HOMEOWNER SUPPORT

Policy Summary: A public/private partnership is at the core of the Program. This partnership carries with it elevated consumer protection responsibilities that apply to the Program with as much significance during the post-funding period as they do during the time of application and origination. Establishing and operating an executive office responsible for customer care that responds to inquiries, complaints, contractor and workmanship concerns, product performance questions and related matters for the lifecycle of the improvements financed is fundamental to the consumer protections that the Program provides.

- 5.1. Proactive Engagement. It is the policy of the Program that the Partner and its Partner proactively to monitor and test the consumer protections delivered to homeowners, and to request feedback from homeowners and contractors to identify areas in need of improvement.
- 5.2. Onboarding. It is the policy of the Program that Partners develop and implement a post-installation onboarding procedure to reinforce key characteristics of the Program, such as those highlighted in the Program disclosures.
- 5.3. Payments. It is the policy of the Program that the Partner have disclosures and resources in place to resolve homeowner questions regarding matters such as impound account catch up payments, payment timing inquires and payment amount reconciliation. It is also the policy of the Program that the Partner implement procedures for responding to requests for partial or full prepayment of their PACE property tax assessment in a timely and complete manner.
- 5.4. Inquiries and complaints. It is the policy of the Program that the Partner receive, manage, track, timely resolve, and report on all inquiries and complaints from homeowners. This policy contemplates development of a team with the skills necessary to perform inspections, meet with homeowners and contractors, investigate matters, and mediate resolutions with homeowners and contractors. The Partner must proactively work to resolve inquiries and complaints in a reasonable and timely manner and in accordance with the Program guidelines and must make communication for homeowners available during regular business hours by phone, email and facsimile communication.
- 5.5. Real estate transactions. It is the policy of the Program that the Partner develop capabilities to assist homeowners who are refinancing or selling their Properties. The Partner must support real estate professionals providing services to refinance and sales transactions for properties with PACE assessments.

6. DATA SECURITY

Policy Summary: Trust is fundamental to any financing relationship, and Program financing is no exception. The public/private partnership at the center of the Program, as well as the confidential relationship homeowners have with the Program Partner mandate that any market-ready Program be in robust compliance with sturdy cyber-security standards, and in particular develop secure and tested processes that protect homeowner personal identifiable information at points of potential vulnerability, especially during the application process.

6.1. Information systems. It is the policy of the Program that the Partner develop and comply with secure and tested processes to protect the personal identifiable information of the homeowner described in Section 7 below. Such secure and tested processes should, at a minimum, include:

- 6.1.1. A cyber-security policy and protocol that, at a minimum, requires data encryption “during transmission” and “at rest,” and compliance with sturdy cyber-security standards.
- 6.1.2. The Partner is responsible for controlling access to information, based upon, job function and need-to-know criteria.
- 6.1.3. The Partner is responsible for taking security measures that protect the security and confidentiality of consumer records and information in proportion to the sensitivity of the information, including, without limitation, requiring all computers and other devices containing any confidential consumer information to have all drives encrypted with industry standard encryption software.
- 6.1.4. The Partner is responsible for monitoring and logging all remote access to its systems, whether through VPN or other means.
- 6.1.5. Data security policies are subject to auditing and penetration testing conducted by an independent auditor hired by the Authority at least annually and any time a change is made that may have any potential impact on the servers, security policies or user rights.
- 6.1.6. The Partner is responsible for ensuring minimum viable configurations are in place on all servers. All firewalls should have continuous logging enabled. In addition, access control lists and audited server configurations should be used to ensure that data security is maintained.

6.2. Personnel.

- 6.2.1. The Partner is responsible for informing and enforcing the compliance with the Program’s data privacy and security policies on the part of every employee, contractor, vendor, agent, service provider, representative, and associate who is exposed to personal identifiable information of homeowners.

- 6.2.2. The Partner is responsible for implementing protections and controls to prevent unauthorized copying, disclosure, or other misuse of sensitive consumer information.

7. PRIVACY

Policy Summary: The trusting and confidential relationship that exists between homeowners and Program extends to the Partner's use of homeowner data. Compliance with the Gramm- Leach- Bliley Act as well as the establishment of clear opt-in and opt-out protocols for information sharing are the pillars of the Program's privacy policy. More broadly, Program must protect and manage sensitive consumer information, must respect the privacy of all homeowners, and must implement robust controls to prevent unauthorized collection, use and disclosure of such information.

The following summarizes the Program's privacy policy:

- 7.1. Privacy policy. The Program obtains sensitive consumer information from homeowners as part of the application process for Program participation or through other homeowner touch points with the Program. It is the policy of the Program that the Partner develops and delivers to homeowners who apply for the Program or who otherwise provide personal identifiable information (e.g., full name, home address, social security numbers, date of birth,) a privacy policy that complies with state and federal law (e.g., the Gramm-Leach-Bliley Act) and, in particular, prohibits sharing with third parties personal identifying information of homeowners without the homeowners' express authorization except where expressly permitted by state and federal law. Such privacy policy will cover (i) the sources from which sensitive consumer information is obtained, (ii) the Partner's use of sensitive consumer information, and (iii) a mechanism by which a consumer may opt-out of sharing information. The Partner will deliver to homeowners any updates to such privacy policies.
- 7.2. Application process. It is the policy of the Program that all personal identifying information provided by a homeowner to the Partner during the application process is provided directly by the homeowner to the Partner. The Partners will establish processes and controls to ensure that personal identifiable information of a homeowner is obtained directly from such homeowner (or his verifiable legal representative or attorney in fact) and not from a contractor or other third party.

8. MARKETING & COMMUNICATIONS

Policy Summary: Clear, informative, truthful, balanced, transparent and complete communications are essential for the Program. The stakeholders of any Program include (without limitation) homeowners, contractors, the Authority, government officials and staff, investors, finance partners, real estate professionals and lenders. Communications, acts and practices that mislead stakeholders add ineligible expense to PACE financing or to the Program, abuse stakeholders, and otherwise fail to meet the core communication standards of appropriateness for the Program and are not acceptable.

- 8.1. Prohibited practices. It is the policy of the Program to prohibit practices that are or could appear to be unfair, deceptive, abusive, and/or misleading, that violate laws or regulations, that provide tax advice, that are inappropriate, incomplete or are inconsistent with the Program's purpose (e.g., use of check facsimiles to dramatize the amount of PACE Program financing available or presented as if a negotiable instrument). Marketing practices that are likely to add unnecessary expense to a homeowner (e.g., paying consumers for applications), that unlawfully use sensitive consumer data or that violate any other law or regulation (including, for example, practices related to telemarketing) are prohibited.
- 8.2. Permitted practices. It is the policy of the Program to adhere to all legal and regulatory requirements (e.g., telemarketing) pertaining to its advertising and marketing efforts. On the basis of providing clear and concise communication to consumers, any practice that promotes informed decisioning on the part of homeowners and is not prohibited as described in section 8.1 above is permitted. The Partner is responsible for developing, delivering to and enforcing marketing guidelines for the Program's Registered Contractors. Any marketing materials that fall outside of marketing guidelines established must be approved by the Partner to ensure that they are not unfair, deceptive, abusive and/or misleading.
- 8.3. Tax advice. It is the policy of the Program that no Partner, contractor or third party (who is not a tax expert) may provide tax advice to consumers regarding their Program financing which includes making affirmative statements or claims as to the tax deductibility of the payments. Homeowners are encouraged to seek the advice of an expert regarding tax matters related to the Program. The Program shall monitor and test the sales practices of employees and contractors to confirm adherence to the policy set forth in this Section 8.3.
- 8.4. Payments in Exchange for Financing. It is the policy of the Program that no Partner, contractor or Affiliated Individual may provide a direct cash payment or other thing of value to a homeowner explicitly in exchange for such homeowner's selecting Program

financing. For avoidance of doubt, the limitations provided in this Section 8.4 are not intended to prevent the Program from offering to homeowners, contractors or Affiliated Individuals promotions that are not explicitly part of the exchange referred to in the preceding sentence.

9. PROTECTED CLASSES

Policy Summary: It is the Partner's responsibility to ensure compliance with all state and federal laws that cover individuals in protected classes (e.g., race, religion, color, marital status, sex, national origin, citizenship, presence of children, disability, gender, age and/or sexual orientation because an applicant receives income from a public assistance program, or because an applicant has in good faith exercised any right under the Consumer Credit Protection Act.) Heightened protections for homeowners over 64 years old, such as confirming understanding of financing terms and project specifications, is a focus of the Program. The Partner is responsible for protecting against intended and unintended non-compliance with such standards, and in particular for providing legally unbiased access to, and decisioning of, requests for Program financing.

- 9.1. General. It is the policy of the Program that controls be designed to monitor and test compliance with all state and federal laws covering homeowners in protected classes.
- 9.2. Elders. It is the responsibility of the Partner to develop and implement a program that validates elder homeowner (i.e., homeowners over 64 years old) understanding of the eligible improvement project for which they are seeking Program financing, including the terms of such financing.
- 9.3 Financing Access and Decisioning. It is the responsibility of the Partner to provide legally unbiased access to, and decisioning of, requests for Program participation.

10. CONTRACTOR REQUIREMENTS

Policy Summary: Contractors and their sales persons are one of the primary means through which homeowners become aware of Program participation options. Contractors and their sales persons enter into contracts with the Partner, and register with all relevant state and local licensing boards and agencies. Contractors are required to follow a code of conduct, maintain policies of insurance, post bonds, follow marketing requirements, complete training courses, among other similar obligations, all of which are designed to assure positive and productive homeowner interaction with the Program.

- 10.1. Policies. It is the policy of the Program that all contractors who sell, install, or manage subcontractors who install, eligible improvements will have executed and that all such contractors and all employees, entities, owners, partners, principals, independent contractors, third party agents or other person who perform any services for the contractor in connection with a Program financing (collectively, the “Affiliated Individuals”) meet the requirements of the Program’s Contractor Participation Agreement, which include:
- 10.1.1. Compliance with the current Registered Contractor code of conduct, a sample of which is attached hereto as Attachment B or other code of conduct that embodies the principles outlined in Attachment B;
 - 10.1.2. Maintenance of an active license, and be in good standing, with the California Contractor State License Board (“CSLB”), including compliance with the CSLB (or equivalent agency or program) insurance and bonding requirements;
 - 10.1.3. Execution of the Program’s Contractor Participation Agreement only by a person who is listed as an Responsible Managing Owner (“RMO”), Responsible Managing Employee (“RME”), Responsible Managing Manager (“RMG”), Responsible Managing Member (“RMM”), sole owner or qualifying partner with the CSLB and who is authorized to act on behalf of, and who is responsible for the actions of, a Registered Contractor (a “Qualifying Individual”);
 - 10.1.4. Oversight and management of employees, independent contractors and subcontractors who provide services to Registered Contractors accessing the Program;
 - 10.1.5. Meeting all other state and local licensing, training and permitting requirements;
 - 10.1.6. Compliance with the Program’s marketing policies; and
 - 10.1.7. Ensuring all Affiliated Individuals register with the Program.
- 10.2. New Contractors. Regarding Registered Contractors new to the Program, it is the policy that the Partner:

- 10.2.1. Has a specified probationary period (i.e., place the new Registered Contractors on a watch list) until the new Registered Contractors have completed the required number of Measures;
- 10.2.2. Has procedures in place, during the Registered Contractor probationary period, to provide additional quality assurance steps for Measures completed by the Registered Contractors on the watch list; and
- 10.2.3. Has procedures in place to review Registered Contractor work to confirm satisfactory completion of projects conducted during the probationary period for which Program financing is used.
- 10.3 Contractor Management. It is the policy that the Partner implement contractor management systems and procedures that manage and track contractor training and compliance violations on an individual and company basis.
- 10.4 Contractor Training. It is the policy of the Program that each Partner make available contractor training regarding, at a minimum, the following: (i) the applicable contractor code of conduct terms as required by the Program, (ii) protected classes, including, without limitation, elder protection, and (iii) other consumer protection measures as required by the Program.
- 10.5 Remedial Action. Partners warn, suspend or terminate a Registered Contractor and/or Affiliated Individual from the Program based on violations of the Contractor Participation Agreement. The Program does not accept Program applications processed by suspended or terminated contractors and/or associated representatives.

11. ELIGIBLE PRODUCTS

Policy Summary: The Program enables and encourages homeowners to install Measures on their homes which are designed but not guaranteed to save water or energy. The Program is responsible for implementing practices and controls (e.g., eligible product databases and product confirmation processes) ensuring that financing is used only for eligible Measures, and that it is not provided for ineligible ones. Program product eligibility criteria ensure that property owners are financing improvements which are industry recognized for achieving higher levels of home energy or water efficiency. While the Program is responsible for confirming compliance with the initial capacities of such products, it is not responsible for determining post-installation energy performance, savings or efficacy of such Measures.

- 11.1. Policies. Consistent with the objectives of the PACE enabling legislation, it is the policy of the Program through consultation with the Partner and the Authority to:
 - 11.1.1. Establish, and maintain an eligible products database and/or list, documenting the associated eligibility specifications for each product that conform to the requirements outlined in Attachment C hereto;
 - 11.1.2. Define a process for adding or modifying the eligible product database;
 - 11.1.3. Ensure that eligible product energy efficiency/water efficiency/energy generation (as applicable) performance standards are calibrated and verified using performance criteria that the U.S. Department of Energy, U.S. Environmental Protection Agency, the California Energy Commission and/or other federal and state agencies or other reputable third parties has established;
 - 11.1.4. Use credible third party sources to determine the useful life of the product, which will be used to set the maximum term for the Program's financing; and
 - 11.1.5. Require that the product is permanently affixed to the Property.
- 11.2. Procedures. It is the policy of the Program that the Partner establish procedures confirming that the homeowner applying for Program financing intends to install eligible products, and that at the time of funding such improvements have been installed.
- 11.3. Ineligible Products.
 - 11.3.1. Financing of ineligible products under the Program is prohibited.
 - 11.3.2. Products that are not included on the eligible products list or in the eligible products database can be submitted for review by the Program, if a homeowner has a good faith reason to believe they should have been included.

12. MAXIMUM FINANCING AMOUNT

Policy Summary: Many homeowners cannot readily access price information regarding the installation of energy efficiency, renewable energy and water conservation improvements for their homes, and cost often is a key economic consideration. While the Program does not set price controls, it implements a maximum financing amount (“MFA”) procedure based upon the fair market value of the Measures. The MFA sets the ceiling for amounts that can be financed.

The Program’s maximum financing amount policies provide as follows:

- 12.1. It is the policy of the Program to develop maximum financing amounts based on market data and the Partner’s experience, but not to set pricing for installation of eligible products and projects. In evaluating project pricing, the Partner takes into account regional factors that may contribute to the pricing of improvements.
- 12.2. It is the policy of the Program that each Partner will, at a minimum, establish an MFA for each product type (e.g. for central air conditioners, solar PV systems, solar thermal systems and artificial turf).
- 12.3. Within each MFA, there is a low to high range of justifiable pricing, depending on the particular product within a product type (e.g. there may be different types of central air conditioners, solar PV systems, solar thermal systems and artificial turf). It is the policy of the Program that each Partner will establish product/project attribute related pricing rules that dictate what pricing within such low to high MFA range is justified.
- 12.4. It is the policy of the Program that each Partner establish processes and systems for purposes of enforcing the MFA rules (as described in Section 12.3) for every project.
- 12.5. A product may only be funded for an amount that is greater than the MFA for such product if the amount exceeding the MFA is justified by reasonable standards that are validated and documented through processes and systems acceptable to the Authority.

13.REPORTING

Policy Summary: Reporting the economic and environmental results of Program participation is essential for the Program, Partners, elected officials, environmental agencies, the investment community, the real estate and mortgage industry and many other stakeholders. Metrics such as economic stimulus dollars invested, greenhouse gas reduction, the number of Measures funded, the amounts funded, renewable energy production and energy savings serve this need. The Partner is responsible for producing, on a quarterly basis, a key metrics report.

- 13.1. Reporting categories. It is the policy of the Program that Program statistics reporting and estimated impact metrics in the following categories be developed and reported quarterly to the Authority: (i) number of projects funded, (ii) project amount funded, (iii) estimated amount of energy savings, (iv) estimated amount of renewable energy produced, (v) estimated amount of water savings, (vi) estimated amount of greenhouse gas emissions reductions, and (vii) estimated number of jobs created.
- 13.2. Reporting standards. It is the policy of the Program that all data collected for the quarterly metrics reports be developed and collected using standardized, third party verified methodologies. The methodologies and supporting assumptions and/or sources must be made available to the Authority by the Partner. It is the responsibility of the Partner to develop reports consistent with each of categories listed above and to test and verify the data collection and reporting methods and models used. All reports shall include only aggregate data, excluding any sensitive customer information.
- 13.3 Participation in CAEATFA. Residential PACE programs operating in California must participate in the PACE Reserve program of the California Alternative Energy and Advanced Transportation Authority. Accordingly, the Programs must report bi-annually on program activity to CAEATFA.

14. CLOSING & FUNDING

Policy Summary: The Program provides limited purpose financing to homeowners, and not general purpose financing that is common among traditional sources of financing. The Program has front-end (e.g., eligible product call-in requirements) and pre-funding (e.g., completion certificates and permits) procedures designed to confirm that their financing dollars are used for permissible purposes. A policy requiring such procedures is essential to protecting the integrity of the Program.

- 14.1. Installation Completion Sign-off. It is the policy of the Program to confirm, before funding, that the eligible products financed are installed, operational and in a condition that is acceptable to the homeowner and the contractor, and to require that the homeowner and the contractor attest to such by signing a document stating that all products have been installed to the homeowner's satisfaction and in accordance with product specifications. It is the responsibility of the Partner to confirm any such document is signed within the maximum allowable installation time as specified by the Program
- 14.2. Permits. It is the policy of the Program for homeowners seeking Program financing to obtain required permits for the installation of Measures and provide verification thereof upon request.
- 14.3. Funding. It is the policy of the Program to disburse funds only for projects that are complete.
- 14.4. Recording. It is the policy of the Program to record the Notice of Assessment and Payment of Contractual Assessment Required documentation in a manner consistent with state law.
- 14.5. Asset verification. It is the policy of the Program to confirm that product(s) listed on the Completion Certificate and for which Program financing has been provided have been installed and that the Partner develop and implement a randomized onsite inspection protocol acceptable to the Authority.

Attachment A

Financing Estimate

Save this Financing Estimate to compare with your Final Payment Summary.

DATE ISSUED	2/15/2013	TERM	10 years
PROPERTY OWNERS	Michael Jones and Mary Stone 123 Anywhere Street Anytown, ST 12345	PURPOSE	Home Improvement
PROPERTY	456 Somewhere Avenue Anytown, ST 12345	PRODUCT	Partner Program
		IDENTIFICATION #	123456789
		RATE LOCK	<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES, until 9/14/2015 After the expiration date interest rates and closing costs can change.

Products and Costs

Product Cost	\$16,900.00	<ul style="list-style-type: none"> • Building Envelope- Wall Installation • High Efficiency Pool Equipment- Pool Pump • Windows, Doors, and Skylights- Exterior Windows • High Efficiency HVAC- Whole House Fan
Financing Cost	\$970.30	See closing costs details
Prepaid interest	\$1,445.45	
Other Costs	\$130.00	
Financed Amount	\$19,445.89	Total amount of the assessment

Terms

		Can this amount increase after closing?	
Financed Amount	\$19,445.89	NO	Total amount of the assessment
Interest Rate	7.69%	NO	
Annual Principal, Interest and Other Costs	\$2,892.62	YES	Annual administrative fee is subject to change
		Does the financing have these features?	
Prepayment Penalty		NO	Interest will be due to the next bond call date
Balloon Payment		NO	

Projected Payments

Payment Calculation	Years 1-10		
Principal & Interest	\$2,857.62		
Annual Administrative Fee	+ \$35.00		Annual administrative fee is subject to change
Estimated Total Annual Payment	\$2,892.62		

Your payment will be added to your property bill for the next 10 years. If your project is completed and all your documents are submitted and approved by June 15, 2016, your first payment will be included on your November 2016 tax bill. If your documents are submitted and/or approved after June 15, 2016, your first payment will be included on your November 2017 tax bill. Estimated payment information on this document assumes all documentation is approved on September 14, 2016.

Closing Cost Details

Costs at Closing		
Estimated Closing Costs	\$2,545.75*	Includes \$970.30 in Financing Costs + \$130 in Other Costs + \$1,445.45 in Prepaid Interest. See <i>Calculating Cash to Close</i> summary for details. *While no cash is required to close this transaction, these items are included in the amount financed. If you do not wish to finance these items, you may pay them at the time of funding.
Estimated Cash to Close	\$0	See <i>Calculating Cash to Close</i> summary for details.

Financing Costs		Other Costs	
A. Origination Charges	\$970.30	D. Recording and Administrative Fees	\$130.00
Application Fee	\$0	County Recording Fee	\$95.00
Underwriting and Bond Issuance Fee	\$970.30	Program Administrative Fee (Annual)	\$35.00
B. Services	\$0	Prepaid Interest	
Appraisal Fee	\$0	E. Prepaid Interest (from closing to first payment)	\$1,445.45
Credit Report Fee	\$0	F. TOTAL CLOSING COSTS (C + D + E)	\$2,545.75
Tax Monitoring Fee	\$0		
Tax Status Research Fee	\$0	Calculating Cash to Close	
Title- Title Search Fee	\$0	Total Closing Costs (F)	\$2,545.75
C. TOTAL FINANCING COSTS (A + B)	\$970.30	Closing Costs Financed (Paid from Financed Amount)	-\$2,545.75
		Down Payment/Funds from Borrower	\$0
		Estimated Cash to Close	\$0

Additional Information About This Financing

PACE PROVIDER Partner Program
EMAIL info@partnerprogram.com
PHONE (855) 0000-411

Comparisons		Use these measures to compare this financing with other forms of financing.
In 10 Years	\$19,445.89	Principal you will have paid off.
	+ \$8,065.01	Amount of interest you will have paid.
	+ \$1,415.30	Amount of financing and other costs you will have paid.
	= \$28,926.20	Total you will have paid in principal, interest, financing and other costs.
Annual Percentage Rate (APR)	9.47%	Your costs over the term expressed as a rate. This is not your interest rate.
Total Interest Percentage (TIP)	46.95%	The total amount of interest that you will pay over the term as a percentage of your financing amount.

Other Considerations

Assumption

If you sell or transfer this property to another person, we
 will allow, this person to assume this financing on the original terms.
 will not allow assumption of this financing on the original terms.

I understand, if i refinance my home, my mortgage company may require me to pay off the remaining balance. If i sell my home, the buyer or their mortgage company may require me to payoff the remaining balance.


 1 PO INITIAL

Payments

Your payments will be added to your property tax bill. Whether you pay your property taxes through your mortgage payment, using an impound account, or if you pay them directly to the tax collector you need to save an estimated \$2,892.62 for your first payment in November 2016. After your first payment if you pay your property taxes through an impound account your monthly mortgage payment should adjust to cover your increased property tax bill.


 1 PO INITIAL

Tax Benefits

Consult your tax advisor regarding tax credits, tax deductibility, and other tax benefits of the HERO Program. You are responsible for submitting appropriate document with your tax return.


 1 PO INITIAL

Late Payment

If your tax payment is late you are subject to penalties and late fees established by the tax collector.

Confirm Receipt

By signing, you are only confirming that you have received this form. You do not have to accept this financing because you have signed or received this form.

Property Owner Signature	Date	Property Owner Signature	Date
Property Owner Signature	Date	Property Owner Signature	Date

Attachment B

1.1. Sample Registered Contractor Code of Conduct

- 1.1.1. Registered Contractors, on behalf of themselves and the employees, entities, owners, partners, principals, independent contractors, third party agents or other person (the “Registered Individuals”) who perform any sales, installation, advising, construction, creative services, digital marketing, lead generation, inspection or any other services in connection with the Registered Contractor on its behalf, shall:
- 1.1.1.1. Conduct business with Property Owners on a legal, respectful, ethical, fair and equitable basis.
 - 1.1.1.2. Ensure that Registered Individuals present identification (as determined by the PACE Program) establishing their affiliation with a Registered Contractor upon initial contact with a Property Owner, whether such contact occurs in connection with canvassing, sales, service or any other occasion upon which such representatives enter onto a Property Owner’s premises.
 - 1.1.1.3. Not provide, or even appear to provide, tax advice to Property Owners regarding any aspect of PACE Program financing. Any PACE Program that provides a simple tool on its website is merely intended to provide Property Owners the ability to easily quantify the effects if they determine that some or all of the PACE Program payments are deductible. If asked about the tax aspects of PACE Program financing, Registered Contractors should urge Property Owners to consult their tax advisor.
 - 1.1.1.4. Present Property Owners with the full and complete set of Partner Financing Program Documents, which include all pages of the Assessment Contract, Right to Cancel, Application, Financing Summary, and all other PACE Program documents and instruct the Property Owners to contact the Partner directly with any PACE Financing questions.
 - 1.1.1.5. Present the Completion Certificate for signature to the Property Owner only after completion of the project and when the Property Owner is satisfied and is ready for the PACE Program to release funds to the Registered Contractor.
 - 1.1.1.6. Analyze accurately each Property Owner’s energy usage, and anticipated energy savings likely to result from any Eligible Product installation following standards that can withstand independent, third party review and analysis.
 - 1.1.1.7. Seek always to provide high value products and services best suited to a Property Owner’s request or needs and comply with the Eligible Product requirements of the PACE Program. Install only Eligible Products for reasonable, market-based prices that are within industry price guidelines and that do not exceed the PACE Program maximum guidelines.
 - 1.1.1.8. Protect Property Owners, especially those in protected classes such as elders, from and against any exercise of undue influence that could lead to adverse purchasing, pricing and financing decisions.
 - 1.1.1.9. Maintain active, participating and good standing status as a member of the CSLB, and participate in continuing education in its/his/her chosen area of expertise, as well as in the PACE Program requirements, policies and procedures.
 - 1.1.1.10. Have a written contract with the Property Owner stating all proposed work and services.
 - 1.1.1.11. Obtain all legally required building permits, on behalf of the Property Owner, and follow through in obtaining sign off or approval from any authority with jurisdiction over any project on which Contractor works.
 - 1.1.1.12. Comply with all federal, state and local laws, ordinances, rules and regulations.

- 1.1.1.13. Use sound and legally compliant hiring practices, including but not limited to conducting credit and background and screening checks on all employees, temporary staff, contract employees, subcontractors and third party associates to assure that such persons comply with Registered Contractor's legal and ethical obligations described herein.
- 1.1.1.14. Provide PACE Program training for all employees, subcontractors and third party associates of Registered Contractors.
- 1.1.1.15. Maintain and provide the PACE Program with copies of requested documents that relate to projects financed by or through the PACE Program, as well as documents that relate to Registered Contractor certifications, licenses, or insurance/bonding.
- 1.1.1.16. Act in good faith to resolve promptly any complaint or grievance that a Property Owner may file with the PACE Program or the Registered Contractor.
- 1.1.1.17. Document and retain records regarding the resolution of all Property Owner disputes with a Registered Contractor for the PACE Program's review and assessment.
- 1.1.1.18. Comply with the letter and the intent of all provisions of the California Business and Professions Code relevant to the Registered Contractor's business.
- 1.1.1.19. Comply with all local, state and federal marketing and telemarketing laws, regulations and rules, including but not limited to the Telephone Consumer Protection Act, the Older American's Act (including Elder Rights Protection principles) and the Truth in Lending Act.

Attachment C

PACE Residential Eligible Product Guidelines

ALL PRODUCTS

In addition to the PACE Product Eligibility Specifications listed below, all product specifications and installation quality must meet or exceed applicable local, state, and/or federal permitting, codes, and standards. Project stakeholders are fully and solely responsible for ensuring product compliance with applicable sections of the current California Building Energy Efficiency Standards (Title 24, Part 6, Subchapters 1, 2, 7, 9).

Renewable & Alternative Energy Products

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
Solar Photovoltaic	Solar Panel	<ol style="list-style-type: none"> Product must be listed as California Solar Initiative incentive-eligible photovoltaic module in compliance with CA-SB1 guidelines. Installation Contractor must be registered with the California Solar Initiative Program and have the correct CSLB licensure to install solar systems. System must be grid connected unless the property is not currently connected to the grid. Installed per manufacturer specifications. 	20
	Solar Inverter	<ol style="list-style-type: none"> Product must be listed as California Solar Initiative eligible inverter in compliance with CA-SB1 guidelines. Installation contractor must be registered with the California Solar Initiative Program and have the correct CSLB licensure to install solar systems. System must be grid connected unless the property is not currently connected to the grid. Installed per manufacturer specifications. 	20
Solar Thermal	Solar Water Heating	<ol style="list-style-type: none"> System must have the OG-300 System Certification by the Solar Rating and Certification Corporation (SRCC). Auxiliary tank must be residential class. Installed per manufacturer specifications. 	15
	Solar Pool Heating	<ol style="list-style-type: none"> Product must have the OG-100 Collector Certification by the Solar Rating and Certification Corporation (SRCC). Installed per manufacturer specs. 	15

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PACE Residential Eligible Product Guidelines

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
Alternative Energy	Small Wind Turbine	<ol style="list-style-type: none"> Product must be certified by the Small Wind Certification Council as meeting the requirements of the AWEA Small Wind Turbine Performance and Safety Standard (9.1-2009). Product must be grid connected unless the property is not currently connected to the grid. Installed per manufacturer specs. 	20
	Advanced Energy Storage System	<p>This product type specification is currently under revision and is not currently available.</p> <p>We hope to have this product type available again as an eligible option for projects in the very near future.</p>	--
	Electric Vehicle Charging Station	<ol style="list-style-type: none"> Product must certified as meeting the UL Subject 2594 Standard Testing for Charging Stations. Product must be a Level 2 charger with SAE J1772 standard charging plug. Installed per manufacturer specs. 	10
	Stationary Fuel Cell Power System	<ol style="list-style-type: none"> System must be certified as meeting the ANSI/CSA America FC1 standard. Installed per manufacturer specs. Installed in accordance with local code and/or the Standard for the Installation of Stationary Fuel Cell Power Plants, NFPA 853, the National Fuel Gas Code, ANSI Z223.1/NFPA 54, National Electrical Code, NFPA 70, as applicable. 	15

PACE Residential Eligible Product Guidelines

Energy Efficiency Products

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
High-Efficiency Heating, Ventilation, and Air Conditioning (HVAC)	Air-Source Heat Pump	<ol style="list-style-type: none"> Product must be AHRI Certified and AHRI number must be provided. Product must be ENERGY STAR Certified: <ol style="list-style-type: none"> Split: SEER \geq 14.5 and EER \geq 12 and HSPF \geq 8.2. Package: SEER \geq 14 and EER \geq 11 and HSPF \geq 8.0. Must replace an existing product. Installed per manufacturer specs. 	15
	Central Air Conditioner	<ol style="list-style-type: none"> Product must be AHRI Certified and AHRI number must be provided. Product must be ENERGY STAR Certified: <ol style="list-style-type: none"> Split: SEER \geq 14.5 and EER \geq 12. Package: SEER \geq 14 and \geq EER 11. Must replace an existing product. Installed per manufacturer specs. 	15
	Furnace	<ol style="list-style-type: none"> Product must be AHRI Certified and AHRI number must be provided. Product efficiency must be: <ul style="list-style-type: none"> AFUE \geq 80% with ECM, or AFUE \geq 90% Must replace an existing product. Installed per manufacturer specs. 	20
	Evaporative Cooler	<ol style="list-style-type: none"> Product must be listed in California Energy Commission Appliance Efficiency Database. Must have separate ducting system— independent of the air conditioning and heating duct system. Must be permanently installed through wall or on the roof; window installed product is not eligible. Installed per manufacturer specs. 	10
	Boiler	<ol style="list-style-type: none"> Product must be AHRI Certified and AHRI number must be provided. Product must be ENERGY STAR Certified: AFUE \geq 85%. Must replace an existing product. Installed per manufacturer specs. 	20

PACE Residential Eligible Product Guidelines

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
High-Efficiency Heating, Ventilation, and Air Conditioning (HVAC)	Geothermal Heat Pump	<ol style="list-style-type: none"> Product must be ENERGY STAR Certified: <ol style="list-style-type: none"> Closed Loop Water-to-Air: ≥ 14.1 EER and ≥ 3.3 COP Open Loop Water-to-Air: ≥ 16.2 EER and ≥ 3.6 COP Closed Loop Water-to-Water: ≥ 15.1 EER and ≥ 3.0 COP Open Loop Water-to-Water: ≥ 19.1 EER and ≥ 3.4 COP DGX: ≥ 15.0 EER and ≥ 3.5 COP Product must replace an existing product. Installed per manufacturer specs. 	15
	Hydronic Radiant Heating System	<ol style="list-style-type: none"> System must be powered by a high-efficiency PACE-qualified heating source. Installed per manufacturer specs. 	15
	Mini-Split Air Conditioner	<ol style="list-style-type: none"> Product must be AHRI certified and AHRI number must be provided. Efficiency: ≥ 15 SEER. Product must replace an existing product. Installed per manufacturer specs. 	15
	Mini-Split Heat Pump	<ol style="list-style-type: none"> Product must be AHRI certified and AHRI number must be provided. Efficiency: ≥ 15 SEER and HSPF ≥ 8.2. Product must replace an existing product. Installed per manufacturer specs. 	15
	Biomass / Wood Stove	<ol style="list-style-type: none"> Product must be certified and listed on the EPA Certified Wood Stoves list. Installed per manufacturer specs. 	15
	Duct Replacement	<ol style="list-style-type: none"> Duct system leakage: <ol style="list-style-type: none"> Partial Replacement: $\leq 15\%$ total system nominal flow Full Replacement: $\leq 6\%$ total system nominal flow Duct Insulation R-Value $\geq R-6$. Installed per Title 24, Part 6. 	20

PACE Residential Eligible Product Guidelines

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
High-Efficiency Heating, Ventilation, and Air Conditioning (HVAC)	Heat/Energy Recovery Ventilator	<ol style="list-style-type: none"> Product must be certified by the Home Ventilation Institute (HVI). Installed per manufacturer specs. 	10
	Exhaust Ventilation Fixture	<ol style="list-style-type: none"> Product must be ENERGY STAR Certified. Installed per manufacturer specs. 	10
	Whole House Fan	<ol style="list-style-type: none"> Product must be listed in California Energy Commission Appliance Efficiency Database. Installed per manufacturer specs. 	20
	Attic Ventilation Fixture	<ol style="list-style-type: none"> Product must have thermostat control. Installed per manufacturer specs. 	15
	Ceiling Fan	<ol style="list-style-type: none"> Product must be ENERGY STAR Certified. Installed per manufacturer specs. 	10
Windows, Doors, and Skylights	Window	<ol style="list-style-type: none"> Product must be NFRC Certified: <ol style="list-style-type: none"> U-Factor ≤ 0.32 and SHGC ≤ 0.30. Product must replace existing product. Product NFRC label to be submitted with Completion Certificate. Installed per manufacturer specs. Product must meet Title 24 requirements. 	20
	Door	<ol style="list-style-type: none"> Product must be NFRC Certified: <ol style="list-style-type: none"> Opaque: U-Factor ≤ 0.21 and SHGC = Any $\leq 1/2$-Lite: U ≤ 0.27 and SHGC ≤ 0.30 $> 1/2$-Lite: U ≤ 0.32 and SHGC ≤ 0.30 Product must replace existing product. Product NFRC label to be submitted with Completion Certificate. Installed per manufacturer specs. 	20
	Skylights and Tubular Daylighting Device	<ol style="list-style-type: none"> Product must be NFRC Certified: <ol style="list-style-type: none"> U-Factor ≤ 0.55 and SHGC ≤ 0.30. NFRC label for each different product to be submitted with Completion Certificate. Installed per manufacturer specs. 	20
	Applied Window Film	<ol style="list-style-type: none"> Product must be NFRC Certified. NFRC label for each different product to be submitted with Completion Certificate. Installed per manufacturer specs. 	10

PACE Residential Eligible Product Guidelines

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
Windows, Doors, and Skylights	Exterior Window Shading Device	<ol style="list-style-type: none"> Product must be permanently secured to the exterior of the property with attachments or fasteners that are not intended for removal. Each product must be installed to provide shading to at least one window or door. Product must be one of the following styles: <ol style="list-style-type: none"> Patio Covers Fixed Awnings Operable Awnings Operable Shutters Solar Screens Product is <u>only</u> eligible to be installed on properties located within California Building Climate Zones 2, and 6-16. Other exterior structural products including, but not limited to, sunroom enclosures, exterior decks, balconies, roof overhangs, detached/free-standing arbors, detached/free-standing pergolas, and/or carports are <u>NOT</u> eligible. Interior window shading products including, but not limited to, blinds, shutters, shades, or curtains are <u>NOT</u> eligible. Installed per manufacturer specs. 	10
Building Envelope	Cool Wall Coating	<ol style="list-style-type: none"> Product must be a preapproved PACE Cool Wall Coating product. Product must have solar reflectance ≥ 0.5 as tested to ASTM C1549-09 standard. Product primary application surface must be exterior wall surfaces of conditioned buildings. Product is <u>only</u> eligible to be installed on properties located within CA Building Climate Zones 4-10 and 12-15. Installed per manufacturer specs. 	20
	Cool Roof - Prescriptive	<ol style="list-style-type: none"> Product must meet the following specifications: <ol style="list-style-type: none"> Low-Slope Roofs ($\leq 2:12$): <ol style="list-style-type: none"> ≥ 0.5 Aged (3 yrs.) Solar Reflectance Steep-Slope Roofs ($> 2:12$): <ol style="list-style-type: none"> ≥ 0.15 Aged Solar Reflectance Product also must meet Title 24, Part 6. Product must be listed in the CRRC or ENERGY STAR product directories. 	20

PACE Residential Eligible Product Guidelines

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
Building Envelope	Cool Roof - Performance	<ol style="list-style-type: none"> 1. If a Cool Roof - Prescriptive roofing product is not specified, one of the following cool roof performance measures must also be implemented in the scope of work: <ol style="list-style-type: none"> a. Install $\geq 1''$ Air-space between the top of the roof deck to the bottom of the roofing product. b. Insulate attic floor to R-value ≥ 38. c. Seal & Insulate attic HVAC duct work to R-8 and $\leq 6\%$ leakage. d. Install an eligible radiant barrier. e. Insulate roof deck to R-value ≥ 4. f. Install roof construction with thermal mass over a membrane with a weight of at least 25 lb/ft². 2. Project must comply with CA Title 24 Part 6. Project stakeholder is fully and solely responsible to meet any such additional requirements. 	20
	Attic Insulation	<ol style="list-style-type: none"> 1. R-value ≥ 38. 2. Installed per CEC QII Standards. 	20
	Wall Insulation	<ol style="list-style-type: none"> 1. R-value ≥ 13 to full framing cavity depth. 2. Installed per CEC QII Standards. 	20
	Under-Floor Insulation	<ol style="list-style-type: none"> 1. R-value ≥ 19 to full joist depth. 2. Installed per CEC QII Standards. 	20
	Radiant Barrier	<ol style="list-style-type: none"> 1. Emissivity ≤ 0.1. 2. Reflectivity ≥ 0.9. 3. Installed per manufacturer specs. 	20
	Air Sealing	<ol style="list-style-type: none"> 1. Performed to BPI, ENERGY STAR, and ASHRAE 62.2 guidelines. 	10
High-Efficiency Water Heating	Gas Storage Water Heater	<ol style="list-style-type: none"> 1. Product must be ENERGY STAR Certified. 2. EF ≥ 0.67. 3. Installed per manufacturer specs. 	10
	Electric Heat Pump Storage Water Heater	<ol style="list-style-type: none"> 1. Product must be ENERGY STAR Certified. 2. EF ≥ 2.0. 3. Installed per manufacturer specs. 	10
	Gas Tankless Water Heater	<ol style="list-style-type: none"> 1. Product must be ENERGY STAR Certified. 2. EF ≥ 0.82. 3. Installed per manufacturer specs. 	10

PACE Residential Eligible Product Guidelines

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
High-Efficiency Pool Equipment	Pool Pump and Motor	<ol style="list-style-type: none"> Product must be ENERGY STAR Certified: <ol style="list-style-type: none"> Single Speed Pump: EF \geq 3.8 for single speed Multi/Variable Speed/Flow: EF \geq 3.8 for most efficient speed. Product must replace existing product. Installed per manufacturer specs. 	10
	Electric Heat Pump Pool Heater	<ol style="list-style-type: none"> Product must be listed in California Energy Commission Appliance Efficiency Database. COP \geq 4.5. Installed per manufacturer specs. 	10
	Gas Pool Heater	<ol style="list-style-type: none"> Product must be listed in California Energy Commission Appliance Efficiency Database. Thermal Efficiency \geq 83%. Installed per manufacturer specs. 	10
	Automatic Pool Cover	<ol style="list-style-type: none"> Product must be an automatic pool cover UL certified as meeting ASTM F1346 Standard Performance Specification. Product must be permanently installed on an existing swimming pool. Installed per manufacturer specs. Manual swimming pool covers are not eligible. 	10
High-Efficiency Lighting	Indoor Lighting Fixture	<ol style="list-style-type: none"> Product must be ENERGY STAR Certified and meet Title 24, Part 6 requirements. Product must be permanently installed. Installed per manufacturer specs. 	20
	Outdoor Lighting Fixture	<ol style="list-style-type: none"> Product must be ENERGY STAR Certified and meet Title 24, Part 6 requirements. Product must be permanently installed. Installed per manufacturer specs. 	20
	Lighting Control	<ol style="list-style-type: none"> Product must be listed in the California Energy Commission Appliance Efficiency Database. Eligible control types include: <ol style="list-style-type: none"> Automatic Time-Switch Daylight/Photo- Sensor Dimmer Occupant/Motion/Vacancy Sensor Install per manufacturer specs. 	20

PACE Residential Eligible Product Guidelines

Water Efficiency Products

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
Indoor Water Efficiency	High-Efficiency Toilet Fixture	<ol style="list-style-type: none"> Product must be listed in the CEC Appliance Efficiency Database. Toilet and urinals fixtures are eligible. Flow rate \leq 1.28 GPF. Installed per manufacturer specs. 	20
	High-Efficiency Faucet Fitting	<ol style="list-style-type: none"> Product must be listed in the CEC Appliance Efficiency Database. Flow rate \leq 1.5 GPM. Must be permanently installed. Installed per manufacturer specs. 	15
	High-Efficiency Showerhead	<ol style="list-style-type: none"> Product must be listed in the CEC Appliance Efficiency Database. Flow \leq 2.0 GPM. Installed per manufacturer specs. 	15
	Hot Water Delivery System	<ol style="list-style-type: none"> System meets the definition of one of the following water delivery options: <ol style="list-style-type: none"> Dedicated Recirculation Line Whole House Manifold System Demand-initiated Recirculating System Core Plumbing System Installed per manufacturer specs. 	15
Outdoor Water Efficiency	High-Efficiency Sprinkler Nozzle	<ol style="list-style-type: none"> Product must be on SoCal Water Smart Qualified Sprinkler Nozzle product list. Installed per manufacturer specs. 	10
	Weather-Based Irrigation Controller	<ol style="list-style-type: none"> Product must be WaterSense Qualified. Installed per manufacturer specs. 	10
	Drip Irrigation	<ol style="list-style-type: none"> Product installed be installed in turf, garden, planter, or flower bed area. Installed per manufacturer specs. 	10
	Rainwater Catchment System	<ol style="list-style-type: none"> Sized to hold \geq 50 gallons at one time. Must be permanently installed. Installed per manufacturer specs. 	20
	Gray Water System	<ol style="list-style-type: none"> System must meet California Plumbing Code, Chapter 16A. Product must comply with local code and permitting requirements. Eligible system types include: <ol style="list-style-type: none"> Single-Fixture Multi-Fixture Simple (\leq 250 GPD) Multi-Fixture Complex ($>$ 250 GPD) Installed per manufacturer specs. 	20

PACE Residential Eligible Product Guidelines

PRODUCT CATEGORY	PRODUCT TYPE	ELIGIBILITY SPECIFICATIONS	MAXIMUM TERM (YEARS)
Outdoor Water Efficiency	Artificial Turf	<ol style="list-style-type: none"> 1. Product must be water and air permeable. 2. Product must be non-toxic and lead free. 3. Product must be recyclable. 4. Product installation must carry ≥ 10 year warranty. 5. Installed per manufacturer specs. 6. Product infill material must be one of the following: <ol style="list-style-type: none"> a. Acrylic Covered Sand b. Crumb Rubber c. Zeolite 	10
Outdoor Water Efficiency	Drought Tolerant Landscaping	<ol style="list-style-type: none"> 1. Product installation area must replace existing live turf grass area. 2. Requested financing amount may include: <ol style="list-style-type: none"> a. Removal/disposal of existing turf grass material b. Site preparation for landscaping installation c. Installation of drought tolerant landscaping options d. Installation or conversion to eligible irrigation options 3. Requested finance amount may not include: <ol style="list-style-type: none"> a. Installation of live plants or biodegradable plant material b. Removal of pre-existing hardscape areas (i.e. driveways, pools, etc.) c. Installation of water features (i.e. ponds, fountains, etc.) d. Installation of any other products not listed in specification #2 4. All products to be installed to manufacturer specs and industry best practices. 	20

Minute Action

AGENDA ITEM: 10

Date: *February 10, 2016*

Subject:

Approve Memorandum of Understanding Template for Alternative Property Assessed Clean Energy Programs

Recommendation:

That the General Policy Committee recommend the Board:

- A. Approve a Memorandum of Understanding template between San Bernardino Associated Governments (“SANBAG”) and future Program Administrators for alternative Property Assessed Clean Energy (“PACE”) financing programs.
- B. Authorize the Executive Director or his designee to execute these Memorandums of Understanding in substantially the same form with Property Assessed Clean Energy providers that have been vetted by SANBAG staff.
- C. Approve budget amendment for FY 2015/2016 to incorporate revenue of \$75,000 that potentially could be received through these MOUs.

Background:

In October 2013, SANBAG established a countywide Property Assessed Clean Energy (PACE) Program, known as the SANBAG HERO Program, to facilitate the installation of renewable energy, energy efficiency and water conservation projects within the jurisdictions of the County and those cities within the County that elect to participate in the PACE Program. Since 2013, additional PACE programs have been established in California and it would be in the interests of property owners, SANBAG, and SANBAG Members to facilitate a healthy PACE marketplace by ensuring competition among PACE providers and providing choices to property owners who are considering utilizing PACE financing.

The SANBAG Board has previously directed staff to find ways to review the qualifications and coordinate the entry of additional PACE providers into San Bernardino County. This would save considerable staff time for cities and the County. Staff now brings this report to provide three PACE providers for the financing program.

Renewable Funding is the program administrator of the CaliforniaFIRST PACE financing program which is the first of these other PACE programs. CounterPointe Energy Solutions LLC is program administrator for the AllianceNRG Program™ which is another PACE financing program. CaliforniaFIRST and AllianceNRG are sponsored by the California Statewide Communities Development Authority (“CSCDA”), which was created by the League of California Cities and the California State Association of Counties in 1988 with the purpose of issuing bonds to finance projects within the jurisdiction of member public agencies to promote public benefit and pursue economic development, and which has issued bonds totaling over \$2.8

Entity: *COG*

General Policy Committee Agenda Item

February 10, 2016

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billion on behalf of CSCDA Members throughout San Bernardino County, including on behalf of the County itself and 19 of the 24 cities in the County.

Ygrene is the program administrator for Ygrene Works, the third PACE financing program. Ygrene Energy Fund is one of the leading development and administrator of clean energy financing programs in the United States, their programs provide immediately accessible funding for renewable generation, energy efficiency and water conservation upgrades to residential and commercial property owners. Ygrene Works is sponsored by the Golden State Finance Authority (GSFA) which is a Joint Powers Authority formed in 1993 with the purpose of providing affordable housing financing. GSFA has issued \$2.7 billion in mortgage revenue bonds and currently has 109 cities and 55 counties from across the state as members or associate members.

These three PACE program administrators desire to enter into this MOU which shall authorize SANBAG to serve as the point of ongoing contact for SANBAG Members that decide to offer these alternative PACE programs within their jurisdictions.

The MOUs provide that SANBAG staff will provide template agenda items and the necessary resolutions for its member agencies' consideration. In addition, SANBAG will be the main point of contact for questions that might be directed to city or County staff. In recognition of this work, each firm will compensate SANBAG .15% of the principal amount of the bonds issued for residential projects through these alternative PACE programs.

This item in no way obligates any SANBAG member to opt-in to any other PACE Program. That decision rests with each agency's governing board. SANBAG's work is simply to provide due diligence on the capability of the PACE program and provide the necessary documents and reports needed by a city or the County in order for them to opt-in if they choose.

These are the first three PACE programs that have been reviewed by SANBAG. Staff recommends the Board authorize the Executive Director or his designee to be able to execute this MOU with these and other PACE programs, in substantially the same form as this template with concurrence of SANBAG's General Counsel, provided that the PACE programs meet the needs of our region and show that they have the capacity to provide a professional program.

Financial Impact:

This budget amendment allows for \$75,000 in anticipated revenue to be received through the MOU's.

Reviewed By:

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

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
General Policy Committee
Date: February 10, 2016
Witnessed By:

CXX-XXXXXXX
MEMORANDUM OF UNDERSTANDING
BETWEEN
SAN BERNARDINO ASSOCIATED GOVERNMENTS
AND
[INSERT PACE ADMINISTRATOR NAME]

This Memorandum of Understanding (“MOU”) is made and entered into as of this ___ day of _____, 2016 (“Effective Date”), by and between the San Bernardino Associated Governments (“SANBAG”), a joint exercise of powers authority and [PACE PROVIDER NAME], hereinafter referred to as “PACE ADMINISTRATOR” in its role as Program Administrator for the [SPONSOR] hereinafter referred to as “SPONSOR,” Property Assessed Clean Energy (“PACE”) financing program. SANBAG and PACE ADMINISTRATOR are sometimes individually referred to as “Party” and collectively as “Parties.”

RECITALS

WHEREAS, the County of San Bernardino (the “County”) and various cities within such county have entered into an “Amended Memorandum of Understanding for the Joint Exercise of Powers Relative to the San Bernardino Associated Governments” last amended October 17, 1975 (the “SANBAG JPA”) to create SANBAG; and

WHEREAS, the purpose of the SANBAG JPA is to improve and coordinate governmental services on a countywide, subregional and regional basis through the establishment of SANBAG as a cooperative association of governments; and

WHEREAS, PACE ADMINISTRATOR is the Program Administrator of the SPONSOR PACE Program; and

WHEREAS, [SPONSOR] is

[INSERT DESCRIPTION OF SPONSOR]

and;

WHEREAS, Chapter 29 of Part 3 of Division 7 of the California Streets and Highways Code (commencing with Section 5898.12) (“Chapter 29”) permits cities and counties to establish contractual assessment programs to finance the installation of seismic retrofit upgrades, distributed generation renewable energy sources, energy or water efficiency improvements or electric vehicle charging infrastructure that are permanently fixed to residential, commercial, industrial, agricultural, or other real property; and

[OPTION: WHEREAS, the Mello-Roos Community Facilities District Act, set forth in sections 53311 through 53368.3 of the California Government Code (the "Act") and particularly sections 53313.5(1) and 53328.1(a) permits a California joint powers authority to establish a community facilities district for the purposes of financing or

refinancing (including the payment of interest) the acquisition, installation and improvement of energy efficiency, water conservation, renewable energy and electric vehicle charging infrastructure improvements permanently affixed to private or publicly-owned real property; and]

WHEREAS, the parties to the SANBAG JPA (“SANBAG Members”), as cities and counties, have the common power to implement and administer contractual assessment programs pursuant to Chapter 29 which programs are commonly referred to as a property assessed clean energy program (“PACE Programs”) to finance installation of such improvements within their respective jurisdictions; and

WHEREAS, in October, 2013, SANBAG established a countywide PACE Program pursuant to Chapter 29, known as the SANBAG HERO Program, to improve and coordinate the provision of such a PACE Program within the jurisdictions of the County and those cities within the County that elect to participate in the PACE Program; and

WHEREAS, since 2013, additional PACE Programs have been established in California; and

WHEREAS, it is in the interests of property owners, SANBAG, and SANBAG Members to facilitate a healthy PACE marketplace by ensuring competition among PACE providers and providing choices to property owners who are considering utilizing PACE financing; and

WHEREAS, PACE ADMINISTRATOR and SANBAG desire to enter into this MOU in order to authorize SANBAG to be the point of ongoing contact for SANBAG Members that are also SPONSOR Members or will become SPONSOR Members in part to be eligible to opt-in to the SPONSOR PACE program; and

WHEREAS, the purpose of this MOU is to set forth the mutual understandings, terms, and conditions related to SANBAG serving as a point of contact for SANBAG Members to facilitate the issuance of assessments within their jurisdictions through the SPONSOR PACE program.

NOW, THEREFORE, in consideration of the foregoing recitals, the Parties hereby agree, as follows:

TERMS

1. **PACE ADMINISTRATOR.**

1.1 In consideration for SANBAG’s performance of the Facilitation Services, PACE ADMINISTRATOR shall pay fees (“Fees”) to SANBAG equal to 0.15% (15 Basis Points) of the aggregate principal amount of the bonds issued by SPONSOR to fund SPONSOR PACE financed installations of seismic retrofits, renewable energy, energy efficiency and water efficiency improvements for which assessment contracts are entered into after the Effective Date by owners of residential properties located within the jurisdictions that are SPONSOR Members and are also SANBAG Members.

1.2 PACE ADMINISTRATOR shall make the payments required herein to SANBAG on a quarterly basis within thirty calendar days after the end of the quarter in which the bonds referenced in Section 1.1 are issued.

2. SANBAG.

2.1 SANBAG will perform the following Facilitation Services:

(a) Serve as the main point of contact for SANBAG Members in establishing the SPONSOR PACE program in such SANBAG Members' jurisdictions; and

(b) Coordinate with such SANBAG Members on behalf of SPONSOR, as needed and as described in Exhibit "A", to facilitate the efficient and expedient vetting by SANBAG Members of the SPONSOR PACE Financing Program opt-in resolution and, where necessary, the resolution to authorize the SANBAG Member to join SPONSOR.

2.2 SANBAG has no obligation or duty to determine the legal sufficiency, accuracy, adequacy, or completeness of the documents, materials, information, SPONSOR PACE Bonds and related documents, facts, or advice that SPONSOR or PACE ADMINISTRATOR provides or makes available to, is exchanged between, or is relied upon by SANBAG, SANBAG Members, SPONSOR PACE Financing Customers, or purchasers of SPONSOR PACE Bonds relating to the SPONSOR PACE program, SPONSOR membership, or the SPONSOR PACE bonds.

3. Term. The term of this MOU shall begin on the Effective Date and terminate five (5) years thereafter, unless earlier terminated by the Parties. Either Party may terminate this MOU at any time upon written notice to the other Party.

4. Indemnification. PACE ADMINISTRATOR agrees to defend, indemnify and hold harmless SANBAG, its officers, elected or appointed officials, employees, agents and volunteers from and against any and all claims, damages, losses, expenses, fines, penalties, judgments, demands and defense costs (including, without limitation, actual, direct, out-of-pocket costs and expenses and amounts paid in compromise or settlement and reasonable outside legal fees arising from litigation of every nature or liability of any kind or nature including civil, criminal, administrative or investigative) arising out of or in connection with this MOU, the SPONSOR PACE Bonds, or the SPONSOR PACE Program except such loss or damage which was caused by the sole negligence or willful misconduct of SANBAG. PACE ADMINISTRATOR will provide all defense at its sole cost and expense and SANBAG shall reasonably approve selection of PACE ADMINISTRATOR's counsel. This indemnity shall apply to all claims and liability regardless of whether any insurance policies of PACE ADMINISTRATOR, its affiliates or any other parties are applicable thereto. The policy limits of any insurance of PACE ADMINISTRATOR, its affiliates or other parties are not a limitation upon the obligation of PACE ADMINISTRATOR including without limitation the amount of indemnification to be provided by PACE ADMINISTRATOR.

5. Insurance. PACE ADMINISTRATOR agrees that, at no cost or expense to SANBAG, at all times during the operation of the PACE Program, to maintain the insurance coverage set forth in Exhibit B to this Agreement.

6. Governing Law and Venue. This MOU shall be governed by and construed with the laws of the State of California. Venue shall be in San Bernardino County.

7. Attorneys Fees. If either of the Parties commences an action against the other party arising out of or in connection with this MOU, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorneys’ fees and costs of suit.

8. Amendment. This MOU may be amended in writing by mutual agreement of the Parties.

9. Entire Agreement. This MOU contains the entire agreement of the Parties relating to the subject matter hereof and supersedes all prior negotiations, agreements or understandings.

10. Invalidity; Severability. If any portion of this MOU is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

11. Counterparts. This MOU may be signed in counterparts, each of which shall constitute an original.

12. Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this MOU as though fully set forth herein.

13. Exhibit A. Exhibit A “Facilitation Services” is attached to and incorporated into this MOU by this reference.

14. Exhibit B. Exhibit B “Insurance” is attached to and incorporated into this MOU by reference.

15. No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

16. Notices. All payments, notices hereunder and communications regarding interpretation of the terms of this MOU or changes thereto shall be provided by the mailing thereof by registered or certified mail, return receipt requested, postage prepaid and addressed, as follows:

If to PACE ADMINISTRATOR: PACE ADMINISTRATOR
[INSERT ADDRESS]
Telephone: [INSERT TELEPHONE]
Facsimile: [INSERT FAX NUMBER]

If to SANBAG: San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, California 92410-1715
Attention: Deputy Executive Director
Telephone: (909) 884-8276
Facsimile: (909) 885-4407

17. Waiver. No waiver of any breach of a provision in this MOU shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.

18. Assignment. PACE ADMINISTRATOR shall not assign this MOU in whole or in part, voluntarily, by operation of law, or otherwise without first obtaining the written consent of SANBAG. SANBAG's exercise of consent shall be within its sole discretion. Any purported assignment without SANBAG's prior written consent shall be void and of no effect, and shall constitute a material breach of this MOU. Subject to the foregoing, the provisions of this MOU shall extend to the benefit of and be binding upon the successors and assigns of the Parties.

[SIGNATURES ON FOLLOWING PAGE]

**SIGNATURE PAGE TO
MEMORANDUM OF UNDERSTANDING
BETWEEN
SAN BERNARDINO ASSOCIATED GOVERNMENTS
AND
PACE ADMINISTRATOR**

IN WITNESS WHEREOF, the Parties have caused this MOU to be effective as of the day first above written.

SAN BERNARDINO ASSOCIATED
GOVERNMENTS

PACE ADMINISTRATOR

By: _____
Ryan McEachron
President, Board of Directors

By: _____

APPROVED AS TO FORM

APPROVED AS TO FORM

By: _____
Eileen Monaghan Teichert
General Counsel

By: _____

Attachment: PACE Program MOU Template 2016 [Revision 1] (2017 : PACE Program MOU)

EXHIBIT “A” FACILITATION SERVICES

It is the expectation of PACE ADMINISTRATOR that:

Actions:

After the SANBAG Board of Directors reviews the SPONSOR PACE program and makes a recommendation that SANBAG Members opt-in to the Program, SANBAG, acting through its Deputy Executive Director or his designee, will:

- Communicate such recommendation to the City Managers and County Administrative Officer of SANBAG’s member jurisdictions (Member Jurisdictions’ Representatives);
- Provide the Member Jurisdictions’ Representatives with necessary opt-in documentation provided to SANBAG by PACE ADMINISTRATOR such as:
 - Templates of PACE Opt-In Resolutions;
 - Templates of staff reports;
 - Templates of SPONSOR Membership Resolutions and the SPONSOR JPA Agreement to those cities not yet SPONSOR members; and
 - Any other documents that will facilitate and expedite SANBAG Members’ consideration of requests by SPONSOR to provide PACE financing services in their respective jurisdictions.
- Respond to any questions that SANBAG Members’ staff may have about PACE or about any of the PACE programs that have been vetted and recommended by the SANBAG Board; and
- Encourage SANBAG Members’ staff to contact a representative of PACE ADMINISTRATOR regarding the SPONSOR PACE program specifics:

[INSERT CONTACT INFORMATION]

Expediency:

- SANBAG staff will not delay in taking the actions outlined above.

EXHIBIT B
INSURANCE

A. Minimum Scope of Insurance

Coverage provided by PACE ADMINISTRATOR shall be at least as broad as:

1. The coverage provided by Insurance Services Office Commercial General Liability coverage (“occurrence”) Form Number CG 0001; and
2. The coverage provided by Insurance Services Office Form Number CA 0001 covering Automobile Liability. Coverage shall be included for all owned, non-owned and hired automobiles; and
3. Workers' Compensation insurance as required by the California Labor Code and Employers Liability insurance; and
4. Professional Liability Errors & Omissions for all professional services.

There shall be no endorsement reducing the scope of coverage required above unless approved by SANBAG.

B. Minimum Limits of Insurance

PACE ADMINISTRATOR shall maintain limits no less than:

1. Commercial General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit; and
2. Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury and property damage; and
3. Workers' Compensation and Employers Liability: Workers' Compensation limits as required by the California Labor Code and Employers Liability limits of \$1,000,000 per accident; and
4. Professional Liability Errors & Omissions \$1,000,000 per occurrence/ aggregate limit.

C. Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to, and approved by SANBAG. At the option of SANBAG, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects SANBAG, its officers, employees, agents and contractors; or PACE ADMINISTRATOR shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses in an amount specified by SANBAG.

D. Other Insurance Provisions

The policies are to contain, or be endorsed to contain, the following provisions:

1. Commercial General Liability and Automobile Liability Coverages
 - a. San Bernardino Associated Governments, its officers, employees, agents and contractors are to be covered as additional insureds as respects: Liability arising out of activities performed by or on behalf of, PACE ADMINISTRATOR; products and completed operations of PACE ADMINISTRATOR; premises owned, leased or used by PACE ADMINISTRATOR; and automobiles owned, leased, hired or borrowed by PACE ADMINISTRATOR. The coverage shall contain no special limitations on the scope of protection afforded to SANBAG, its officers, employees, agents and contractors.
 - b. PACE ADMINISTRATOR's insurance coverage shall be primary insurance as respects SANBAG, its officers, employees, agents and contractors. Any insurance or self-insurance maintained by SANBAG, its officers, employees, agents or contractors shall be excess of PACE ADMINISTRATOR's insurance and shall not contribute with it.
 - c. Any failure to comply with reporting provisions of the policies by PACE ADMINISTRATOR shall not affect coverage provided SANBAG, its officers, employees, agents, or contractors.
 - d. Coverage shall state that PACE ADMINISTRATOR's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
 - e. Coverage shall contain a waiver of subrogation in favor of SANBAG, its officers, employees, agents and contractors.
2. Workers' Compensation and Employers' Liability

Coverage shall contain waiver of subrogation in favor of San Bernardino Associated Governments, its officers, employees, agents and contractors.

3. All Coverages

Each insurance policy required by this MOU shall be endorsed to state that coverage shall not be suspended, voided, cancelled, or reduced in limits except after thirty (30) days' prior written notice has been given to SANBAG, except that ten (10) days' prior written notice shall apply in the event of cancellation for nonpayment of premium.

E. Acceptability of Insurers

Insurance is to be placed with insurers acceptable to SANBAG.

F. Verification of Coverage

PACE ADMINISTRATOR shall furnish SANBAG with certificates of insurance and with original endorsements affecting coverage required by this MOU. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf.

Proof of insurance shall be either emailed in pdf format to: SANBAG Deputy Executive Director, or mailed to the following postal address or any subsequent address as may be directed in writing by the SANBAG Risk Manager:

SANBAG Deputy Executive Director
 Duane A. Baker
dbaker@sanbag.ca.gov
 1170 W. 3rd Street, 2nd Floor
 San Bernardino, CA 92410-1715

G. Subcontractors

PACE ADMINISTRATOR shall include all subcontractors as insureds under its policies or shall obtain separate certificates and endorsements for each subcontractor.

Minute Action

AGENDA ITEM: 11

Date: *February 10, 2016*

Subject:

State and Federal Legislative Update

Recommendation:

Receive and file the State and Federal Legislative Update.

Background:

State Legislative Update

Legislative Calendar

Below is a quick overview of the major legislative deadlines for the second half of the 2015/2016 legislative session.

January 31 – Two-year bills must pass out of their house of origin

February 19 – Bill Introduction Deadline for new bills

April 22 – Committee deadline for new non-fiscal bills

May 6 – Policy Committee deadline for new fiscal bills

May 27 – Fiscal Committee deadline for new bills

June 3 – House of Origin deadline for new bills

June 15 – State Budget deadline

June 30 – Last day for a measure to qualify for the November 8th General Election ballot

July 1 – Policy Committee deadline for second house

August 12 – Fiscal Committee deadline for second house

August 31 – Last day to pass bills

September 30 – Last day for the Governor to sign or veto bills

Attachment A reflects bills of interest SANBAG is monitoring.

State Budget Update

The Governor released his Fiscal Year (FY) 2016/2017 January Budget Proposal on January 7th, which outlines the Administration's spending priorities for the coming year. The \$122.6 billion General Fund proposal is up from \$116.1 billion in FY 2015/2016.

Despite the increase in revenues available to the General Fund over the past year, the Governor urges restraint in spending as the majority of the projected increase for the coming year comes from capital gains taxes, which reached an all-time high in 2015. Due to the volatility of this funding source, the Administration warns that these funds should be treated as one-time revenues

Entity: CMA, COG, CTA, CTC, SAFE

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and directs additional funds to the Rainy Day Fund to prepare for future recessions. The Rainy Day Fund is currently at 37% (\$4.5 billion) of the constitutional target and the Governor's FY 2016/2017 budget proposes to raise this to 65% (\$8 billion).

As part of the proposal, the Governor asked the Department of Finance to model an "average" recession for FY 2017/2018. This data projected a \$29 billion shortfall for FY 2019/2020. If the state spends the "one-time" revenue increase on ongoing programs, the Governor cautions that the projected deficit could grow to \$43 billion in FY 2019/2020.

Transportation Budget

The Governor's Budget Proposal outlines \$77 billion in deferred maintenance on infrastructure, with the largest of that amount coming from transportation. The annual \$6 billion gap is proposed to be addressed by his funding plan, largely continued from the plan proposed in 2015, that will focus on the following priorities: "Fix it First"; goods movement; match locally generated funds for high priority projects; continuing to improve the performance, accountability and efficiency of Caltrans; investing in rail and transit; and avoiding impacts to the General Fund.

For FY 2016/2017, the January Budget proposes to spend \$1.7 billion on the following:

- An increase of \$348 million in formula funds and \$148 million in early loan repayments to fund local roads.
- \$100 million increase for a Low Carbon Road Program to fund active transportation projects, with 50% directed to disadvantaged communities.
- A \$409 million increase in Cap and Trade funds for Transit Capital, with 50% directed to disadvantaged communities.
- An increase of \$515 million for repairing and maintaining the state highway system.
- \$211 million in additional funds for the Trade Corridor Improvement Program created through Proposition 1B (2006).

The State Transportation Agency budget proposal includes \$16.2 billion for the programs under that agency.

Reforms and Efficiencies

The January Budget Proposal included a number of initiatives to create efficiencies in existing programs; however, the details for these proposals are still pending and are likely to be contained in proposed trailer bill language to be released before February 1st. The Administration also proposes a constitutional amendment to protect the new transportation funding sources from diversions. These initiatives are as follows:

- Performance targets for state highway investments.
- Streamlined Project Delivery:
 - Limited California Environmental Quality Act exemption for "Fix it First" projects within existing right of way - this proposal is unchanged from last summer

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- Eliminate the sunset date for National Environmental Policy Act delegation authority
- Provide a process for advance project mitigation
- Expand Construction Manager/General Contractor authority
- Extend Public-Private Partnership authority through 2027
- Double the contracting out authority for the California Department of Transportation

Revenue Forecasts

Due to lower gas prices and reduced growth in consumption, the excise tax on gasoline is projected to be reduced from 30 cents/gallon to 27.5 cents/gallon in July when the Board of Equalization performs their annual reconciliation resulting from the gas tax swap. This is a second year of reductions which will further reduce available revenues flowing to the State Transportation Improvement Program (STIP), potentially impacting the delivery of future capital projects.

Cap and Trade

The Governor proposes to allocate \$3.1 billion in Cap and Trade funds through FY 2016/2017, consistent with the Second Triennial Investment Plan. This plan includes a directive to send 10% of funds directly in to disadvantaged communities and 25% of funds on projects that benefit disadvantaged communities.

Federal Legislative Update

Fixing America's Surface Transportation (FAST) Act

The President signed H.R. 22, the Fixing America's Surface Transportation (FAST) Act on December 8, 2015. The FAST Act is a \$281 billion, 5-year bill, with \$225.2 billion for highways, \$48.7 billion for mass transit, and \$7 billion for highway and motor carrier safety. FAST provides a 5.1% increase above FY 2015 levels in FY 2016 for highways and an 8.8% increase for mass transit. After that, programs are anticipated to grow just above 2% annually.

The bill calls for approximately \$52 billion in general fund transfers to the highway account and \$18 billion to the mass transit account to fully fund the programs.

Most notably, they have included a new formula freight program as well as a discretionary grant program for nationally significant freight and highway projects. The new formula program would grow from \$1 billion to \$1.5 billion annually over the life of the bill. Large states, like ours, will be required to spend their annual freight apportionment on projects on the primary highway freight system, critical rural freight corridors, or critical urban freight corridors, as defined. They can also spend up to 10% on intermodal or freight rail projects.

The discretionary program would be directed towards highway freight projects on the national freight network, highway or bridge projects on the national highway system, intermodal facilities, or grade crossings. Projects must have a minimal total cost of \$100 million, with

a minimum grant size of \$25 million. Ten percent of the funds are set aside for smaller projects, with a minimum grant size of \$5 million.

2016 Appropriations

On December 18th, the House and Senate passed the FY 2016 omnibus appropriations/tax extenders bill which will fund all federal agencies programs through September 30, 2016 and provide \$680 billion in permanent and short-term extensions of tax breaks for businesses and individuals.

Additionally, the legislation includes a number of policy riders such as: lifting the 40-year ban on crude oil exports, postponing a number of taxes associated with President Obama's Affordable Care Act (ACA), encouraging greater information sharing for cyber security, toughening visa requirements in an effort to prevent terrorism, reauthorizing the Land and Water Conservation Fund through September 2018, and creating a grant program managed by the National Fish and Wildlife Foundation and the National Oceanic and Atmospheric Administration (NOAA) for the purpose of better understanding and utilizing the oceans.

Tax Extenders

The tax extenders provisions include several tax credits for transportation agencies:

- Permanent extension for the transit commuter benefit and increases the amount an employer can offer to their employees either as a tax-free fringe benefit or as a pre-tax option to pay for their mass transit commute to and from work. The provision increases the transit commuter tax benefits from the current \$130 to \$250 in FY 2015, rising to \$255 in FY 2016.
- Extends for two years through FY 2016 (retroactive to 2015) the Alternative Fuels Tax Credit and the alternative fuels property (infrastructure) credit. These credits can be used by transportation agencies to fuel their vehicles with compressed (CNG) or liquefied (LNG) natural gas.

Overview of the Department of Transportation Funding and Policy

Total Department of Transportation (DOT) Funding: \$76.1 billion – over 5% increase over FY 2015 enacted funding:

- Transportation Investment Generating Economic Recovery (TIGER) grant program: \$500 million – equal to FY 2015 enacted funding, lowers minimum award threshold from \$10 million to \$5 million.
- Federal-aid highways: \$42.361 billion – same funding level as authorized in the FAST Act.
 - Allow states to reprogram any old Federal Highway Administration (FHWA) administered earmark money that have at least 90 percent of its original earmark amount unspent for more than ten years after Congress provided it. The money can be transferred to the Surface Transportation Block Grant program and must be “applied to projects within the same general geographic area within 50 miles for which the funding was designated.”

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- Capital Investment Grants (New Starts): \$2.177 billion - \$57 million more than FY 2015 enacted levels. Maximum share for New Starts full funding grant agreements (FFGAs) is capped at 60 percent, consistent with the FAST Act.
 - \$1.25 billion for projects with signed FFGA
 - \$353 million for Small Starts projects
 - \$5 million for the new expedited project delivery pilot authorized in the FAST Act
 - \$497 million for projects anticipated to enter into a signed FFGA in 2016
- Mass transit formula and bus grants: \$9.348 billion – same funding level as authorized in the FAST Act.
- State of Good Repair: \$2.5 billion.
- Railroad Safety Grants: \$50 million, including \$25 million for Positive Train Control (PTC) implementation.
- \$350 million for Section 130 Railway-Highways Crossing program.
- Federal Aviation Administration (FAA): \$16.3 billion, \$303 million more than FY 2015 funding.
 - FAA Operations: \$9.910 billion, \$169 million more than FY 2015
 - Facilities and Equipment: \$2.855 billion, \$255 million increase over FY 2015
 - Airport Improvement Program (AIP): \$3.350 billion, same as FY 2015
 - The House provision prohibiting the FAA from scheduling air travel to Cuba was dropped

President's Budget Release

The President is expected to release his budget on February 9, 2016.

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: February 10, 2016

Witnessed By:

Bill Matrix

CA AB 12	AUTHOR:	Cooley [D]
	TITLE:	State Government: Administrative Regulations: Review
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	12/01/2014
	LAST AMEND:	08/19/2015
	DISPOSITION:	Pending - Carryover
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Requires each state agency after a noticed public hearing, to review the agency's regulations, identify any regulations that are duplicative, overlapping, inconsistent, or out of date, to revise those identified regulations, and report to the Legislature and Governor.
	STATUS:	
	08/27/2015	In SENATE Committee on APPROPRIATIONS: Held in committee.
CA AB 156	AUTHOR:	Perea [D]
	TITLE:	Global Warming Solutions Act: Disadvantaged Communities
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/20/2015
	LAST AMEND:	08/18/2015
	DISPOSITION:	Pending - Carryover
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Requires the State Air Resources Board, pursuant to the Global Warming Solutions Act of 2006, to post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. Requires the Board to establish and accomplish a comprehensive technical assistance program, upon appropriation from the Greenhouse Gas Reduction Fund, for eligible applicants assisting defined eligible communities. Requires an allocation to the Board for the program.
	STATUS:	
	08/27/2015	In SENATE Committee on APPROPRIATIONS: Held in committee.
CA AB 278	AUTHOR:	Hernandez R [D]
	TITLE:	District-Based Municipal Elections
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/11/2015
	LAST AMEND:	06/01/2015
	DISPOSITION:	Pending - Carryover
	LOCATION:	Senate Elections and Constitutional Amendments Committee
	SUMMARY:	Requires the legislative body of a city with a specified minimum population to adopt an ordinance, without submitting the ordinance to the voters of the city, for the election of members of the legislative body by district. Requires the boundary lines of each district be adjusted in accordance with specified provisions of law. Requires the proposed boundaries satisfy specified criteria.

STATUS:
07/07/2015 In SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS: Failed passage.
07/07/2015 In SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS: Reconsideration granted.

CA AB 326 **AUTHOR:** Frazier [D]
TITLE: Public Works: Prevailing Wage Rates
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/13/2015
LAST AMEND: 01/04/2016
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Relates to civil wage and penalty assessments for contractors in violation of public works contract laws, including prevailing wage laws. Relates to an exception from liability for liquidated damages if a contractor, subcontractor, or surety deposits an amount of an assessment or notice, including penalties, to be held in escrow pending review. Requires the release of such funds plus interest within a certain number of days following the conclusion of administrative and judicial review.
STATUS:
01/15/2016 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (70-0)

CA AB 450 **AUTHOR:** McCarty [D]
TITLE: Greenhouse Gas: Energy Efficiency: Financing.
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/23/2015
DISPOSITION: Pending - Carryover
LOCATION: Senate Environmental Quality Committee
SUMMARY:
Amends an existing law which authorizes a public agency to issue revenue bonds that are secured by a voluntary contractual assessment agreed to between the public agency and a property owner to finance the installation of distributed generation renewable energy sources or energy or water efficiency improvements that are permanently affixed on the owner's real property. Authorizes the use of the moneys in the Greenhouse Gas Reduction Fund to provide funding for the implementation of the PACE Reserve Program.
STATUS:
05/14/2015 To SENATE Committees on ENVIRONMENTAL QUALITY and APPROPRIATIONS.

CA AB 516 **AUTHOR:** Mullin [D]
TITLE: Vehicles: Temporary License Plates
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/23/2015
LAST AMEND: 07/16/2015
DISPOSITION: Pending - Carryover

FILE: A-47
LOCATION: Senate Inactive File

SUMMARY:

Requires the Department of Motor Vehicles to develop an operational system that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate. Authorizes related fees and document fees. Prohibits a person from displaying or presenting to a peace officer, a temporary plate that was not issued for that vehicle. Relates to counterfeiting temporary plates. Requires the replacement or destruction of temporary plates upon receipt of permanent plates.

STATUS:

09/10/2015 In SENATE. From third reading. To Inactive File.

CA AB 620

AUTHOR: Hernandez R [D]**TITLE:** High-Occupancy Toll Lanes: Exemptions from Tolls**FISCAL:** yes**COMMITTEE:****URGENCY:** no**CLAUSE:****INTRODUCED:** 02/24/2015**LAST AMEND:** 01/27/2016**DISPOSITION:** Pending**LOCATION:** SENATE**SUMMARY:**

Relates to high-occupancy toll lanes. Requires the Los Angeles county Metropolitan Transportation Authority to take steps to increase enrollment and participation in the low-income assistance program, through advertising and work with community organizations and social service agencies. Requires the Authority and the Department of Transportation to report to the Legislature on efforts to improve the HOT land program, including efforts to increase participation in that assistance program.

STATUS:

01/28/2016 In ASSEMBLY. Assembly Rule 69 suspended.

01/28/2016 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (51-26)

CA AB 645

AUTHOR: Williams [D]**TITLE:** California Renewables Portfolio Standard**FISCAL:** yes**COMMITTEE:****URGENCY:** no**CLAUSE:****INTRODUCED:** 02/24/2015**DISPOSITION:** Pending - Carryover**LOCATION:** Senate Appropriations Committee**SUMMARY:**

Expresses the intent of the Legislature for the purposes of the Renewables Portfolio Standard program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by a specified date. Requires the Public Utilities Commission to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified periods.

STATUS:

08/27/2015 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA AB 678	AUTHOR:	O'Donnell [D]
	TITLE:	Energy Efficiency and Greenhouse Gas Reductions
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/25/2015
	LAST AMEND:	08/18/2015
	DISPOSITION:	Pending - Carryover
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Requires the State Air Resources Board to develop and implement the Energy Efficiency and Greenhouse Gas Reductions Ports Program to fund energy efficiency upgrades and investments at public ports. Requires a port to develop and adopt an energy plan for the port to receive funding for energy-related projects. Authorizes the State Board to expend moneys it receives from an appropriation from the fund for the purposes of these provisions.
	STATUS:	
	08/27/2015	In SENATE Committee on APPROPRIATIONS: Held in committee.
CA AB 779	AUTHOR:	Garcia [D]
	TITLE:	Transportation: Congestion Management Program
	FISCAL	yes
	COMMITTEE:	
	URGENCY	yes
	CLAUSE:	
	INTRODUCED:	02/25/2015
	LAST AMEND:	08/19/2015
	DISPOSITION:	Pending - Carryover
	LOCATION:	Senate Transportation and Housing Committee
	SUMMARY:	Revises the definition of infill opportunity zone. Revises the requirements for a congestion management program by removing traffic level of service standards for a system of highways and roadways. Requires measures of effectiveness for such system. Requires the plan to analyze the relationship between local land use decisions and regional transportation systems. Requires a deficiency plan to be prepared if it is determined a county or its cities are not conforming with the management plan.
	STATUS:	
	08/25/2015	In SENATE Committee on TRANSPORTATION AND HOUSING: Not heard.
CA AB 857	AUTHOR:	Perea [D]
	TITLE:	Clean Truck: Bus and Off-Road Vehicle Technology
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/26/2015
	LAST AMEND:	08/18/2015
	DISPOSITION:	Pending - Carryover
	LOCATION:	Senate Appropriations Committee
	SUMMARY:	Requires no less a percentage or a specified amount of money, under the Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program that is appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near zero-emission, medium- and heavy-duty truck technology be

allocated and spent to support commercial development existing zero- and near-zero-emission heavy-duty truck technology meeting or exceeding a specified emission standard.

STATUS:

08/27/2015 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA AB 869 **AUTHOR:** Cooper [D]
TITLE: Public Transportation Agencies: Fare Evasion
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
LAST AMEND: 06/18/2015
DISPOSITION: Pending - Carryover
FILE: A-18
LOCATION: Senate Inactive File
SUMMARY:
 Relates to prohibited conduct on public transit. Provides a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to criminal penalties. Requires the notice of fare contain a printed statement that the person may be charged with an infraction or misdemeanor if the penalty is not paid or dismissed. Requires dismissal of collection if the person is criminally charged.
STATUS:
 07/02/2015 In SENATE. From third reading. To Inactive File.

CA AB 904 **AUTHOR:** Perea [D]
TITLE: Air Quality Improvement: Vehicle Rebate Project
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
LAST AMEND: 07/13/2015
DISPOSITION: Pending - Carryover
LOCATION: Senate Appropriations Committee
SUMMARY:
 Relates to the Clean Vehicle Rebate Project. Requires the state board to establish the Clean Reused Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to provide rebates or other incentives for the acquisition of an eligible used vehicle, the replacement or refurbishment of a battery and related components for an eligible used vehicle, or an extended warranty for the battery or related components, or an extended service warranty to cover unexpected vehicles repairs.
STATUS:
 08/27/2015 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA AB 1030 **AUTHOR:** Ridley-Thomas S [D]
TITLE: Global Warming Solutions Act of 2006: Greenhouse Gas
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015

LAST AMEND: 07/07/2015
DISPOSITION: Pending - Carryover
LOCATION: Senate Appropriations Committee
SUMMARY:

Amends existing law that relates to the Greenhouse Gas Reduction Fund. Requires priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.

STATUS:
08/27/2015 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA AB 1033	AUTHOR: Garcia E [D]
	TITLE: Economic Impact Analysis: Small Business Definition
	FISCAL yes
	COMMITTEE:
	URGENCY no
	CLAUSE:
	INTRODUCED: 02/26/2015
	LAST AMEND: 01/04/2016
	DISPOSITION: Pending
	LOCATION: Senate Governmental Organization Committee
	SUMMARY:
	Authorizes a State agency when preparing the economic impact analysis, to use a consolidated definition of small business to determine the number of small businesses within the economy, a specific industry sector, or geographic region. Defines small business.
	STATUS:
	01/28/2016 To SENATE Committee on GOVERNMENTAL ORGANIZATION.

CA AB 1176	AUTHOR: Perea [D]
	TITLE: Vehicular Air Pollution
	FISCAL yes
	COMMITTEE:
	URGENCY yes
	CLAUSE:
	INTRODUCED: 02/27/2015
	LAST AMEND: 08/18/2015
	DISPOSITION: Pending - Carryover
	LOCATION: Senate Appropriations Committee
	SUMMARY:
	Establishes the Advanced Low-Carbon Diesel Fuels Access program administered by the State Energy Resources Conservation and Development Commission, for reducing greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and where the greatest air quality impacts can be identified. Relates to contract, grant, or loan extension.
	STATUS:
	08/27/2015 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA AB 1218	AUTHOR: Weber [D]
	TITLE: Public Contracts: Disabled Veteran Business Enterprise
	FISCAL yes
	COMMITTEE:
	URGENCY no
	CLAUSE:

INTRODUCED: 02/27/2015
LAST AMEND: 07/07/2015
DISPOSITION: Pending - Carryover
LOCATION: Senate Appropriations Committee
SUMMARY:

Requires a greater participation incentive by a public agency be provided a prime contractor who owns a certain disabled veteran business enterprise, and has not entered into contracts as a prime contractor. Requires the Department of Veterans Affairs to maintain additional information relating to its promotion efforts. Provides the records maintenance period for information provided by contractors of veteran business subcontractors used. Relates to certification of payments by contractors.

STATUS:
08/27/2015 In SENATE Committee on APPROPRIATIONS: Held in committee.

CA AB 1242	<p>AUTHOR: Gray [D] TITLE: Water Quality and Storage FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/27/2015 LAST AMEND: 09/01/2015 DISPOSITION: Pending - Carryover LOCATION: Senate Rules Committee SUMMARY: Provides provisions of law requiring a specified increase in statewide water storage capacity, and updating water strategies and implementation plans. Requires the Water Resources Control Board, in formulating policy for water quality control and adopting or approving a water quality control plan for the Sacramento-San Joaquin Delta, to take into consideration any applicable groundwater sustainability plan or alternative and available information on impacts of groundwater use and beneficial uses of water. STATUS: 09/02/2015 In SENATE. Read second time. To third reading. 09/02/2015 Re-referred to SENATE Committee on RULES.</p>
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CA AB 1455	<p>AUTHOR: Rodriguez [D] TITLE: Ontario International Airport FISCAL: no COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/27/2015 LAST AMEND: 06/30/2015 DISPOSITION: Pending - Carryover LOCATION: Senate Governance and Finance Committee SUMMARY: Authorizes the City of Ontario to issue revenue bonds, for the purpose of financing the acquisition of the Ontario International Airport from the City of Los Angeles, that are secured solely by the revenues and charges at the Ontario International Airport. Requires a public agency that acquires the airport to comply with specified conditions relating to incumbent workers. Provides exceptions. STATUS: 07/08/2015 In SENATE Committee on GOVERNANCE AND FINANCE: Not heard.</p>
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CA AB 1550	AUTHOR: Gomez [D] TITLE: Greenhouse Gases: Investment Plan: Communities FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 01/04/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Requires the investment plan to allocate a minimum of 25% of the available moneys in the Greenhouse Gas Reduction Fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households. STATUS: 01/04/2016 INTRODUCED.
CA AB 1555	AUTHOR: Gomez [D] TITLE: Greenhouse Gas Reduction Fund FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 01/04/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: States the intent of the Legislature to enact future legislation that would appropriate from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration. STATUS: 01/04/2016 INTRODUCED.
CA AB 1569	AUTHOR: Steinorth [R] TITLE: Environmental Quality Act: Exemption: Infrastructure FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 01/04/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Exempts from the provisions of the Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. STATUS: 01/04/2016 INTRODUCED.

CA AB 1589	AUTHOR:	Mathis [R]
	TITLE:	Environmental Quality Act: Exemption
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/06/2016
	DISPOSITION:	Pending
	LOCATION:	ASSEMBLY
	SUMMARY:	Exempts from the requirements of the California Environmental Quality Act, for the duration of a state of emergency proclaimed by the Governor due to drought, flood, or fire, projects that are undertaken, carried out, or approved by a public agency to mitigate the effects or, or conditions caused by, drought, flood, or fire.
	STATUS:	01/06/2016 INTRODUCED.
CA AB 1591	AUTHOR:	Frazier [D]
	TITLE:	Transportation Funding
	FISCAL	yes
	COMMITTEE:	
	URGENCY	yes
	CLAUSE:	
	INTRODUCED:	01/06/2016
	DISPOSITION:	Pending
	LOCATION:	ASSEMBLY
	SUMMARY:	Relates to transportation funding to include the Road Maintenance and Rehabilitation Program and its related fund which would include revenues from a motor vehicle fuel tax increase and a new vehicle registration fee for zero-emission vehicles, related county use of revenues from an approved transactions and use tax, revenue from a diesel fuel tax increase to the Trade Corridors Improvement Fund, truck parking improvements, greenhouse gas reduction, highway operation and improvements funding.
	STATUS:	01/06/2016 INTRODUCED.
CA AB 1595	AUTHOR:	Campos [D]
	TITLE:	Employment: Mass Transportation Employers
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/06/2016
	DISPOSITION:	Pending
	LOCATION:	ASSEMBLY
	SUMMARY:	Relates to employment. Requires a private or public employer that provides mass transportation services to train its employees who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency.
	STATUS:	01/06/2016 INTRODUCED.
CA AB 1640	AUTHOR:	Stone [D]
	TITLE:	Retirement: Public Employees
	FISCAL	yes

COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/07/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Extends indefinitely a specified exemption under the Public Employees' Pension Reform Act of 2013 for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.

STATUS:
01/07/2016 INTRODUCED.

CA AB 1642	<p>AUTHOR: Obernolte [R] TITLE: State Responsibility Areas: Fire Prevention Fees FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 01/11/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Extends the time when the fire prevention fee is due and payable from the date of assessment by the State Board of Equalization, and authorizes the petition for redetermination to be filed within a specified number of days after service of the notice of determination. STATUS: 01/11/2016 INTRODUCED.</p>
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CA AB 1657	<p>AUTHOR: O'Donnell [D] TITLE: Air Pollution: Public Ports and Intermodal Terminals FISCAL yes COMMITTEE: URGENCY yes CLAUSE: INTRODUCED: 01/13/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Establishes the Zero- and Near-Zero-Emission Intermodal Terminals Program to be administered by the State Air Resources Board to fund equipment upgrades and investments at intermodal terminals, to help transition the state's freight system to be zero-emission and near-zero-emission operations. Authorizes the program to be implemented with moneys from the Greenhouse Gas Reduction Fund. Relates to port building energy efficiency. STATUS: 01/13/2016 INTRODUCED.</p>
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CA AB 1665	<p>AUTHOR: Bonilla [D] TITLE: Transactions and Use taxes: County of Alameda FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 01/14/2016</p>
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DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Extends the authority of the County of Alameda to impose a transactions and use tax for the support of countywide transportation programs, and shifts this same taxing authority, or so extended, from the County of Contra Costa to the Contra Costa Transportation Authority.

STATUS:
01/14/2016 INTRODUCED.

CA AB 1666 **AUTHOR:** Brough [R]
TITLE: Community Facilities Districts: Reports
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/14/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Requires the legislative body to post, on its Internet Web site, information relating to bonded indebtedness incurred by a community facilities district, projects funded by, or that may be funded by, the district, expenses and costs of the district, and special taxes imposed by the district.
STATUS:
01/14/2016 INTRODUCED.

CA AB 1691 **AUTHOR:** Gipson [D]
TITLE: Vehicular Air Pollution: Vehicle Retirement
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/21/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Requires the State Air Resources Board to adopt, as part of the enhanced fleet modernization program, an element of the program subject to appropriation by the Legislature, with a goal of annually replacing a specified number of vehicles from disadvantaged communities over a specified time period.
STATUS:
01/21/2016 INTRODUCED.

CA SB 32 **AUTHOR:** Pavley [D]
TITLE: Global Warning Solutions Act of 2006
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 12/01/2014
LAST AMEND: 09/10/2015
DISPOSITION: Pending - Carryover
LOCATION: Assembly Natural Resources Committee
SUMMARY:
Requires the State Air Resources Board to approve a specified statewide greenhouse gas emission limits that are the equivalent to a specified percentage below the 1990 level to be

achieved by 2030. Revises current provisions of existing law regarding the implementation of the next update of a greenhouse gas scoping plan under existing law. Requires reports regarding reaching these limits.

STATUS:

09/10/2015 Re-referred to ASSEMBLY Committee on NATURAL RESOURCES.
 09/10/2015 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.
 09/10/2015 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.

CA SB 39	AUTHOR:	Pavley [D]
	TITLE:	Vehicles: High-Occupancy Vehicle Lanes
	FISCAL	yes
	COMMITTEE:	
	URGENCY	yes
	CLAUSE:	
	INTRODUCED:	12/01/2014
	LAST AMEND:	04/08/2015
	DISPOSITION:	Pending - Carryover
	LOCATION:	Assembly Transportation Committee
	SUMMARY:	
		Increases the number of vehicle identifiers that the Department of Motor Vehicle is authorized to issue for HOV lane usage.
	STATUS:	
	05/22/2015	To ASSEMBLY Committee on TRANSPORTATION.

CA SB 66	AUTHOR:	Leyva [D]
	TITLE:	Career Technical Education
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/07/2015
	LAST AMEND:	01/14/2016
	DISPOSITION:	Pending
	LOCATION:	ASSEMBLY
	SUMMARY:	
		Requires the Department of Community Affairs to make available to the Office of the Chancellor of the California Community Colleges any licensure information the Department has in electronic format for its boards, bureaus, commissions, or programs for the sole purpose of enabling the Office to measure employment outcomes of students who participate in career technical education programs offered by the California Community Colleges and recommend how these program may be improved.
	STATUS:	
	01/25/2016	In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (38-0)

CA SB 122	AUTHOR:	Jackson [D]
	TITLE:	Environmental Quality Act: Record of Proceedings
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	01/15/2015
	LAST AMEND:	06/01/2015

DISPOSITION: Pending - Carryover
LOCATION: Assembly Appropriations Committee

SUMMARY:

Amends the Environmental Quality Act. Relates to a database for the collection, storage, retrieval, and dissemination of environmental documents, notices of exemption, notices of preparation, notices of determination, and notices of completion provided to the office that shall be available online to the public through the internet. Provides for the phase-in of electronic documents. Requires the lead agency to submit to the State Clearinghouse a sufficient number of environmental documents for review.

STATUS:

08/27/2015 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.

CA SB 207

AUTHOR: Wieckowski [D]
TITLE: Greenhouse Gas Reduction Fund
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/11/2015
LAST AMEND: 03/24/2015
DISPOSITION: Pending - Carryover
LOCATION: Assembly Natural Resources Committee
SUMMARY:

Amends existing law that requires a State agency expending moneys from the Greenhouse Gas Reduction Fund to create a records that includes a description of the expenditure and how it will contribute to achieving and maintaining greenhouse gas emissions reductions. Requires that record to be posted on the Internet Web sites of the related State agency and the State Air Resources Board prior to the expending of those moneys.

STATUS:

05/14/2015 To ASSEMBLY Committee on NATURAL RESOURCES.

CA SB 254

AUTHOR: Allen [D]
TITLE: State Highways: Relinquishment
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2015
LAST AMEND: 06/02/2015
DISPOSITION: Pending - Carryover
LOCATION: Assembly Transportation Committee
SUMMARY:

Requires the State Department of Transportation to make a specified report to the State Transportation Commission on which State highway routes or segments primarily serve regional travel and do not primarily facilitate interregional movement of goods and people, and to identify which routes are best for relinquishment. Provides the procedures for the Commission to relinquish a portion of a State highway to a county or city. Requires the relinquishment is subject to certain conditions.

STATUS:

06/15/2015 To ASSEMBLY Committee on TRANSPORTATION.

CA SB 321

AUTHOR: Beall [D]
TITLE: Motor Vehicle Fuel Taxes: Rates: Adjustments
FISCAL yes
COMMITTEE:
URGENCY no

CLAUSE:
INTRODUCED: 02/23/2015
LAST AMEND: 08/18/2015
DISPOSITION: Pending - Carryover
FILE: A-11
LOCATION: Senate Inactive File
SUMMARY:

Relates to motor fuel tax rates. Requires the State Board of Equalization to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to an exception that reflects the combined average of the actual fuel price over previous fiscal years and the estimated fuel price for the current fiscal year. Relates to revenue neutrality for each year.

STATUS:
09/11/2015 In SENATE. From Unfinished Business. To Inactive File.

CA SB 398	<p>AUTHOR: Leyva [D] TITLE: Green Assistance Program FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/25/2015 LAST AMEND: 06/02/2015 DISPOSITION: Pending - Carryover LOCATION: Assembly Appropriations Committee SUMMARY: Establishes the Green Assistance Program, to be administered by the Secretary for Environmental Protection that provides technical assistance to small businesses, small nonprofits, and disadvantaged communities in applying for an allocation of moneys from the Greenhouse Gas Reduction Fund. STATUS: 08/27/2015 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.</p>
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CA SB 471	<p>AUTHOR: Pavley [D] TITLE: Water, Energy, Reduction of Greenhouse Gas Emissions FISCAL: yes COMMITTEE: URGENCY: no CLAUSE: INTRODUCED: 02/26/2015 LAST AMEND: 08/17/2015 DISPOSITION: Pending - Carryover LOCATION: Assembly Appropriations Committee SUMMARY: Includes reduction of greenhouse emissions associated with water treatment among the investments that are eligible for funding from the Greenhouse Gas Reduction Fund. Requires the State Water Resources Control Board to establish a grant and loan program for water projects that result in the net reduction of water-related greenhouse gas emissions. STATUS: 08/27/2015 In ASSEMBLY. Joint Rule 62(a) suspended. 08/27/2015 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.</p>
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CA SB 551 **AUTHOR:** Wolk [D]
TITLE: State Water Policy: Water and Energy Efficiency
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
LAST AMEND: 07/06/2015
DISPOSITION: Pending - Carryover
LOCATION: Assembly Appropriations Committee
SUMMARY:
 Declares the policy of the state that water use and water treatment shall operate in a manner that is as energy efficient as is feasible and energy use and generation shall operate in a manner that is as water efficient as is feasible. Requires all relevant state agencies to consider this state policy when revising, or establishing policies, regulations, and grant criteria when pertinent to these uses of water and energy.
STATUS:
 08/27/2015 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

CA SB 552 **AUTHOR:** Wolk [D]
TITLE: Public Water Systems: Disadvantaged Communities
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
LAST AMEND: 07/07/2015
DISPOSITION: Pending - Carryover
LOCATION: Assembly Rules Committee
SUMMARY:
 Requires the State Water Resources Control Board to hold at least one initial public meeting prior to ordering the consolidate or extension of public water system service and to obtain the consent of any domestic well owner. Provides any affected resident and domestic well owner within the service area who does not consent is ineligible for any future water-related grant funding. Requires the Board to compensate certain water systems. Prohibits a charge increase for certain customers.
STATUS:
 07/09/2015 Re-referred to ASSEMBLY Committee on RULES.

CA SB 580 **AUTHOR:** Liu [D]
TITLE: Surplus Residential Property: Affordable Housing
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
LAST AMEND: 09/04/2015
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Authorizes a local housing authority to purchase and rehabilitate surplus residential property within specified cities and a certain ZIP code. Requires the local housing authority to dedicate any profits realized from a subsequent sale to the construction of affordable housing. Authorizes purchase and rehabilitation of properties in specified cities. Provides for an account to deposit proceeds from the sale of surplus residential property.

STATUS:

01/28/2016 In SENATE. From Inactive File. To third reading.
 01/28/2016 In SENATE. Ordered returned to ASSEMBLY. *****To ASSEMBLY.

CA SB 824 **AUTHOR:** Beall [D]
TITLE: Low Carbon Transit Operations Program
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/07/2016
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
 Authorizes a recipient transit agency that does not submit a project for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. Requires the Department of Transportation to annually calculate a funding share for each eligible recipient transit agency. Allows a recipient transit agency to loan or transfer its funding share to another transit agency. Relates to reporting requirements for for project funding.
STATUS:
 01/28/2016 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 876 **AUTHOR:** Liu [D]
TITLE: Homelessness
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/14/2016
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
 Prohibits cities, counties, cities and counties, and municipal agencies that receive state funds from enacting or enforcing a law banning resting in a public space. Affords persons experiencing homelessness the right to use public spaces without discrimination based on their housing status and describes basic human and civil rights free from criminal or civil sanctions. Provides civil remedies for aggrieved persons. Requires notification of how such entities are reducing the criminalization of homelessness.
STATUS:
 01/28/2016 To SENATE Committees on TRANSPORTATION AND HOUSING and JUDICIARY.

CA SB 885 **AUTHOR:** Wolk [D]
TITLE: Construction Contracts: Indemnity
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/19/2016
DISPOSITION: Pending
LOCATION: Senate Judiciary Committee
SUMMARY:
 Specifies, for construction contracts, that a design professional only the has the duty to defend claims that arise out of, or pertain or relate to, negligence, recklessness, or willful

misconduct of the design professional. Provides that a design professional would not have a duty to defend claims against any other person or entity arising from a construction project, except that person or entity's reasonable defense costs arising out of the design professional's degree of fault.

STATUS:

01/28/2016 To SENATE Committee on JUDICIARY.

CA SB 892 **AUTHOR:** Leyva [D] **SANBAG Sponsor**

TITLE: San Bernardino County Transportation Authority

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 01/20/2016

DISPOSITION: Pending

LOCATION: Senate Transportation and Housing Committee

SUMMARY:

Creates the San Bernardino County Transportation Authority as the successor agency to the powers, duties, revenues, debts, obligations, liabilities, immunities, and exemptions of the San Bernardino County Transportation Commission and San Bernardino County local transportation authority, service authority for freeway emergencies, and local congestion management agency.

STATUS:

01/28/2016 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 901 **AUTHOR:** Bates [R]

TITLE: Transportation Projects: Advanced Mitigation Program

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 01/21/2016

DISPOSITION: Pending

LOCATION: SENATE

SUMMARY:

Creates the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. Requires the department to set aside certain amounts of future appropriations for this purpose.

STATUS:

01/21/2016 INTRODUCED.

CA SB 902 **AUTHOR:** Cannella [R]

TITLE: Department of Transportation: Environmental Review

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 01/21/2016

DISPOSITION: Pending

LOCATION: SENATE

SUMMARY:

Relates to existing federal law that requires the U.S. Secretary of Transportation to carry out a surface transportation delivery program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects

that would otherwise be the responsibility of the federal government, and that the State consents to such jurisdiction with regard to the State Department of Transportation assumed as a program participant. Requires a related report.

STATUS:

01/21/2016 INTRODUCED.

CA SB 903

AUTHOR: Nguyen [R]**TITLE:** Transportation Funds: Loan Repayment**FISCAL** yes**COMMITTEE:****URGENCY** yes**CLAUSE:****INTRODUCED:** 01/21/2016**DISPOSITION:** Pending**LOCATION:** SENATE**SUMMARY:**

Relates to existing law that provides for loans of revenues from various transportation funds and accounts to the General Fund, including loans from the Traffic Congestion Fund, with various repayment dates. Acknowledges that there a specified amount of moneys in outstanding loans of certain transportation revenues, and would require that amount to be repaid from the General Fund by a specified date to the Traffic Congestion Fund, the Public Transportation Account and the State Highway Account.

STATUS:

01/21/2016 INTRODUCED.

Minute Action

AGENDA ITEM: 12

Date: *February 10, 2016*

Subject:

Public Affairs Annual Report

Recommendation:

Receive and file the annual report on activities and accomplishments.

Background:

The San Bernardino Associated Governments (SANBAG) Legislative and Public Affairs Department is responsible for the development of the overall legislative and communications program for the agency. Messaging, marketing, branding, outreach programs and special events represent just a portion of the offering towards achievement of SANBAG's communications goals and objectives. While the department is built upon a solid foundation of providing quality, appropriate, and timely information to both our internal and external customers, we continue to evolve to meet the communication and engagement needs of the communities we serve.

The purpose of this report is to highlight key accomplishments over the past year and provide an update on the direction the department is heading towards in anticipation of changing public needs in the areas of communication and accessibility.

Public Outreach – Capital Projects

Perhaps the most visible part of this program centers on providing public outreach services for our capital projects programs. The public outreach program is primarily focused on communicating and mitigating the construction activities that affect neighboring communities, both residential and commercial. This is achieved by disseminating construction alerts to the media, stakeholders, local agencies, elected representatives, and emergency responders to keep them apprised of potential traffic impacts. 174 alerts were issued for 12 projects in our program that were active in 2015 to thousands of constituents who have signed up for the targeted construction announcements.

One of our more extensive campaigns for the roadway program centers on the delivery of the environmental document for the Interstate 10 (I-10) and Interstate 15 (I-15) Corridor Projects. The introduction of innovative alternatives for the demands of these major freeways requires a comprehensive education and public awareness effort. Community briefings served as the primary tool for that education process as staff and consultants reached out to more than 80 community groups, businesses, and educational institutions during the past year, and more than 140 groups over the life of the project. In addition, the Community Advisory Group (CAG) process was managed by our Department, which resulted in a set of considerations for the Board of Directors as they deliberated on the locally preferred alternative. In all, 2015 saw nine CAG meetings held throughout the Valley and High Desert and will continue in 2016 for both

Entity: COG

General Policy Committee Agenda Item

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corridors. The CAGs have provided an important vehicle for exchanging information with community leaders who can share project updates with their respective groups and organizations and bring feedback back to our organization to better inform project development efforts. The CAG feedback tool presented to the Board of Directors in November 2015 as well as the overall outreach approach has already been used as a model in other counties for large projects.

Given the magnitude of this project, the outreach team also continued to look for ways to reach more commuters traveling through and community members within the project area. We produced and aired a television commercial on various cable networks, including but not limited to: HGTV, CNN, Lifetime, and ESPN. These commercials ran across multiple cable providers in communities along the I-10 and portions of the I-15 corridors. In all, the reach of these commercials was identified as more than 225,000 households, serving nearly 750,000 people. Our goal was to increase the number of hits to the project website. We saw an increase of 28% of visitors while these commercials ran compared to the previous month. Most importantly, 77% of those visitors were new to the page. This additional visibility was a tremendous return on the \$15,000 investment.

Beyond large freeway projects, the public outreach effort also extends to a variety of other projects including Interchanges, Grade Separations, and transit projects. Two examples of Interchange Projects that are well into construction and generating a great deal of activity are I-10/Tippecanoe and I-15/Baseline. Combined, these projects have databases of nearly 1,000 stakeholders interested in the 140 project updates provided in 2015. For the Lenwood Grade Separation Project, public outreach efforts included neighborhood canvassing and a radio spot airing 24 times on seven stations.

The Transit and Rail Program is actively delivering two major rail projects in the county, the Downtown San Bernardino Passenger Rail Project (DSBPRP) and the Redlands Passenger Rail Project (RPRP). As RPRP advances to design and construction, the outreach effort continues and our offerings in this area are also expanding. For the first time, SANBAG produced an illustrated video with 778 views outlining the project and how commuters can engage. In addition, we introduced Adobe Voice, which are short animated videos which are produced in house, on the RPRP project. The Adobe Voice video generated 317 views and was then expanded to produce short clips on the Freeway Service Patrol, Callbox, and Rideshare programs. Lastly, the RPRP page on the SANBAG website saw 8,500 page views in 2015, with more than 6,700 of those by unique visitors. A dedicated webpage for this project was launched in January 2016.

RPRP also introduced the opportunity for managing outreach in a new way for SANBAG. In the past, outreach was provided through subcontracts to our construction management teams and/or design firms. In 2015, that was changed. The management of outreach was brought into the direction of the Legislative and Public Affairs Department through a direct procurement that will provide a Public Relations consultant to work with our team for the life of the project in areas of education, safety awareness, project impact mitigation, and service branding. This direct management allows for a more efficient delivery of the services by aligning the contracts with the appropriate staff directing the work, while also allowing for broader coordination through the various deliverables of the project or along a corridor.

The RPRP public outreach contract was awarded by the Board of Directors in October 2015. At that same meeting, the Board of Directors authorized the release of the Request for Proposal (RFP) to realign the public outreach process as described above for all future capital projects. In February 2016, the Board of Directors approved contracts for three public relations firms to serve on a bench for public outreach for the capital project program. Managed directly by the Legislative and Public Affairs Department, this strategy will solidify the overall outreach effort and unify our external communications with commuters and the general public.

An overview of the public outreach effort is included in Attachment A.

Social Media

Project-specific outreach will remain a high priority in the coming year; however, we have made great strides in opening up new avenues in which we share SANBAG information with the public. Digital engagement and online content has become the desired platform by the public for access to agency news. Last year, we highlighted the growth of our presence on Twitter. In 2015, we introduced Facebook, Instagram, and a blog into the SANBAGnews array of information sharing tools. These tools allow us to expand our reach beyond the over 180,000 page views on the SANBAG website. Twitter continues to grow, having just surpassed 1,800 followers and nearly 300,000 overall impressions in 2015. While our most popular tweet to date is regarding a visit from Congressman Pete Aguilar, followers typically respond well to information about project-related traffic impacts. For example, a tweet about the I-10/Tippecanoe Avenue Interchange project was retweeted seven times and resulted in more than 6,000 impressions. This platform is also a good tool for sharing partner information as well. The most retweeted post we have seen is an announcement about a Caltrans District 8 closure of I-10 in Desert Center. That post was retweeted 28 times by media, other agencies, and the general public. Combined project-specific and SANBAG Facebook and Instagram accounts are experiencing a good first year as they have nearly 900 and 300 followers, respectively. Our impressions on those platforms have recently crossed over the 100,000 mark and will only grow from there.

In addition, staff produces a monthly newsletter distributed to nearly 400 email subscribers and shared socially to nearly 2,500 more, as well as a quarterly newsletter focusing on the activities and accomplishments of the Council of Governments (COG) function of the agency. Currently, the COG newsletter is distributed to the Board of Directors, but an expanded distribution to member agencies and other interested parties is expected for 2016.

SANBAG's primary initial platform for sharing information is our SANBAGnewsroom. This web-based blog serves as a single point for all SANBAG-related news and allows us to share the information socially from there to our other platforms to maximize our reach. We are marketing SANBAGnewsroom to our media partners as a way to proactively get access to our agency information as it is released. Through the blog and social sharing we have access to more than 2,400 direct followers that have resulted in nearly a half million impressions about SANBAG and SANBAG partner information. The blog also serves as a good tool for archiving our information.

Media Relations

Our high quality media relations program continued to perform positively, providing more than 150 media advisories, construction and traffic alerts, and press releases throughout the year. These alerts generated multiple articles, op/ed pieces, and on-air interviews such as KFRG 95.1, KMET 1490 Paul Lane Show, KQIE 104, KPCC 89.3, and “On the Brink” from KCAA AM 1050 promoting SANBAG’s projects, programs, and services.

In 2015, SANBAG introduced a new feature with a 13-episode radio series called SANBAGnewsRADIO. Airing every Saturday for 13 consecutive weeks, SANBAG was able to host a variety of guests to highlight items of interest in San Bernardino County including California Highway Patrol Officers, SANBAG Board Members, the Caltrans District 8 Director, and project staff to broadcast 30-minute features on key projects and milestones achieved by the Agency and our partners. The shows covered topics like the pursuit of local control on Ontario International Airport, the Freeway Service Patrol, Active Transportation and the Arrive Corridor, and a year-end recap from past President L. Dennis Michael.

Graphic Design

As part of our effort to further grow and establish a more professional communications program, we have also looked for ways to improve the overall quality of the look and feel of SANBAG information pieces. In 2015, we procured a bench of graphic design teams to enhance the quality of our public offering and match the growing expectations of the public viewer in 2016.

Graphic design services will support the agency through:

- Internal/external publications
 - Financial reports
 - Planning documents
 - 10-year Delivery Plan updates
 - Agency newsletters
 - Social media content
 - Advertising
- COG-related functions
 - Regional forums
 - City-County Conference materials
 - General Assembly support
 - Various program and special event collateral
- State and Federal advocacy materials
- Media relations support materials

Communications Plan

Coupling the graphic design availability with an upcoming communications plan will enhance SANBAG’s effectiveness for communicating our message and celebrating the accomplishments of the agency. In addition, the uniform approach will provide the public with a sense of trust and consistency in how to find and share information about our multitude of programs. As a public agency, it is important that we partner with internal and external stakeholders to implement an agency-wide marketing and communications strategy, which serves as a toolbox and guidebook to promote effective communications policies within and outside the organization. Better

defining our role in areas of public information, media relations, program marketing, and project outreach will help provide an additional layer of clarity and consistency for the program going forward.

Marketing and Branding

The SANBAG Board of Directors has indicated a desire to improve SANBAG's communications program by proactively reaching out to market SANBAG's projects, programs, and services; partner with local transit agencies to build awareness of their services; and enhance the public's understanding of the value that Measure I brings to our region's transportation system. At the close of 2015, we released an RFP for Marketing and Branding Services. This effort will result in better coordination with other external communication programs, creating a more effective engagement opportunity for the public, and better use of the fiscal resources dedicated for that effort. The goal of the marketing and branding effort will be to bring name recognition and growth in reputation for the many programs delivered through our COG, transportation, congestion management, and commuter service programs as well as those delivered by regional partners.

2015 has been a transformative year for communications at SANBAG. The implementation of a new strategy for managing public outreach; procurement of graphic design services; the development of a marketing and branding strategy; and continued expansion of our reach through social media represents a comprehensive approach to information sharing by the agency. The Legislative and Public Affairs Department is looking forward to the opportunities of 2016 as well, including a grant opportunity through the Low Carbon Transit Operations Program (LCTOP). This grant will provide funding for SANBAG to work with our Mountain/Desert transit providers on the development of a marketing tool kit. The goal of this tool kit will be to help increase exposure of the transit services of our county and increase overall ridership. Ultimately, our objective is to continue to effectively find ways to provide access to our services and share the mission of the agency.

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:

Tim Watkins, Chief of Legislative and Public Affairs

Approved
 General Policy Committee
 Date: February 10, 2016

Witnessed By:

PUBLIC BRIEFINGS



MARKETING & Branding

GRAPHIC DESIGN



CAG

Multiple Community Advisory Group Meetings



OP/ED Writing / Articles



Cable

Television Commercials

ON AIR interviews



SOCIAL MEDIA

WordPress, Twitter, Facebook, Instagram



Minute Action

AGENDA ITEM: 13

Date: *February 10, 2016*

Subject:

Maintenance of Effort Base Year Approvals

Recommendation:

That the General Policy Committee recommend the Board approve the Measure I 2010-2040 Maintenance of Effort Base Year Levels for fourteen jurisdictions as noted in Attachment 1.

Background:

After the Independent Taxpayer Oversight Committee (ITOC) noted that SANBAG lacks a formal process to monitor “Maintenance of Effort” (MOE) on the part of local agencies as required by the Measure I Ordinance and Section 190300 of the California Public Utilities Code, SANBAG staff developed amendments to Measure I policies to put MOE requirements in place. MOE is a requirement that a local agency use the Measure I funds they receive to supplement and not to replace their own discretionary fund sources used for transportation purposes.

Policies 40003, 40012, and 40016 in the Measure I 2010-2040 Strategic Plan establish requirements for the Valley, Victor Valley, and Rural Mountain/Desert subareas Local Streets Programs, respectively, for project eligibility, adoption of Five Year Capital Improvement Plans (CIP) by local jurisdictions, accounting requirements, and development mitigation requirements. Proposed MOE policy amendments were presented to the Transportation Technical Advisory Committee (TTAC), the City/County Managers Technical Advisory Committee (CCMTAC), the SANBAG General Policy Committee and finally the SANBAG Board of Directors. On May 6, 2015, the SANBAG Board of Directors approved the amended policies to add sections related to MOE as follows:

- Determination of MOE Base Year Level – At the suggestion of ITOC and the concurrence of the TTAC and CCMTAC, Fiscal Year 2008/2009 is the base year as this is the year before the start of the current Measure I Ordinance. The MOE base year level is equivalent to the Fiscal Year 2008/2009 General Fund expenditures for street and highway purposes. Because the purpose of setting a base year level is to quantify a jurisdiction’s typical commitment of General Fund to street and highway purposes, allowances are made for unusual circumstances that increased the General Fund expenditures in that particular fiscal year, such as special projects, emergency repairs, or loans to other transportation-related funds. Jurisdictions have submitted draft base year level determinations, and SANBAG staff has reviewed those submittals for consistency in assumptions between jurisdictions and verification of data submitted. After the data has been verified, the proposed base year levels, with any recommended deductions, will be adopted by resolution of the governing body and presented to the ITOC for consideration. The ITOC provides a recommendation to

Entity: CTA

the SANBAG Board for approval. The base year level as approved by the SANBAG Board will remain in effect until expiration of Measure I 2010-2040.

- Certification – Jurisdictions will annually provide a statement in the resolution of the governing body adopting the Measure I Local Street Program Five Year CIP that acknowledges the jurisdiction will maintain the required MOE base year level in that fiscal year. This will go into effect for the Fiscal Year 2016/2017 CIP after the base year levels have been adopted. Additionally, the MOE requirement will be tracked as part of the annual Measure I Local Street Program audit, beginning with the audit for Fiscal Year 2015/2016 and covering Fiscal Years 2009/2010 – 2014/2015.
- Excess General Fund Expenditures – Carryover balances will be determined from Measure I Local Street Program audits. If a jurisdiction has reported General Fund expenditures above the MOE base year level, the amount in excess of the MOE base year level can be applied in a future year to offset the amount the local agency may need to meet the MOE requirement.
- Consequences – If an audit indicates that MOE is not being met, then the jurisdiction has four years to make up the amount. If the audit following the four year period indicates that jurisdiction is still below the MOE base year level, SANBAG will immediately stop disbursing Measure I Local Street Program funds until the MOE shortfall is withheld. The withheld funds will be disbursed to the jurisdiction upon demonstration that the jurisdiction has met the MOE requirements. There are special provisions proposed to ensure that all shortfalls are resolved at the expiration of Measure I 2010-2040.
- Role of ITOC – The ITOC is responsible for determining if an allowance should be made for unusual circumstances in determination of a jurisdiction's MOE base year level and for hearing appeals related to audit disputes. Additionally, when a determination has been made that a jurisdiction has not met its MOE base year level, the jurisdiction is allowed to file a request for special consideration with the ITOC. The jurisdiction must present evidence to the ITOC demonstrating the need for special consideration. The ITOC will then make a recommendation to the SANBAG Board to either approve or deny the request.

Fourteen jurisdictions' proposed MOE base year levels are presented in Attachment 1 for approval by the SANBAG Board. SANBAG staff and the remaining eleven jurisdictions will continue to work toward agreement on a proposed base year level for review at the next ITOC meeting in the spring. Attachment 1 is a summary of the MOE base year levels that were presented to the ITOC for review on January 12, 2016. Attachment 2 provides the detailed MOE base year level calculations and descriptions of any deductions proposed. SANBAG staff has conducted a thorough review of each jurisdiction's general ledger and financial reports for Fiscal Year 2008/2009 and the proposed deductions and finds them to be acceptable. Additionally, after conducting a review on January 12, 2016, the ITOC recommends approval by the SANBAG Board.

General Policy Committee Agenda Item
February 10, 2016
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Financial Impact:

This item has no impact on the adopted SANBAG Budget.

Reviewed By:

This item is not scheduled for review by any other policy committee. This item was reviewed and unanimously recommended for approval by the Independent Taxpayer Oversight Committee on January 12, 2016.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
General Policy Committee
Date: February 10, 2016

Witnessed By:

ATTACHMENT 1

Summary of Proposed Measure I Maintenance of Effort Base Year Levels - ITOC January 2016*

Agency	Total FY08/09 General Fund Expenditures	Proposed Deductions	Proposed Base Year Level	Reason for Deductions
Apple Valley	\$0	\$0	\$0	N/A
Chino	\$1,288,726	\$905,159	\$383,567	Costs for overhead/admin, planning, and land development
Chino Hills	\$3,687,099	\$3,546,786	\$140,313	General engineering/admin, GF loan to MSI, GF loan to CFD
Colton	\$2,717,552	\$2,717,552	\$0	General admin, Gas Tax Transfers, special project
Fontana	\$12,732,582	\$10,830,751	\$1,901,831	General engineering/admin, GF loan to MSI, transfers not expended
Hesperia	\$884,281	\$854,852	\$29,429	Costs for overhead/admin
Highland	\$1,394,717	\$1,394,717	\$0	Gas tax reimburses general fund expenditures
Loma Linda	\$1,071,403	\$886,777	\$184,626	General admin, Transfers Gas Tax and Traffic Safety
Needles	\$994,141	\$567,559	\$426,582	Costs for overhead/admin and transfers from Gas Tax
Ontario	\$7,188,501	\$2,973,942	\$4,214,559	Costs for overhead/admin, special Projects, gas tax transfers
Rancho Cucamonga	\$4,566,471	\$3,459,465	\$1,107,006	FY08/09 - FY12/13 Costs for overhead/admin and salaries combined with Parks Dept
	\$2,318,585	\$92,828	\$2,225,757	FY13/14 - 2040 Costs for overhead/admin
Twentynine Palms	\$29,001	\$29,001	\$0	Costs for overhead/admin
Victorville	\$2,164,331	\$2,164,331	\$0	Costs for overhead/admin and incorrect fund coding
Yucca Valley	\$261,265	\$261,265	\$0	Costs for overhead/admin and emergency snow removal project
County of San Bernardino	\$449,355	\$449,355	\$0	special project

* The following jurisdictions will be presented at a future ITOC meeting as the submittals are under internal review:

- Adelanto
- Barstow
- Big Bear Lake
- Colton
- Grand Terrace
- Montclair
- Redlands
- Rialto
- San Bernardino
- Upland
- Yucaipa

(Colton requested that their MOE amount be modified and reconsidered at a future ITOC meeting)

Town of Apple Valley
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
1. Project #1	\$ -	\$ -					
2. Project #2	\$ -	\$ -					
Maintenance Projects:							
1. Project #1	\$ -	\$ -					
2. Project #2	\$ -	\$ -					
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
	\$ -	\$ -					
Expenditure Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
1. Project #	\$ -	\$ -	
2. Project #	\$ -	\$ -	
Maintenance Projects:			
1. Project #	\$ -	\$ -	
2. Project #	\$ -	\$ -	
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ -	\$ -	
Deduction Totals	\$ -	\$ -	

Total GF Expenditures	\$ -
Minus Deductions	\$ -
MOE Base Year	\$ -

Note: Town does not use General Fund for transportation

City of Chino
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
1. 8728-Traffic Signal Modification-Riverside Dr & 3rd St	\$ 65,519						\$ 65,519
2. 8742-Traffic Control Center	\$ 5,292					\$ 5,292	
3. 8743-Traffic Signal Upgrade Citywide	\$ 251,302		\$ 251,302				
4. 8764-Traffic Signal Back-up Battery System	\$ 69,005		\$ 69,005				
5. 8771-Street Rehabilitation FY 2007-08	\$ 1,568,929	\$ 383,567		\$ 978,068	\$ 150,000	\$ 25,563	\$ 31,731
6. 8772-Street Imp-Anderson & Central	\$ 12,630		\$ 12,630				
7. 8773-Street Imp-Francis Ave	\$ 7,422		\$ 7,422				
8. 8774-Traff Sig Upgrade-Chino Ave & Pipeline	\$ 20,236		\$ 20,236				
9. 8775-Traff Sig Modif-Mountain & Schaefer	\$ 14,563		\$ 14,563				
10. 8776-Traff Sig Phasing-Central & CH Parkway	\$ 4,568		\$ 4,568				
11. 8777-Traff Sig Modif-Central Ave & Walnut	\$ 6,891		\$ 6,891				
12. 8778-Crosswalk Improvements	\$ 51,298		\$ 48,500		\$ 2,798		
13. 8780-Street Rehab FY 2008-09	\$ 1,231		\$ 1,231				
14. 8783-Chino Ave Street Imp-9th Street	\$ 1,854		\$ 1,854				
15. 8790-Traff Sig-Kimball Ave & MillCreek	\$ 4,690					\$ 4,690	
16. 9700-Congestion Mitigation Air Quality Project	\$ 50,948				\$ 50,948		
Maintenance Projects:							
1. 7164-Asphalt/Pavement	\$ 763,605		\$ 175,000			\$ 588,605	
2. 7165-Concrete Maintenance	\$ 275,971		\$ 165,976			\$ 109,995	
3. 7168-Residential Street Overlay	\$ 638,225		\$ 175,000			\$ 463,225	
4. 7162-Traffic Control	\$ 676,750				\$ 676,750		
5. 7163-Right of Way Maintenance	\$ 766,502				\$ 766,502		
6. 7161-Transportation Engineering	\$ 279,856					\$ 279,856	
7. 7166-Transportation Planning-General Funded	\$ 182,390	\$ 182,390				\$ 182,390	
8. 7000-Public Works Administration-General Funded	\$ 175,593	\$ 175,593				\$ 175,593	
8. 7010-Land Development-General Funded	\$ 547,176	\$ 547,176				\$ 547,176	
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
Expenditure Totals	\$ 6,442,446	\$ 1,288,726	\$ 954,178	\$ 978,068	\$ 1,646,998	\$ 2,382,385	\$ 97,250

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
1. Project #			
2. Project #			
Maintenance Projects:			
1. 7166-Transportation Planning	\$ 182,390	\$ 182,390	This program does not reflect any Transportation Project or Maintenance
2. 7000-PW Administration	\$ 175,593	\$ 175,593	This program does not reflect any Transportation Project or Maintenance
3. 7010-Land Development	\$ 547,176	\$ 547,176	This program does not reflect any Transportation Project or Maintenance
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ -	\$ -	
Deduction Totals	\$ 905,159	\$ 905,159	

Total GF Expenditures	\$ 1,288,726
Minus Deductions	\$ 905,159
MOE Base Year	\$ 383,567

City of Chino Hills
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

*Column added
for reference*

Project Expenditures Included in General Ledger	City Proj. No.	Total Project Cost	Funding Breakdown					
			General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:								
Peyton Drive/Eucalyptus Avenue Project	800129	\$ 878,800	\$ 876,400	\$ 2,400				
Fairfield Ranch Road Ph 2	800364	\$ 1,000					\$ 1,000	
LS Infrastructure Improvements - Ph 2	S06002	\$ 90,000	\$ 9,000		\$ 81,000			
Government Center - Ring Road & A Street	S06010		\$ 25,000	\$ 116,400				
Carbon Canyon Road Widening	S07002	\$ 3,900					\$ 3,900	
LS Infrastructure Improvements - Ph 1B	S07007	\$ 58,100			\$ 1,800		\$ 56,300	
Chino Hills Bike Lane Demarcation	S07010	\$ 83,100		\$ 35,000		\$ 48,100		
LS Infrastructure - SRTS	S07011	\$ 64,600			\$ 64,600			
Overlay/Slurry Seal Program (Annual)	S08002	\$ 1,052,800		\$ 1,052,800				
Pine Ave Extention	S08005	\$ 300		\$ 300				
New Traffic Signal (Slate Dr & BRR)	S09001	\$ 188,600		\$ 188,600				
Street Improvement Program (Annual)	S09003	\$ 6,700					\$ 6,700	
Maintenance Projects:								
Storm System Maintenance		\$ 60,404	\$ 60,404					
Street Maintenance		\$ 70,909	\$ 70,909					
Circulation Enhancement Program	S09004						\$ 16,300	
Sidewalk Program	S09005			\$ 120,000				
Driver Feedback Signs	S09007					\$ 22,300		
Public Facilities & Operations Administrative Overhead Not Allocated to Specific Projects:			\$ 1,821,656					
Engineering Administrative Overhead Not Allocated to Specific Projects:			\$ 823,730					
Expenditure Totals		\$ 2,559,213	\$ 3,687,099	\$ 1,515,500	\$ 147,400	\$ 70,400	\$ 84,200	\$ -

City of Chino Hills (cont.)

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	City Project No.	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:				
Peyton Drive/Eucalyptus Avenue Project	800129		\$ 876,400	General fund (bond revenue) advanced funds used due to construction timing. General fund has since been reimbursed using funds from SANBAG under Project Advancement Agreement (Measure I Valley Arterial Subprogram)
Government Center - Ring Road & A Street	S06010		\$ 25,000	General fund (bond revenue) advanced funds - associated with Government Center project (reimbursed with CFD revenues)
Maintenance Projects:				
1. Project #				
2. Project #				
Public Facilities & Operations Administrative Overhead Not Allocated to Specific Projects:				
			\$ 1,821,656	
Engineering Administrative Overhead Not Allocated to Specific Projects:				
		\$ -	\$ 823,730	
Deduction Totals		\$ -	\$ 3,546,786	

Total GF Expenditures	\$ 3,687,099
Minus Deductions	\$ 3,546,786
MOE Base Year	\$ 140,313

City of Fontana
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
1. #3006 Cherry: Jurupa to Slover (SANBAG No. C07059)		\$ 76,285					\$ 172,206
2. #3014 Foothill: East to Cherry (SANBAG No. C07060)		\$ 6,571					\$ 1,535,404
3. #3016 Jurupa: Ph I/Etiwanda-Sierra (SANBAG No. C07062)		\$ 3,317,670				\$ 1,564,942	\$ 1,126,685
4. #3087 1-10/Cherry Interchange (SANBAG No. C08055)		\$ 10,995				\$ 69	
5. #3088 1-10/Citrus Interchange (SANBAG No. C08053)		\$ 8,674				\$ 1,239,235	
6. #3117 Citrus: Jurupa to Slover		\$ 559					
7. #3249 Citrus: Ceres to Whittram		\$ 286,117					
8. #3902 1-10/Alder Interchange		\$ 41,956				\$ 12,487	
Maintenance Projects:							
1. #4103 Pavement Rehabilitation		\$ 406,892					
2. Storm Drain Maintenance		\$ 64,135					
3. Sign Maintenance		\$ 45,782					
4. Street Paint and Striping		\$ 42,298					
5. Street Maintenance		\$ 5,271,613					
6. Street Sweeping		\$ 457,543					
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
		\$ 2,695,492					
Expenditure Totals	\$ -	\$ 12,732,582	\$ -	\$ -	\$ -	\$ 2,816,733	\$ 2,834,295

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
1. #3006 Cherry: Jurupa to Slover (SAN BAG No. C07059)		\$ 76,285	GF loan to DIF share
2. #3014 Foothill: East to Cherry (SAN BAG No. C07060)		\$ 6,571	GF loan to DIF share
3. #3016 Jurupa: Ph I/Etiwanda-Sierra (SAN BAG No. C07062)		\$ 3,317,670	GF loan to DIF share
4. #3087 1-10/Cherry Interchange (SAN BAG No. C08055)		\$ 10,995	GF loan to DIF share
5. #3088 1-10/Citrus Interchange (SANBAG No. C08053)		\$ 8,674	GF loan to DIF share
Maintenance Projects:			
3. Sign Maintenance		\$ 5,726	Non-Street Signs. Signs are related to parks, community centers, etc.
5a. Street Maintenance		\$ 4,650,000	Transfers out to Recycled Water Design, Council Chambers, and Pavement Rehab.
5b. Street Maintenance		\$ 16,797	Actual expenditures are included in specific project listings.
6. Street Sweeping		\$ 42,541	Motorpool Allocation - Capital Recovery Costs
6. Street Sweeping		\$ 42,541	Parking Lot Street Sweeping
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ -	\$ 2,695,492	
Deduction Totals	\$ -	\$ 10,830,751	

Total GF Expenditures	\$ 12,732,582
Minus Deductions	\$ 10,830,751
MOE Base Year	\$ 1,901,831

City of Hesperia
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
1. 8th Avenue (Pedestrian Paseo)		\$ 2,480			\$ 2,480		
2. Main Street Widening (Cataba & Mesa Linda)		\$ 5,844			\$ 5,844		
3. Cottonwood Ave. Widening		\$ 6,233			\$ 6,233		
4. Arrowhead Lake Rd Widen-Rock Springs to City limits		\$ 3,891			\$ 3,891		
5. 7th Avenue - Widen with full Imps.		\$ 1,404			\$ 1,404		
6. H-02 drain line (Storm Drain Project)		\$ 642			\$ 642		
7. Waterline topo, Mojave Yard, & Rancho Cal Zone 5		\$ 943			\$ 943		
Maintenance Projects:							
1. CL monumentation protection.		\$ 7,992			\$ 7,992		
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
		\$ 854,852					
Expenditure Totals	\$ -	\$ 884,281	\$ -	\$ -	\$ 29,429	\$ -	\$ -

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
Maintenance Projects:			
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ -	\$ 854,852	These are costs for City Engineering staff including: salaries & benefits (\$659,628), office supplies (\$3,808), uniform (\$329), fuel (\$5,221), equipment under capital limit (\$1,948), utilities (\$9,112), contracted services for housing and construction maps and stakes (\$128,004 + 5,296), SANBAG dues (\$9,806), City-wide work order system (\$10,210), CMP costs (\$3,500), GIS and computer (\$7,836), dues/memberships (\$1,758), staff training (\$4,553), education (\$230), and vehicle maintenance (\$3,613).
Deduction Totals	\$ -	\$ 854,852	

Total GF Expenditures	\$ 884,281
Minus Deductions	\$ 854,852
MOE Base Year	\$ 29,429

City of Highland
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
1. Project OLA 08-001	326,156			\$ 270,290		\$ 55,866	
2. Project 2004-03 (Indian Gaming Grant #1)	1,133,553				\$ 1,133,553		
3. Project 2006-02	355,407				\$ 317,602	\$ 37,805	
4. Project BRG 07-001 Base Line Bridge	134,451			\$ 134,451			
5. Project BRG 04-04 Boulder Bridge (HBRR)	10,266			\$ 10,266			
6. Project BRG 04-05 Greenspot Bridge (HBRR)	59,087			\$ 59,087			
7. Project 2004-03 (Indian Gaming Grant #2)	91,865				\$ 91,865		
8. Project STR 07-002 (IVDA)	23,575						\$ 23,575
9. Project 2008-03	232,380				\$ 54,964	\$ 29,639	\$ 147,777
10. Grant projects non-reimbursed (written off)	(28,617)				\$ (28,617)		
11. Project 2002-17	26,600					\$ 26,600	
12. Project 2002-05	2,017					\$ 2,017	
Maintenance Projects:							
1. Gas Tax expenditures accounted for in the Gen Fund	6,954	\$ 6,954					
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
	1,689,291	\$ 1,387,763				\$ 301,528	
Expenditure Totals	\$ 4,062,985	\$ 1,394,717	\$ -	\$ 474,095	\$ 1,569,366	\$ 453,455	\$ 171,352

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
1			
Maintenance Projects:			
1. Gen Fund expenditures reimbursed by Gas Tax		\$ 6,954	This \$6,954 was reimbursed by the Gas Tax fund.
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ 1,689,291	\$ 1,387,763	This \$1,387,763 was reimbursed by the Gas Tax fund.
Deduction Totals	\$ 1,689,291	\$ 1,394,717	

Total GF Expenditures	\$ 1,394,717
Minus Deductions	\$ 1,394,717
MOE Base Year	\$ -

City of Loma Linda
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
1. Project #1							
2. Project #2							
Maintenance Projects:							
1. Traffic Safety		\$ 223,355					
2. Street Maintenance		\$ 597,879					
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
		\$ 250,169					
Expenditure Totals	\$ -	\$ 1,071,403	\$ -	\$ -	\$ -	\$ -	\$ -

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
1. Project #			
2. Project #			
Maintenance Projects:			
1. Traffic Safety		\$ 166,803	Transfer from Traffic Safety Fund
2. Street Maintenance		\$ 469,805	Transfer from Gas Tax
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ -	\$ 250,169	
Deduction Totals	\$ -	\$ 886,777	

Total GF Expenditures	\$ 1,071,403
Minus Deductions	\$ 886,777
MOE Base Year	\$ 184,626

City of Needles
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown				
		General Fund	Measure I	Federal	State	City Funds
Construction Projects:						
Public Works	\$ 700,402	\$ 700,402				\$ 700,402
Sanitation (street sweeping)	\$ 173,895	\$ 173,895				\$ 173,895
Maintenance Projects:						
1. Project #1		\$ -				
2. Project #2						
Engineering/Administrative Overhead Not Allocated to Specific Projects:						
	\$ 119,844	\$ 119,844				
Expenditure Totals	\$ 994,141	\$ 994,141	\$ -	\$ -	\$ -	\$ 874,297

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
1. Project #1 : Prop 1B funds used from state of CA	\$ 330,149	\$ 330,149	One time money received from CA, \$400K, money was recorded as GF revenue, & \$330K of it used for major construction projects
2. Project #			
Maintenance Projects:			
1. Project # : Gas tax funds rec'd & trf'd to GF	\$ 117,566	\$ 117,566	Special Gas Tax Revenue (Fund 210) is transferred to GF for street maintenance
2. Project #			
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ 119,844	\$ 119,844	
Deduction Totals	\$ 567,559	\$ 567,559	

Total GF Expenditures	\$ 994,141
Minus Deductions	\$ 567,559
MOE Base Year	\$ 426,582

City of Ontario
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
1. Project #1							
2. Project #2							
Maintenance Projects:							
1. Traffic Signal / Street Lighting	\$ 1,716,169	\$ 1,716,169					
2. Sidewalk	\$ 1,334,396	\$ 1,334,396					
3. Street Light Maintenance	\$ 401,591	\$ 401,591					
4. Transfer Out from GF - Pavement Management Prog	\$ 1,700,000	\$ 1,700,000					
5. Roadway Maintenance	\$ 912,568	\$ 912,568					
6. Traffic Management	\$ 139,948	\$ 139,948					
7. Paint Striping/Sign Maintenance	\$ 420,435	\$ 420,435					
8. Sign Repair and Construction	\$ 335,053	\$ 335,053					
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
	\$ 228,341	\$ 228,341					
Expenditure Totals	\$ 7,188,501	\$ 7,188,501	\$ -	\$ -	\$ -	\$ -	\$ -

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
1. Project #			
2. Project #			
Maintenance Projects:			
1. Acacia St. Reconstruction: Baker to Vineyard	\$ 478,442	\$ 478,442	Per the direction from City Council, emergency repairs requested by businesses in the area. Cost is included in Pavement Management Program.
2. Etiwanda Rehab: Mills Parkway to 4th	\$ 459,155	\$ 459,155	Per the direction from City Council, emergency repairs requested by businesses in the area. Cost is included in Pavement Management Program.
5. Roadway Maintenance	\$ 912,568	\$ 912,568	Gas Tax transfer reimbursed General Fund
6. Traffic Management	\$ 139,948	\$ 139,948	Gas Tax transfer reimbursed General Fund
7. Paint Striping/Sign Maintenance	\$ 420,435	\$ 420,435	Gas Tax transfer reimbursed General Fund
8. Sign Repair and Construction	\$ 335,053	\$ 335,053	Gas Tax transfer reimbursed General Fund
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ 228,341	\$ 228,341	
Deduction Totals	\$ 2,973,942	\$ 2,973,942	

Total GF Expenditures	\$ 7,188,501
Minus Deductions	\$ 2,973,942
MOE Base Year	\$ 4,214,559

City of Rancho Cucamonga
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)
BASE YEAR #1

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
NONE							
Maintenance Projects:							
1. Streets/Parks - Operations & Maintenance (5200)		\$ 525,133					
2. Streets/Parks - Emerg. Equipment & Rentals (5252)		\$ 8,510					
3. Streets/Parks - Equip. Operations & Maint. (5280)		\$ 19,261					
4. Streets/Parks - Contract Services (5300, 5310)		\$ 554,102					
5. Streets/Parks - Salaries & Fringe Benefits (5000, 5005, 5010, 5030)		\$ 2,497,466					
Engineering/Administrative Overhead Not Allocated to Specific Projects:		\$ 961,999					
Expenditure Totals	\$ -	\$ 4,566,471	\$ -	\$ -	\$ -	\$ -	\$ -

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
NONE			
Maintenance Projects:			
1. Street/Parks - Salaries & Fringe Benefits (5000, 5005, 5010, 5030)		\$ 2,497,466	Salaries and benefits prior to FY2013/2014 for Street and Park Maintenance were not budgeted or tracked separately. It is impractical for Street Maintenance salaries and benefits to be extracted from existing records. Therefore, for Base Year #1 and fiscal years through FY2013/2014 a deduction is being requested.
Engineering/Administrative Overhead Not Allocated to Specific Projects:	\$ -	\$ 961,999	
Deduction Totals	\$ -	\$ 3,459,465	

Total GF Expenditures	\$ 4,566,471
Minus Deductions	\$ 3,459,465
MOE Base Year #1*	\$ 1,107,006

* MOE Base Year #1 shall be in effect for FY2009/2010 through FY2013/2014.

- (1) Prior to FY2013/2014, Street and Park Maintenance were combined in Division Code 316, including salaries and benefits.
- (2) Street expenditures for Base Year #1 and fiscal years through FY2013/2014 include transactions in Object Codes 5200, 5252, 5280, 5300, and 5310 of Division Code 316 (318 and 319 for FY2013/2014) with the following Activity Codes: 6903, 6906, 6910, 6911, 6912, 6914, 6925, 6926, 6950, 6952, 6954, 6955, 6958, and 6961.

City of Rancho Cucamonga
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2013/2014 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)
BASE YEAR #2

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
NONE							
Maintenance Projects:							
1. Streets/Parks - Operations & Maintenance (5200)		\$ 505,382					
2. Streets/Parks - Emerg. Equipment & Rentals (5252)		\$ 18,890					
3. Streets/Parks - Equip. Operations & Maint. (5280)		\$ 17,845					
4. Streets/Parks - Contract Services (5300, 5310)		\$ 405,359					
5. Streets/Parks - Salaries & Fringe Benefits (5000, 5005, 5010, 5030)		\$ 1,278,281					
Engineering/Administrative Overhead Not Allocated to Specific Projects:		\$ 92,828					
Expenditure Totals	\$ -	\$ 2,318,585	\$ -	\$ -	\$ -	\$ -	\$ -

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
NONE			
Maintenance Projects:			
NONE			
Engineering/Administrative Overhead Not Allocated to Specific Projects:	\$ -	\$ 92,828	
Deduction Totals	\$ -	\$ 92,828	

Total GF Expenditures	\$ 2,318,585
Minus Deductions	\$ 92,828
MOE Base Year #2*	\$ 2,225,757

* MOE Base Year #2 shall be in effect beginning in FY2014/2015.

- (1) Prior to FY2013/2014, Street and Park Maintenance were combined in Division Code 316, including salaries and benefits. Being base on a budget split between Street and Park Maintenance, Base Year #2 better represents Street Maintenance expenditures for fiscal years following FY2013/2014.
- (2) Street expenditures for Base Year #2 and fiscal years following FY2013/2014 include transactions in Division Code 318 and Object Codes 5200, 5252, 5280, and 5300.

City of Twentynine Palms
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
1. Project #1							
2. Project #2							
Maintenance Projects:							
1. Project #1							
2. Project #2							
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
Expenditure Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
1. Project #			
2. Project #			
Maintenance Projects:			
1. Project #			
2. Project #			
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ -	\$ -	
Deduction Totals	\$ -	\$ -	

Total GF Expenditures	\$ -
Minus Deductions	\$ -
MOE Base Year	\$ -

Note: City of Twentynine Palms does not use General Fund for transportation

City of Victorville
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
None							
Maintenance Projects:							
None		\$ -					
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
1. Engineering Department - Wages & Benefits	\$ 1,877,116	\$ 1,877,116					
2. Engineering Department - Overhead	\$ 250,572	\$ 250,572					
3. Public Works - Overhead	\$ 4,143	\$ 4,143					
4. Maintenance of Streets - Overhead	\$ 301	\$ 301					
5. Street Sweeping - Overhead	\$ 7,402	\$ 7,402					
6. Traffic Control - Overhead	\$ 7,666	\$ 7,666					
7. Traffic Signal Maintenance - Overhead	\$ 17,131	\$ 17,131					
Expenditure Totals	\$ 2,164,331	\$ 2,164,331	\$ -	\$ -	\$ -	\$ -	\$ -

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
None			
Maintenance Projects:			
None	\$ -	\$ -	
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ -	\$ -	
1. Engineering Department - Wages & Benefits	\$ 1,877,116	\$ 1,877,116	Non-street related. Expenses on development review, plan check & inspection
2. Engineering Department - Overhead	\$ 250,572	\$ 250,572	Non-street related. Expenses on development review, plan check & inspection
3. Public Works - Overhead	\$ 4,143	\$ 4,143	Incorrect coding. Should not have been charged to the General Fund
4. Maintenance of Streets - Overhead	\$ 301	\$ 301	Incorrect coding. Should have been charged to Gas Tax
5. Street Sweeping - Overhead	\$ 7,402	\$ 7,402	Incorrect coding. Should have been charged to Gas Tax
6. Traffic Control - Overhead	\$ 7,666	\$ 7,666	Incorrect coding. Should have been charged to Measure I
7. Traffic Signal Maintenance - Overhead	\$ 17,131	\$ 17,131	Incorrect coding. Should have been charged to Measure I
Deduction Totals	\$ 2,164,331	\$ 2,164,331	

Total GF Expenditures	\$ 2,164,331
Minus Deductions	\$ 2,164,331
MOE Base Year	\$ -

Town of Yucca Valley
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
Maintenance Projects:							
1. Emergency Snow Removal	20,822	20,822					
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
Expenditure Totals	\$ 20,822	\$ 20,822	\$ -	\$ -	\$ -	\$ -	\$ -

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
Maintenance Projects:			
1. Emergency Snow Removal	\$ 20,822	\$ 20,822	This one-time emergency expenditure is unusual for the Town. It increased the MOE base level arbitrarily outside of the normal on-going General Fund expenditures. Prior years support that General Fund is not routinely utilized for transportation-related construction and maintenance.
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ -	\$ -	
Deduction Totals	\$ 20,822	\$ 20,822	

Total GF Expenditures	\$ 20,822
Minus Deductions	\$ 20,822
MOE Base Year	\$ 0

County of San Bernardino
Measure I 2010-2040 Maintenance of Effort Base Year Calculation
 Based on Fiscal Year 2008/2009 Construction and Maintenance Expenditures
 (Rounded to nearest dollar)

Project Expenditures Included in General Ledger	Total Project Cost	Funding Breakdown					
		General Fund	Measure I	Federal	State	City Funds	Other
Construction Projects:							
1. San Martin Rd Paving	\$ 2,152	\$ 2,152					
2. Roswell Ave Sidewalk	\$ 617,465	\$ 27,084					\$ 590,381
3. Cozzens Ave Sidewalk	\$ 385,164	\$ 40,163					\$ 345,001
4. Pipe Line Ave Sidewalk	\$ 1,291,550	\$ 7,468					\$ 1,284,082
5. Alder Ave Sidewalk	\$ 809,266.00	\$ 27,779.00					\$ 781,487
6. Bohnert Ave Sidewalk	\$ 417,133	\$ 36,042					\$ 381,091
7. Forty-Eighth St Sidewalk	\$ 113,016	\$ 23,203					\$ 89,813
8. California St Sidewalk	\$ 191,683	\$ 26,581					\$ 165,102
9. Pine St Sidewalk	\$ 341,308	\$ 24,299					\$ 317,009
10. Linden Ave Sidewalk	\$ 118,159	\$ 29,583					\$ 88,576
11. Glen Helen Parkway Grade Sep PA&ED PS&E	\$ 2,341,512	\$ 205,001					\$ 2,136,511
Maintenance Projects:							
None							
Engineering/Administrative Overhead Not Allocated to Specific Projects:							
Expenditure Totals	\$ 6,628,408	\$ 449,355	\$ -	\$ -	\$ -	\$ -	\$ 6,179,053

Deductions for Special Consideration (Deduction Must Also be Included in Project Expenditures Above):	Total Project Cost	General Fund	State Reason Why Project Expenditure Should Be Deducted from MOE
Construction Projects:			
1. San Martin Rd Paving	\$ 2,152	\$ 2,152.00	One time project, project cancelled
2. Roswell Ave Sidewalk	\$ 617,465	\$ 27,084	One time project requested by 4th District Supervisor
3. Cozzens Ave Sidewalk	\$ 385,164	\$ 40,163	One time project requested by 4th District Supervisor
4. Pipe Line Ave Sidewalk	\$ 1,291,550	\$ 7,468	One time project requested by 4th District Supervisor
5. Alder Ave Sidewalk	\$ 809,266.00	\$ 27,779.00	One time project requested by 5th District Supervisor
6. Bohnert Ave Sidewalk	\$ 417,133	\$ 36,042	One time project requested by 5th District Supervisor
7. Forty-Eighth St Sidewalk	\$ 113,016	\$ 23,203	One time project requested by 5th District Supervisor
8. California St Sidewalk	\$ 191,683	\$ 26,581	One time project requested by 5th District Supervisor
9. Pine St Sidewalk	\$ 341,308	\$ 24,299	One time project requested by 5th District Supervisor
10. Linden Ave Sidewalk	\$ 118,159	\$ 29,583	One time project requested by 5th District Supervisor
11. Glen Helen Parkway Grade Sep PA&ED PS&E	\$ 2,341,512	\$ 205,001	General Fund Loan for Development Contribution
Maintenance Projects:			
None			
Engineering/Administrative Overhead Not Allocated to Specific Projects:			
	\$ -	\$ -	
Deduction Totals	\$ 6,628,408	\$ 449,355	

Total GF Expenditures	\$ 449,355
Minus Deductions	\$ 449,355
MOE Base Year	\$ -

Minute Action

AGENDA ITEM: 14

Date: February 10, 2016

Subject:

Revised 2016 Fund Estimate and State Transportation Improvement Program

Recommendation:

That the General Policy Committee recommend the Board, acting as the San Bernardino County Transportation Commission, amend and restate the Board action taken on October 7, 2015, to approve the following actions related to the Revised 2016 State Transportation Improvement Program Fund Estimate and as shown in Table 2:

A. Propose programming of \$1.119 million in Fiscal Year 2019/2020 for Planning, Programming, and Monitoring activities.

B. Propose the following amendments to remove projects from the State Transportation Improvement Program:

- i. I-215 Mount Vernon /Washington Street Interchange Improvement Project – Deprogram \$38.523 million of Regional Improvement Program construction funds in Fiscal Year 2018/2019 consistent with July 2014 Board action to discontinue work on the project.
- ii. State Route 210 Widening project – Deprogram \$25 million of Regional Improvement Program construction funds and replace with federal Surface Transportation Program and Measure I Valley Freeway Program funds.
- iii. I-215 Barton Road Interchange Project – Deprogram \$22.611 million of Regional Improvement Program construction funds and replace with federal Surface Transportation Program and Measure I Valley Freeway Program funds.
- iv. I-10 Express Lanes Phase I Project – Deprogram \$39.745 million of Regional Improvement design and right of way funds with the replacement funding to be determined through ongoing financial analyses for this project.

C. Nominate the following new projects for Regional Improvement Program funds to be submitted to the California Transportation Commission for inclusion in the 2016 State Transportation Improvement Program:

- i. Redlands Passenger Rail Project – Program \$22.611 million for construction in Fiscal Year 2017/2018.
- ii. I-15 Express Lane Project – Program \$64.95 million for a design-build contract in Fiscal Year 2019/2020.

Entity: CTC

Background:

The 2016 State Transportation Improvement Program (STIP) programming cycle began with the California Transportation Commission (CTC) adopting the Fund Estimate (FE) on August 27, 2015. The FE identified \$2.4 billion of programming capacity available statewide over the next five years with a new STIP capacity of \$223 million over the FE period. However, when coupled with the shortfall of allocation capacity prior to the STIP period, there was no new programming capacity for the 2016 STIP. The Board approved the 2016 STIP submittal for San Bernardino County at the October 7, 2015, Board meeting as shown in Table 1.

Table 1
Proposed 2016 STIP Programming for San Bernardino County (\$000s)
(Approved by SANBAG Board October 2015)

Fiscal Year	2016/17	2017/18	2018/19	2019/20	2020/21
Proposed Programming					
Planning Programming and Monitoring	\$1,270	\$1,270	\$1,270	\$1,119	
I-215 Mt Vernon/Washington Interchange Improvement*			\$38,523		
Rte 210 Widening, Highland Ave to San Bernardino Ave		\$25,000			
I-10 Express Lanes Phase I		\$39,745			
		\$30,588			
I-215 Barton Rd. Interchange Reconstruction	\$22,611	\$22,611			
Redlands Passenger Rail Project	\$22,611				
I-15 Express Lanes Phase I			\$20,603		\$28,347
<i>Total Programmed</i>	<i>\$23,881</i>	<i>\$54,469</i>	<i>\$21,873</i>	<i>\$1,119</i>	<i>\$28,347</i>
Total Estimated 2016 STIP Programming Capacity	\$129,689				
Total Proposed Programming	\$129,689				
Capacity Remaining /(Advanced)	\$0				

*Project proposed to be removed per Board Action 7/2/2014

Since adoption of the FE, the California Department of Finance has reduced their Fiscal Year 2016/2017 Price-Based Excise Tax projections in response to the recent decrease in gasoline prices. A revised FE was adopted by the CTC on January 20, 2016, with a decrease of \$800 million in total STIP capacity compared to the previously adopted FE in August 2015. This decrease results in negative programming capacity over the next five years, which requires deprogramming of projects from all regions statewide.

The suggested programming reduction for San Bernardino County is \$37.2 million, which reduces the total estimated 2016 STIP programming Capacity to \$92.5 million. Note that the CTC has indicated that the programming target share reduction is for reference only. The final reduction per county may change depending on the ability to deprogram from other counties statewide and the annual allocation capacity relative to proposed programming. The CTC has also indicated that the programming reduction must be from the first three years of the five-year STIP cycle.

Staff recommends a strategic approach to retain projects that demonstrate greenhouse gas reductions and sustainability to the extent alternative funding sources will allow according to the

Executive Order B-30-15 issued by the Governor included in the proposed 2016 STIP Guidelines. The CTC will also consider the Executive Order when approving programming recommendations for the 2016 STIP and when prioritizing allocations in cases of annual allocation capacity shortfalls. Table 2 details the revised proposed programming for the 2016 STIP relative to the Board action in October 2015.

Table 2
Revised Proposed 2016 STIP Programming for San Bernardino County (\$000s)
(Revisions to October 2015 Board approvals shown in bold)

Fiscal Year	2016/17	2017/18	2018/19	2019/20	2020/21
Proposed Programming					
Planning Programming and Monitoring	\$1,270	\$1,270	\$1,270	\$1,119	
I-10 Express Lanes Phase I		\$30,588			
I-215 Barton Rd. Interchange Reconstruction		\$22,611			
Redlands Passenger Rail Project	\$22,611	\$22,611			
I-15 Express Lanes Phase I			\$20,603	\$64,950	\$28,347
<i>Total Programmed</i>	<i>\$1,270</i>	<i>\$23,881</i>	<i>\$1,270</i>	<i>\$66,069</i>	<i>\$0</i>
Total Estimated 2016 STIP Programming Capacity			\$92,490		
Total Proposed Programming			\$92,490		
Capacity Remaining /(Advanced)			\$0		

Descriptions of the revised proposed programming and rationale are as follows:

- I-10 Express Lanes Phase I – Because this project is one of the more flexible projects in terms of funding eligibility, staff recommends deprogramming the current Board-approved \$30.588 million of STIP funds in Fiscal Year 2017/2018 for design-build delivery to comply with the programming capacity reduction. The project funding options will be analyzed in the ongoing financial analyses being performed for this project. Options that will be analyzed include federal funds, and bonding against future federal and toll revenue.
- I-215 Barton Road Interchange Reconstruction – Staff recommends deprogramming the current Board-approved \$22.61 million of STIP funds for construction in Fiscal Year 2017/2018. The project funding shortfall will be replaced by federal Surface Transportation Program (STP) funds and/or Measure I Valley Freeway Program funds without impacting the delivery schedule.
- Redlands Passenger Rail Project- Staff recommends moving the programming of \$22.61 million for construction from Fiscal Year 2016/2017 to 2017/2018. Because the project will be ready to advertise for construction in June 2017, this programming change will not impact the project delivery schedule while demonstrating an effort to comply with the need to reduce near-term programming capacity in Fiscal Year 2016/2017. This is the type of project that would receive priority for allocation in a situation of constrained allocation capacity; however, there is a risk that the CTC will not allow SANBAG to maintain the full programming

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- amount in Fiscal Year 2017/2018 in which case other eligible state, federal, and Measure I funds can be used to replace the funding shortfall.
- I-15 Express Lanes Project – The 2016 STIP proposal that was approved by the Board in October included total programming of \$48.95 million over several years for design, right-of-way, and construction phases. Since approval, staff has been considering a design-build delivery method for the I-15 Express Lanes Project, which will require the funding for all phases of the project to be programmed in the anticipated year of contract award. Staff recommends programming of the remaining \$16 million of STIP capacity in Fiscal Year 2019/2020 along with the combined \$48.95 million for a total of \$64.95 million. The amended STIP programming is consistent with the current project schedule for award of a design-build contract. Staff is unsure of how Express Lanes will fare in relation to Executive Order B-30-15, but because they encourage ridesharing and provide a means for maintenance of the improvements provided, staff is hopeful they will be looked on favorably for programming and allocation.

Staff will submit the revised proposed 2016 STIP programming to the CTC after SANBAG Board approval. It is typical in constrained programming situations for the programming proposal to be an iterative process with CTC staff as they try to balance the statewide programming to annual allocation capacity. Any changes to the proposed programming will be communicated to the Board. The CTC will hold a South STIP Hearing on March 17, 2016, and is scheduled to publish staff recommendations on April 22, 2016, and adopt the 2016 STIP at their meeting on May 18-19, 2016.

Financial Impact:

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

Reviewed By:

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

Responsible Staff:

Philip Chu, Management Analyst III

Approved
General Policy Committee
Date: February 10, 2016

Witnessed By:

GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2016

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